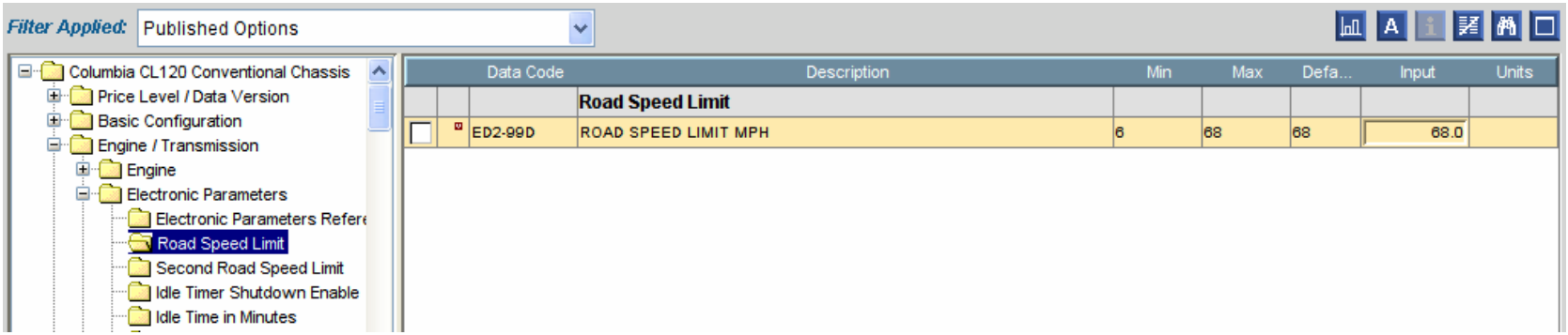
Engine Speed Limiters	
Max Road Speed	ED2-99D
Cruise Control	
Max Cruise Set Speed	EC3-99D
Min Cruise Set Speed	EC2-99D
Soft Cruise Enable	**TBD**
Idle Shutdown	
Enable Idle Shutdown	Disable – EE1-002 Enable– EE1-001
Idle Shutdown Time	EE4-99D
PasSmart	
PasSmart Enable	Disable – ER7-998 Enable – ER7-001
PS Pass Speed Duration	EDF-99D
PS Pass Speed Interval	EDG-008
PS Pass Speed Increment	EDH-99D

Optimized Idle	
Optimized Idle Enable	Disable – EL7-998 Enable – EL7-003
Progressive Shifting	
Progressive Shift Enable	Disable – EH1-002 Enable– EH1-001
PS Low Gear 1 Max Vehicle Spd	EH4-99D
PS Low Gear 1 RPM Limit	EH2-99D
PS Low Gear 1 Max RPM Limit	EH3-99D
PS Low Gear 2 Max Vehicle Spd	EH7-99D
PS Low Gear 2 RPM Limit	EH5-99D
PS Low Gear 2 Max RPM Limit	EH6-99D
PS High Gear On Vehicle Spd	EH9-99D
PS High Gear RPM Limit	EH8-99D
Common Driver Rewards	
CDR Mode	TBD
CDR Reset Frequency	TBD
Top Gear Max CDR Incentive	TBD
Max CDR Incentive for CC	TBD

Fuel Economy Incentive	
Fuel Economy Incentive Enable	Disable – ER6-998 Enable– ER6-001
FEI Minimum Fuel Economy	ER1-99D
FEI Max Vehicle Speed Reward	ER2-99D
FEI Conversion Factor	ER3-99D
FEI Use Trip Mileage	ER4-99D

Max Road Speed (ED2-99D)

