

Glossary - new ATD related terms highlighted

Term	Definition
Accel Switch	Dashboard switch that enables the acceleration feature of the cruise control.
Active Code	The status of the diagnostic monitoring in the ECM. When a diagnostic code is recognized, the ECM turns on either the yellow (check engine) or red (stop engine) lamp on the dashboard.
Automatic Count	The number of times the DPF regeneration cycle has been completed when automatically initiated while the vehicle is still moving.
Automatic Fuel	The amount of fuel, in gallons, used during the automatic DPF regeneration process.
Average Drive Load	The calculated average operating load on the engine while it is not in idle mode. This quantity is valid for all three choices of idle mode definition.
Avg. Vehicle Speed	Trip Distance divided by Trip Driving Time.
Boost Pressure	Pressure of air above atmospheric pressure created by the turbocharger.
Brake Count	The number of times the service brake was applied.
Brake Switch	Switch on the brake pedal that disables cruise control when brakes are applied.
Clutch Switch	Switch on the clutch pedal that disables cruise control when the clutch is applied.
Coasting	The condition when Vehicle Speed is greater than 40 mph and Engine Speed is less than 40% of maximum rated RPM.
Coasting Time	The length of time a vehicle has been coasting.
Cruise	Operation where the Vehicle Speed is controlled by the cruise control routine.
Cruise Percent	Trip Cruise Time divided by Driving Time.
DDEC	Detroit Diesel Electronic Controls.
Diag Records	Diag Records indicates the count of Diagnostic Trouble Codes that became active during the trip.
DPF	Diesel Particulate Filter.
Driving Economy	Trip Distance divided by Driving Fuel.
Driving Fuel	Trip fuel minus Idle Fuel.
Driving Percent	Driving Time divided by Trip Time.
Driving Time	Trip time minus Idle Time.
ECM	Electronic Control Module.
Engine Brake (cylinders)	Number of cylinders that have the engine brake feature enabled.
Engine Speed Histogram	The Engine Speed Histogram graph depicts the percentage of the total Trip Time the engine speed fell within the given band.

Engine Utilization	Trip Time divided by Trip Calendar Time.
Fan On Time	Total Fan On Time is accumulated when either one (or both) of the digital fan outputs or the PWM fan output is active. Total Fan On Time is comprised of Fan Time (Engine), Fan Time (Manual) and Fan Time (Air Conditioning).
Fan Time (Engine)	Time accumulated when the fan was active because the engine triggered activation.
Fan Time (Manual)	Time accumulated when the fan was active because the operator used the manual switch.
Fan Time (Air Conditioning)	Time accumulated when the fan was active because the air conditioning system triggered activation.
Fleet Time Zone	The Fleet Time Zone is the time zone of the analysis PC for the fleet, expressed as the number of hours offset from Greenwich Mean Time. For example, Eastern Standard Time is expressed as -5 hr. This time is used on the reports. It is set during installation and can be reset after installation through the Tools, Options menu.
Fuel Consumption	Trip Fuel divided by Trip Time.
Fuel Economy	Trip Distance divided by Trip Fuel.
Fuel Pressure	Pressure of the fuel measured after the secondary fuel filter. The sensor is used only on certain engine models.
Hard Brake Count	The number of times a rapid deceleration of the vehicle occurred during a trip (default hard brake threshold is 7 mph/s).
Highest RPM	The highest Engine Speed reached during a Trip.
Highest Speed	The highest Vehicle Speed reached during a Trip.
Idle Fuel	The amount of fuel used while the engine was in Idle Mode.
Idle Method	There are three methods of detecting that the engine is in idle: <ol style="list-style-type: none"> 1. VSS Idle, where the engine is running but vehicle speed is less than a threshold (default value is 1.5 mph). 2. Idle Governor Idle, where the Idle Governor is in use. 3. RPM/Load Idle, where the engine is operating below an RPM threshold and below a percent engine load threshold.
Idle Mode	Engine operation which meets the conditions of the Idle method chosen in the Vehicle Parameters setup.
Idle Percent	The percentage of the total Trip Time that the engine was in Idle Mode.
Idle Time	Trip Time spent in Idle Mode.
Last Stop	Last Stop occurs when the vehicle comes to a stop for 15 seconds or longer.
Load	The percentage of power output where 0% is idle and 100% is full load in gear.
Maintenance Visual Reminder	When any maintenance limit has been approached within a preset percentage, the Check Engine Light will blink six times each time the ignition key is turned from off to on.

