T880
Body Integration Technology

KENWORTH. The World's Best.
Kenworth has long been the chassis of choice for many vocational body builders and operators. Whether you run dump trucks, wreckers, mixers or other applications, you need a chassis that can be easily integrated with a range of bodies and PTO functions in order to meet your requirements.

Kenworth’s multiplexed electronic system for T680, T880 and W990 is the foundation for a range of body integration technologies, including:

- **Multiplexed Switches**: simplification of wires behind the dash and on the chassis; improved diagnostics; increased switch placement flexibility.
- **New PTO Functions**: optimized PTO functionality with PACCAR MX Engines; wide range of programming capabilities.
- **Industry standard CAN interface for body controllers / telematics / ELDs**: 250kB and 500kB CAN communication location for body builder connections.
- **Improved data security**: decreases the likelihood of dash lamp activation due to aftermarket device additions.
Different applications and bodies require different levels of control. The multiplexed electronic system simplifies installation by offering increased flexibility in terms of switches, connector options, and vehicle programming features. The following examples highlight different approaches to these technologies based on varying body platforms and body control requirements.

Dump applications require only a PTO dash mounted on/off switch. Along with the switch to engage the PTO, there are optional connectors available to accommodate the installation of the body.

In addition to the dash mounted PTO switch, some applications require operation of the PTO from a remote location such as wrecker or crane.

Varying requirements require more control from dash and remote locations. The body controller allows for multiple PTO speed setting to tackle any situation.
PTO FUNCTIONALITY ENHANCEMENTS

PTO Mode Control (PMC) activates with PTO Engagement:
- PTO engaged signal via any of the following:
  - Hardwired signal-ball or pressure switch
  - CAN signal-SPN 980
  - PMC dash switch-FEPTO/REPTO
- Limits and safeties always applied while in PTO Mode Control
  - Limits and safeties remain active during an active interlock

PTO Speed Control (PSC) activates via one of the following:
- Dash or steering wheel switches
- Remote hardwired set/resume or presets
- SAE J1939 CAN
  - TSC1-Torque Speed Control
  - SAE PGN 65264
  - EEC2-based Remote Throttle
- PSC canceled during active interlock and truck returns to PMC
  - Engine speed returns to minimum PTO speed
  - Cab pedal behavior during active interlock is configurable by the customer

Cab and Remote PTO Locations
- Independent interlocks, limits and presets
- Cab or remote selection made via a cab/REMOTE dash switch

Additional Presets Functionality
- Six toggled or two dedicated
  - Per customer configuration
- Three new custom presets
  - Cancel mode or latch mode
  - Remote custom presets active during cab PTO
  - Dash switches for cab location
  - Remote hardwired input at cab, BOC, BOS or EOF

Customer-Installed Interlock Functionality
- Improved operator and equipment safety
- Hardwired input
- Active during cab and remote PTO
  - Cab pedal behavior during active interlock is configurable by the customer

Driver PTO information
- In-cab dash displays extensive PTO information including:
  - PTO engaged status
  - Current PTO state: PMC or PSC
  - Location in control
  - Operator requested engine speed
  - Active during in-cab and remote PTO

Improved PTO Configuration Process
- Streamline truck PTO spec'ing process at point of purchase
- Simplified rules and improved descriptions ease PTO configuration process

Improved Split Shaft PTO Functionality
- Eliminate the need to wire to cab cruise control switches
- Available for both cab and remote control locations
- Hardwired and CAN input capable

Capable of handling 2 PTO Engagements
- Capable of engagement of up to two separate PTO devices

Customer-selected PTO Engine Governor
- PTO engine response can be configured per PTO load requirements
- Eight different governor levels
- “Low” for light, steady and slow PTO loads
- “High” for heavy and fast changing PTO loads
- Meet ever-growing vocational applications
- Configurable via PACCAR Vehicle Pro

Service Brake Interlock Polarity
- Interlock active with brake applied or brake released

Improved Hardwired Remote Throttle
- Reduction of latency
- Hardwired and EEC2 remote throttle
- Reduced configuration and setup time

250kb and 500kb CAN Compatibility
- Available both in-cab and remote locations
- Cab CAN connections per RP1226 standards
- Remote CAN connections available at cab, BOC or EOF
- Meet ever-increasing customer and supplier requests for 500kb compatibility
- Remote location 500kb available per PTO sales code

Improved Mobile PTO Functionality
- Reduce the number of restrictions
- Increase speed and RPM limits
- Independent of cruise control minimum speed
- Introduction of mobile remote functionality

Configuration and control of your PTO functions has never been easier. User defined presets allow the engine and PTO to be set for optimal operation under any load. PTO controls are in the cab and can also be located remotely on the body and can operate up to two PTO’s.
Standard Third-Party Interface

A TMC RP1226 connector placed behind the dash allows aftermarket telematics, ELD, body control and PTO control. Bus speeds of 250kbps (K-CAN) and 500kbps (S-CAN) are available. RP1226 defined messages and major telematics supplier data is available for customer use through the interface.

Telematics devices covered:
- PeopleNet
- Omnitracs
- ISAAC
- JJKeller
- BlueTree
- Continental
- Lytx
- Igloballlc
- EdenVector System
- DriverTech LLC
- Geo Tab
- Telogis
- Vnomics
- Trimble

Body builder devices covered:
- Manitex
- Altec
- ESG
- Agility Fuel Systems
- Hartfiel
- GapVax
- Super Products
- Miller Industries
- Badgerinc

Connector options:

The 12-Pin Remote Throttle Connector
- Standard on all straight trucks and tractors with PTO’s spec’ed
- Optional on tractors without PTO’s
- Located on chassis harness
- 40-way relay box no longer required
- Same optional locations position under engine bay, BOC/BOS or EOF

Optional 8-Pin PTO Input Connector
- PTO presets 1, 2, 3, +/-
- PTO interlock
- Optional locations under engine bay, BOC/BOS or EOF

4-Pin Connector on Chassis Harness
- Standard with all trucks that spec for PTO or customer installed PTO
- Same location as the current product
- Similar functionality; First PTO engaged, pump mode, second PTO engaged
HEAVY-DUTY SUPPORT WHENEVER - AND WHEREVER - YOU NEED IT

The reliability and moneymaking potential of your business relies on the dependability of your support system – another great reason to invest in a Kenworth.

Combining premium Kenworth trucks and personalized local service, PacLease provides customized full-service lease, rental and contract maintenance programs designed to meet the specific needs of customers.

For over 50 years and through all economic cycles, PACCAR Financial has been providing Kenworth owners with innovative financing solutions that can be customized to meet individual business needs.

PACCAR Genuine Parts are first-fit parts that keep a Kenworth as original and reliable as the day it rolled out of the factory. Keep your truck and engine well-maintained with the quality, performance and warranty delivered from PACCAR Genuine Parts.

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