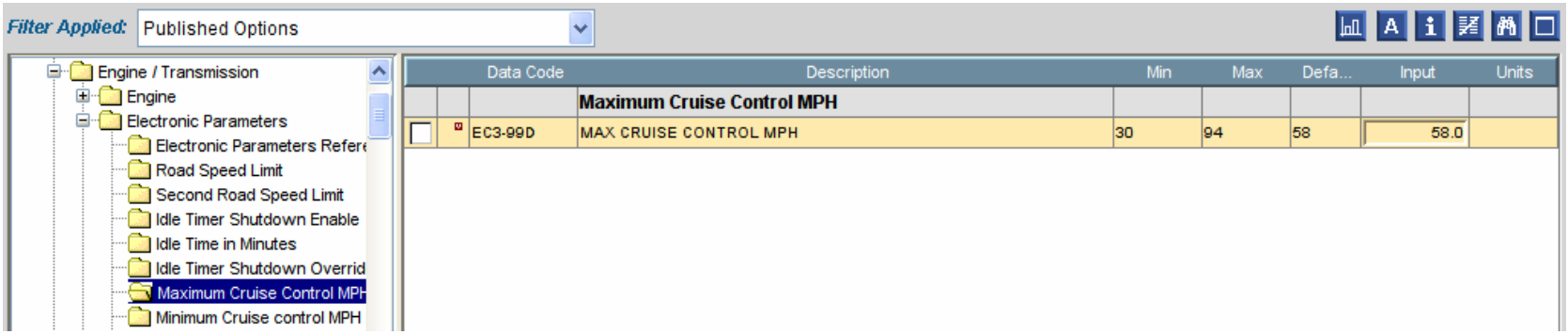
- The “Max Road Speed” limiting parameter discontinues fueling to an engine’s cylinders when a vehicle travels above a programmed maximum road speed (i.e. vehicle speed). The “Max Road Speed” cannot be exceeded.
- P-Group (DDDL): PGR003



- Fuel Economy Advantage:
  - Fuel consumption increases exponentially as speed increases. Throttling back 5mph could result in fuel savings of up to 15%

Max Cruise Set Speed (EC3-99D)

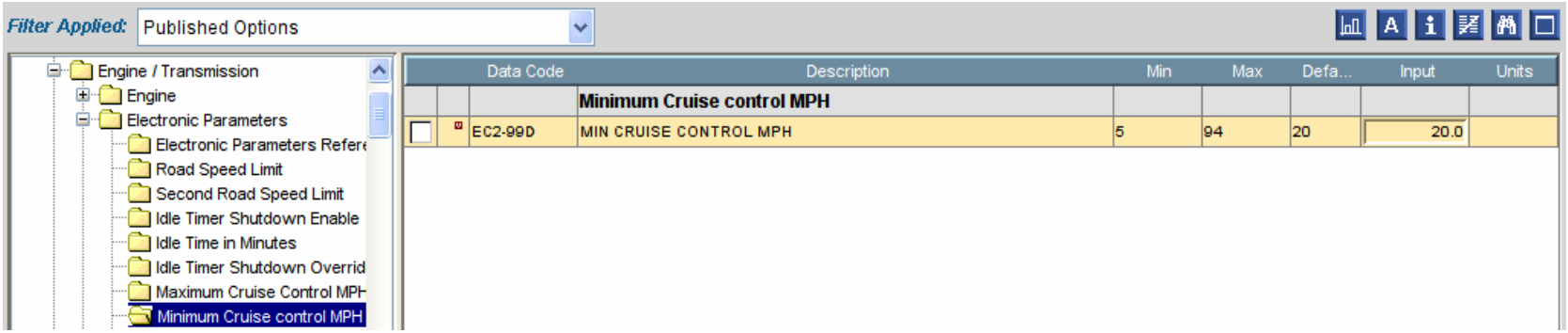
- Cruise Control maintains a targeted speed (mph) by increasing or decreasing fueling to an engine's cylinders. "Max Cruise Set Speed" determines the maximum speed (mph) a vehicle can be traveling while within Cruise Control.
- P-Group (DDDL): PGR015



- Fuel Economy Advantage:
  - Fuel consumption increases exponentially as speed increases. Throttling back 5mph can result in fuel savings of up to 15%.

