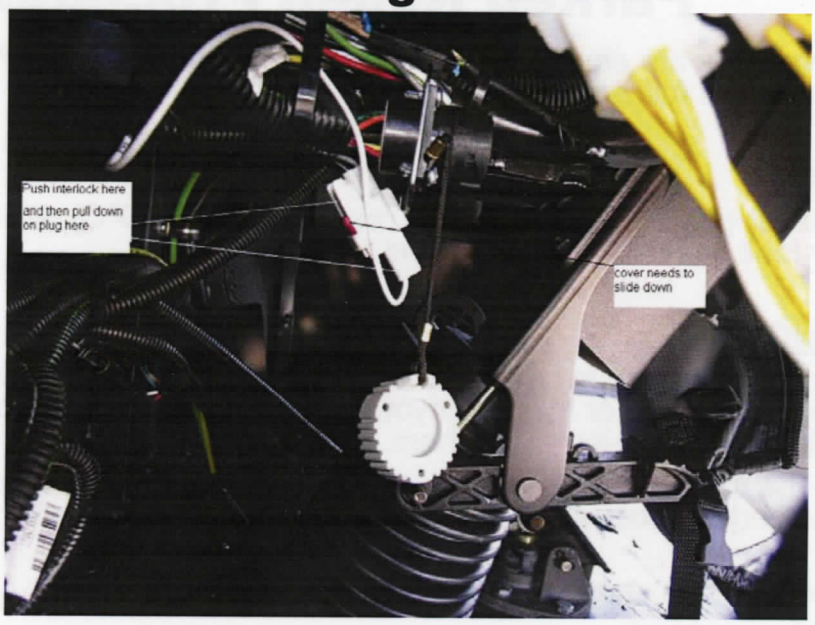
Cab Parked Regen Switch

Parked Regeneration



- **Located on left hand side of Instrument Panel**
- **Allows Parked Regen when:**
  - DPF light is on
  - Vehicle is parked.

CAUTION

During the stationary regeneration, the exhaust gas temperature can reach 800°C [1500°F] and the surface temperature can exceed 700°C [1300°F].

This picture shows where the new Freightliner cab switch for ISB07 CM2150 powered Motorhomes. It is the Parked Regeneration Switch Connector.

The parked regeneration switch is used to manually initiate an Active Regeneration while the vehicle is parked.

Parked Regen Procedure

EPA07 vehicles are equipped with an aftertreatment system. Perform a manual regeneration as follows.

WARNING

The exhaust gas temperature could reach 1500°F (800°C), which is hot enough to ignite or melt common materials, and to burn people.

WARNING

When the HEST lamp is on, be certain that the exhaust pipe outlet is not directed at combustible material or toward anyone. To do so could cause damage to the vehicle and serious personal injury to others.

1. With the parking brake applied, start the engine. Then step on the service brake and cycle the park brake switch (release and re apply) Then take your foot off the service brake.
2. Disconnect the shorting plug.
3. Wait four seconds.
4. Connect the shorting plug.
5. Engine RPM will rise, when the DPF light goes off and engine returns to idle (approx.

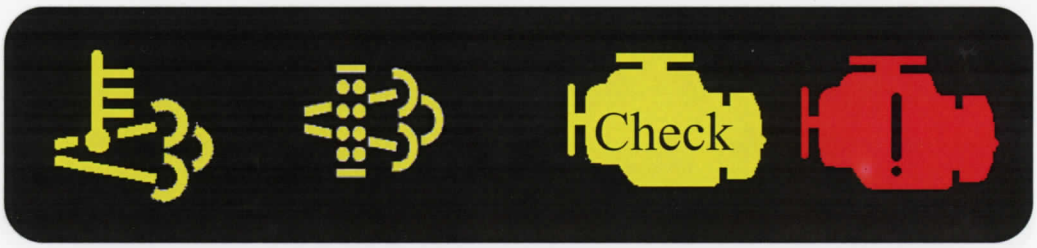
45 minutes to an hour) manual regeneration is complete.

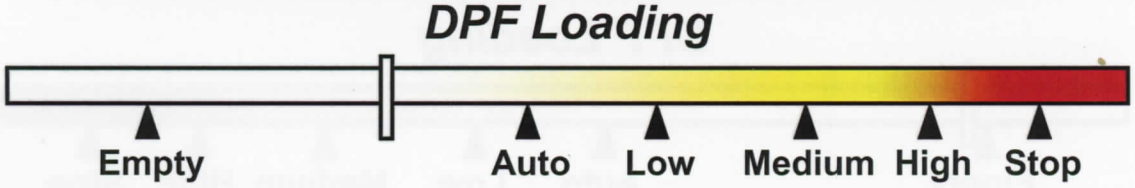
IMPORTANT: To stop a manual regeneration, turn the ignition off.

NOTE: "Regen" will work only if the DPF light is on, or the system determines, that a re-generation is needed.

Simulator

Situation	Dash Lamps	Operator Action
Normal Operation Passive Regeneration	No Lamps On	Drive Normally





Now you've been introduced to the dash lamps and switches that relate to the Aftertreatment system. We want to use the following graphics to represent different situations, the lamps that may be on, relative loading level in the Diesel Particulate Filter, or DPF, and finally what the operator should do.

First we'll have a row of text boxes to indicate:

The Situation the vehicle and operator is in

The status of the Dash Lamps

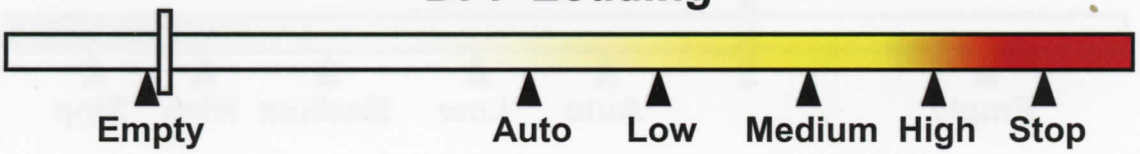
And finally, the Operator Action required.

Next, we have the dash lamps that we just went through, and we'll add the new switches when appropriate. Finally, we have a graphic with a slider bar to show the relative particulate matter loading of the diesel particulate filter. The slider bar will go from empty to high, to correspond with the situation being discussed. The term Auto on the scale is the point where Active Regeneration will start. Once the Regeneration process starts, the particulate matter, or soot load, will decrease and move again toward the empty location on the scale.

Normal with Passive Regeneration

Situation	*Dash Lamps*	*Operator Action*
Normal Operation Passive Regeneration	None	None

DPF Loading



This slide relates to the normal operating mode or when the Aftertreatment system is in a Passive Regeneration mode.

This slide depicts how the indicator lamps will look the vast majority of the time --darkened.

It is very important to convey that Passive Regeneration occurs the vast majority of time.

In essence, Passive Regeneration is about self-cleaning. ---the system naturally takes care of itself. Notice that the slider bar will naturally move from empty up to about the Auto area as the vehicle is operated in a normal duty cycle and none of the lamps come on. The operator doesn't need to do anything with the Aftertreatment system in this situation. Now let's look at what happens when the DPF is starting to fill up.