Manual Count	The number of times the DPF regeneration cycle has been completed when initiated by a driver or technician while the vehicle is parked.
Oil Pressure	Pressure of the engine oil in the lubrication system.
Optimized Idle Time Active	The total time during which Optimized Idle is active. This time is the sum of Run time and any time the engine is not running but the system is active.
Optimized Idle Time Run	The time the engine is running for any reason under Optimized Idle. This time is the sum of the sub-category times: Battery, Engine Temp., Thermostat, Extended Idle, and Continuous.
Optimized Idle Time Battery	The time the engine is running in response to the battery voltage dropping below 12.2 volts DC. After the engine runs for two hours in this mode, the engine shuts off and the time in this category stops collecting.
Optimized Idle Time Engine Temp.	The time the engine is running in response to the engine oil temperature dropping below 60 F. When the oil temperature reaches 104 degrees F, the engine shuts off and the time in this category stops collecting.
Optimized Idle Time Thermostat	The time the engine is running in response to a request from the in-cab thermostat. When the thermostat set-point is satisfied, the engine shuts off and time in this category stops collecting.
Optimized Idle Time Extended Idle	The time the engine is running in Extended Idle Mode. This mode is entered if thermostat set-point is not satisfied within 45 minutes and the external temperature is not in the extreme temperature bands. The engine cycles on for 15 minutes and off for 15 minutes.
Optimized Idle Time Continuous	The time the engine is running in Continuous Mode. This mode is entered if the truck body skin temperature sensor is less than 24 degrees F or greater than 100 degrees F and thermostat set-point is not satisfied. The engine will run continuously until the external temperature moves out of the extreme bands and/or the thermostat is satisfied.
Parked Fuel	The amount of fuel, in gallons, used during the Manual DPF Regeneration process.
Periodic Maintenance	One of three configurable Periodic Maintenance parameters.
Pulse Width	The number of engine revolution degrees that an injector is open to deliver fuel.
Pump On Time	The time the engine is running in the pressure governor mode. This mode is active when the engine is used to drive a water pump in a fire truck application.
Pump On Distance	The distance traveled by a fire rescue truck which pumps water and moves at the same time.
Pump On Fuel	The fuel used while operating in the pressure governor mode.
Reset Lockout	Prevents the ProLink Diagnostic Data Reader from resetting DDEC Trip information. Without this lockout feature, trip data can be accidentally erased when a ProLink is used to service the DDEC ECM.
Speeding A	The Speeding A condition is met when the vehicle is traveling between

	the Speeding A and the Speeding B values (default thresholds are 66 mph and 71 mph).
Speeding B	The Speeding B condition is met when the vehicle is traveling above the Speeding B limit (default threshold of 71 mph).
Stop Idle Time	Stop Idle Time is collected when idle time has surpassed a certain preset value (default time is five minutes). It is often a measure of unnecessary idling.
Stop Idle Percent	Trip Stop Idle Time divided by Trip Time.
Throttle (% open)	Throttle position expressed as a percent where 0% is fully closed and 100% is open wide.
Top Gear	The lowest ratio between Engine Speed and Road Speed. This value is set in the DDEC engine calibration file. It can be changed with the ProLink Diagnostic Data Reader or Detroit Diesel Diagnostic Link software.
Top Gear -1	The second lowest ratio between Engine Speed and Road Speed. DDEC learns this ratio by monitoring Engine Speed and Road Speed as the vehicle moves. The date upon which the ratio was learned is recorded and displayed on the Vehicle Configuration report.
Top Gear Cruise	The condition in which the vehicle was in Top Gear and in Cruise Control at the same time.
Trip	An accumulation of data from one data extraction to the next.
Trip Calendar Time	Total Time between data extractions including Engine Off Time.
Trip Distance	The total miles traveled during a Trip.
Trip Fuel	The total fuel used during a Trip.
Trip Status	A category in the Extraction Log which reports inconsistencies in Trip data.
Trip Time	Time the engine runs during a Trip.
Vehicle Speed Histogram	The Vehicle Speed Histogram graph depicts the percentage of the total Trip Time that the vehicle speed fell within the given bands.
Vehicle Speed Limiting	Vehicle Speed Limiting prevents additional fuel from being supplied to the engine after the Vehicle Speed has reached a preset limit.
Vehicle Utilization	Driving Time divided by Trip Calendar Time.
Visual Maintenance Reminder	When any maintenance limit has been approached within a preset percentage, the Check Engine Light will blink six times each time the ignition key is turned from off to on.
VSG Percent	Trip Variable Speed Governor Time divided by Trip Time.
VSG (PTO)	The Variable Speed Governor becomes activated when the engine runs above the Low Speed Governor and the vehicle is not moving.
VSL Percent	Trip Variable Speed Limiting Time divided by Driving Time.
VSS	Vehicle Speed Sensor.

Click on this underlined phrase to read more about [the topics in DDEC Reports Help](#).