Min Cruise Set Speed (EC2-99D)

- Cruise Control maintains a targeted speed (mph) by increasing or decreasing fueling to an engine's cylinders. "Min Cruise Set Speed" determines the minimum speed (mph) a vehicle must be traveling before a driver can enable Cruise Control.
- P-Group (DDDL): PGR015



- Fuel Economy Advantage:
  - Using Cruise Control could save up to 6% in fuel economy (vs. not using Cruise Control).

Soft Cruise Enable (TBD)

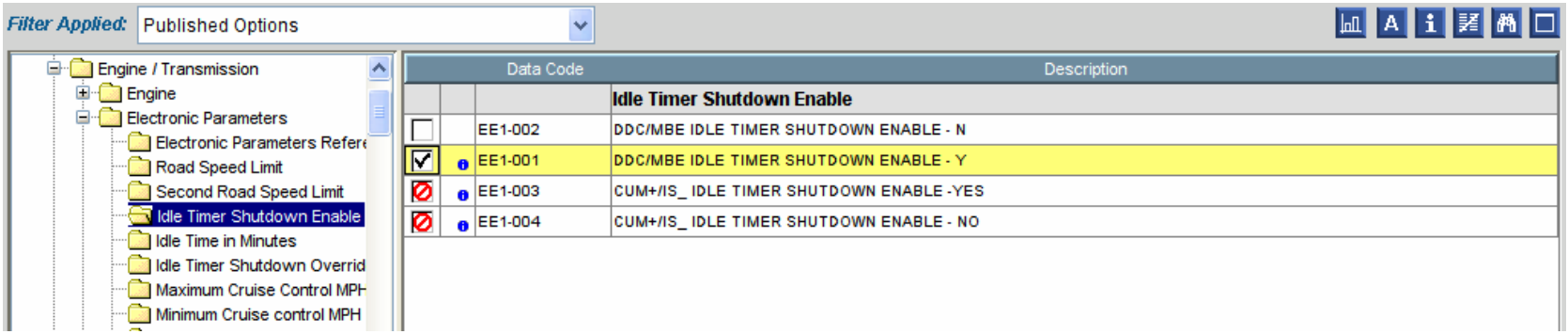
- "Soft Cruise" reduces the overall fueling required to operate a vehicle in Cruise Control through delaying full-load torque requests until the vehicle has slowed to a speed slightly less than the set cruise speed.

Default	0 – Disable
Options	0 – Disable
	4 – Soft Cruise Enable
	8 – Soft Cruise w/ Alternative Engine Brake Thresholds **Note:** In this mode, a second set of "looser" engine retarder on/off speeds will be introduced in order to assist in the descension of grades.

- Fuel Economy Advantage:
  - Using Soft Cruise could save up to 1% fuel economy (this is on top of normal Cruise Control savings).

Enable Idle Shutdown (EE1-001)

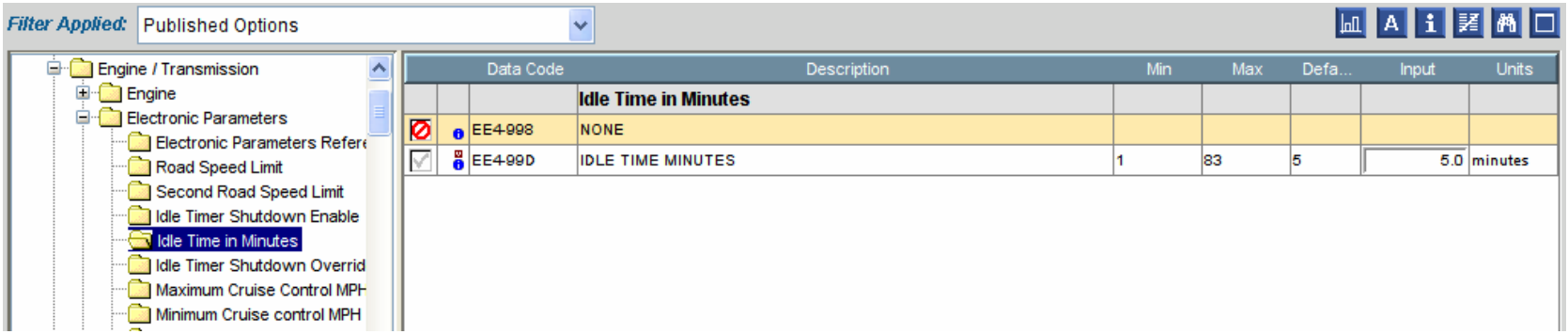
- Idle Shutdown Timer will shut down the engine if it remains idling for a specific period of time. Fueling is stopped after the specified time is reached.
- P-Group (DDDL): PGR017



- Fuel Economy Advantage:
  - Reduces fuel wasted at idle. For example, 25% idle time could cost up to 6% in fuel economy. 50% could cost up to 10% in fuel economy.

Idle Shutdown Time (EE4-99D)

- The “Idle Shutdown Time” parameter allows a customer to set the amount of time an engine is allowed to idle prior to shutting down.
- P-Group (DDDL): PGR017



PasSmart Enable (ER7-001)

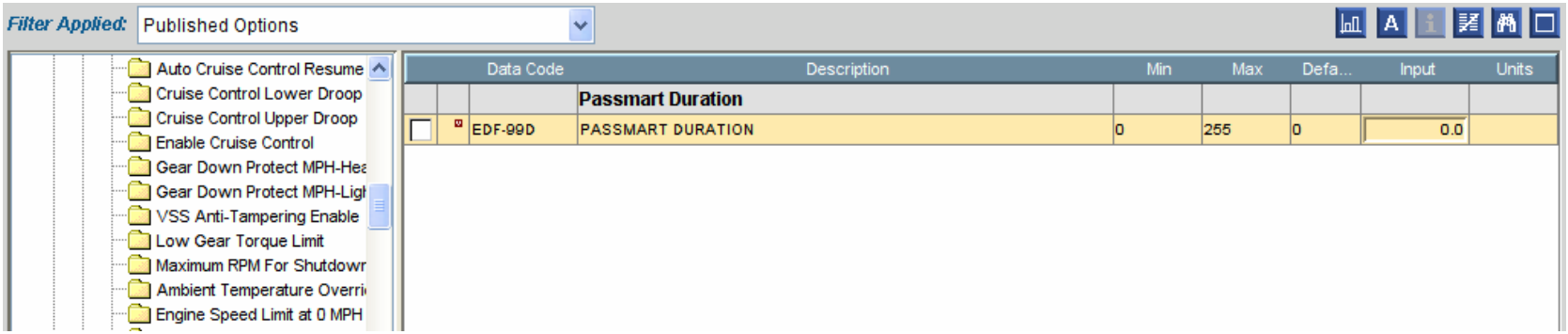
- PasSmart allows a fleet manager to enable a second Vehicle Speed Limit (VSL), above the normal VSL, to assist drivers while passing other vehicles on the highway. This second VSL is programmed for a limited duration during a given period of time.
- P-Group (DDDL): PGR023

Default	0 – Disable
Options	0 – Disable 1 – Enable

- Fuel Economy Advantage:
  - Win-Win for fleet managers and drivers. Some fuel economy will be ‘given back’ due to faster road speed.

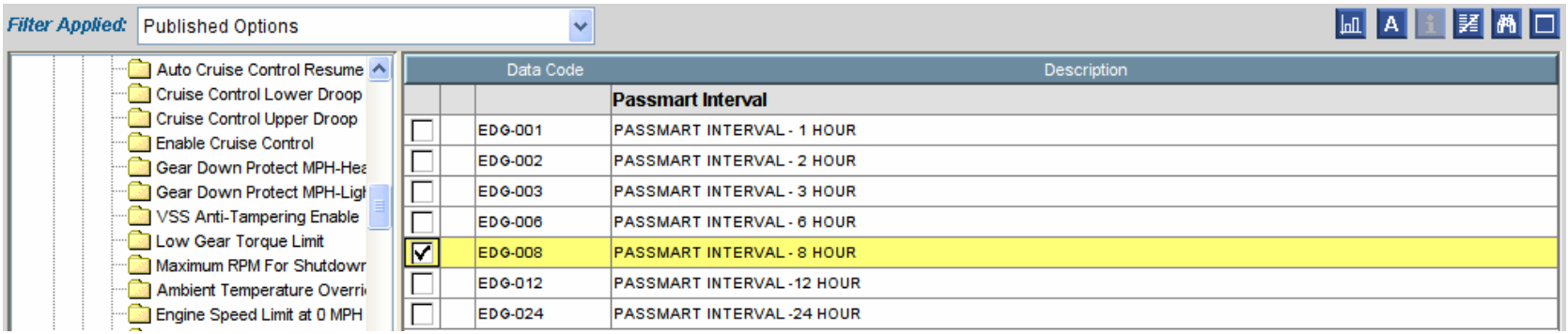
PS Pass Speed Duration (EDF-99D)

- The “PS Pass Speed Duration” parameter allows a fleet manager to program the duration of time, per interval, that a driver is permitted to travel at a speed higher than the normal Vehicle Speed Limit (mph).
- P-Group (DDDL): PGR023



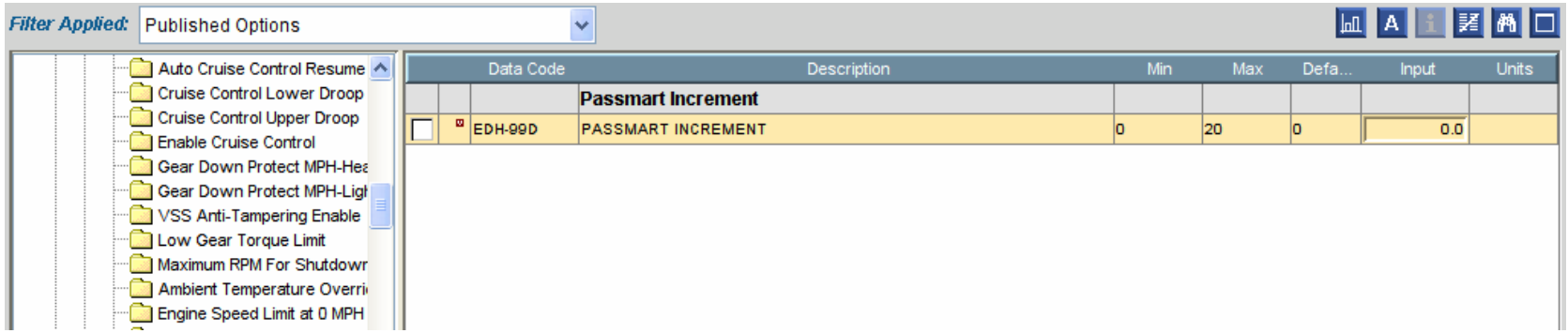
PS Pass Speed Interval (EDG-008)

- The “PS Pass Speed Interval” parameter allows a fleet manager to set the time interval within which the duration allotted for the second Vehicle Speed Limit (mph) can be utilized. After, the interval is reset.
- P-Group (DDDL): PGR023



PS Pass Speed Increment (EDH-99D)

- The “PS Pass Speed Increment” parameter allows a fleet manager to set the amount of additional vehicle speed (mph) permitted to a driver, above the programmed Vehicle Speed Limit.
- P-Group (DDDL): PGR023



Optimized Idle Enable (EL7-003)

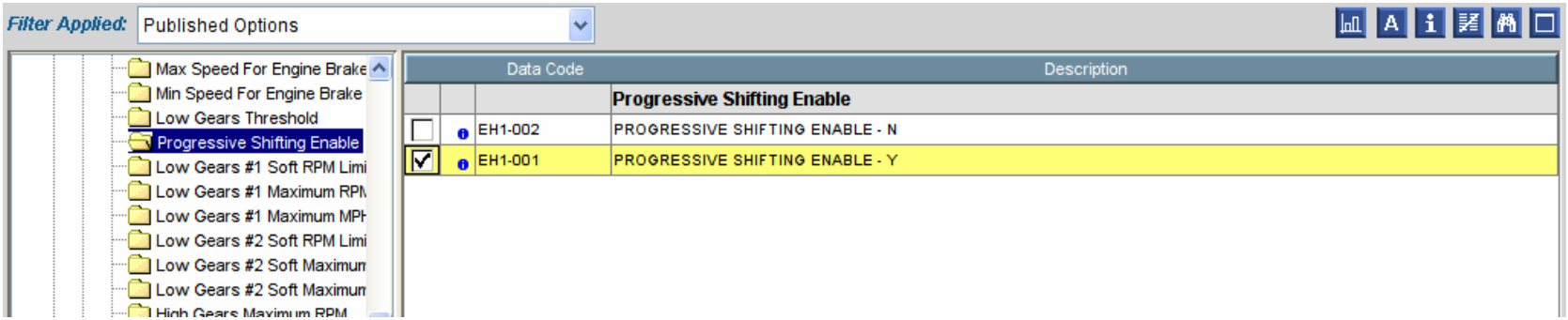
- Optimized Idle reduces engine idle time by running the engine only when required. Optimized Idle automatically stops and restarts the engine to keep engine oil temperature within factory limits, keep the battery charged, and keep the sleeper at a desired temperature.
- P-Group (DDDL): PGR012

Default	0 – Disable
Options	0 – Disable 1 – Enable

- Fuel Economy Advantage:
  - Reduces fuel wasted at idle. For example, 25% idle time could cost up to 6% in fuel economy. 50% could cost up to 10% in fuel economy.

Progressive Shift Enabled (EH1-001)

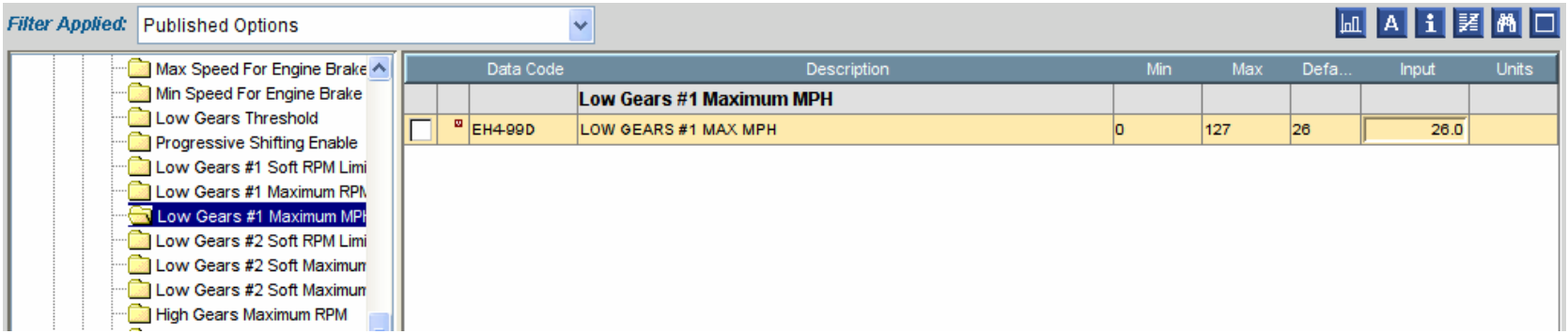
- Progressive Shifting encourages a driver to up-shift from a lower gear to a higher gear prior to reaching the engine's governed speed. The resulting lower engine speeds improve overall fuel economy.
- P-Group (DDDL): PGR023



- Fuel Economy Advantage:
  - Forces drivers to stay in top gear longer at lower engine speeds where engine fuel map is most efficient.

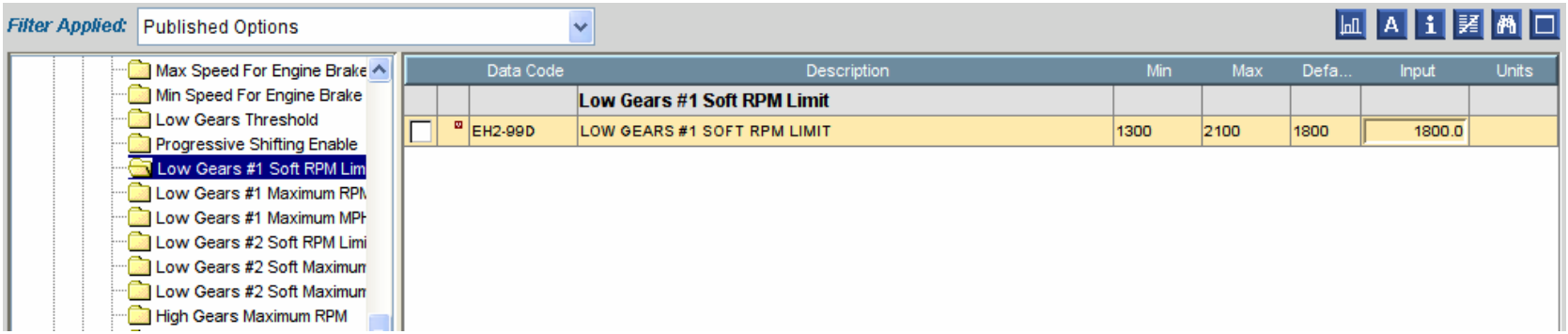
PS Low Gear 1 Max Vehicle Spd (EH4-99D)

- The “PS Low Gear 1 Max Vehicle Spd” parameter binds a vehicle’s maximum speed (mph) in low range #1 to a specific mph setting. The above functionality exists in order to encourage up-shifting.
- P-Group (DDDL): PGR023



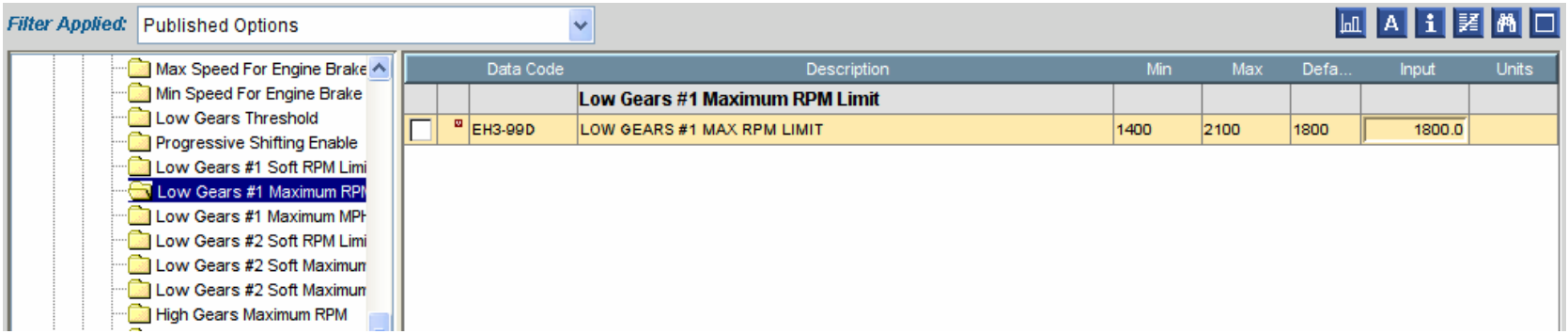
PS Low Gear 1 RPM Limit (EH2-99D)

- The “PS Low Gear 1 RPM Limit” parameter encourages a driver to up-shift by reducing his / her rate of acceleration beyond a specified engine speed (rpm) in low range #1.
- P-Group (DDDL): PGR023



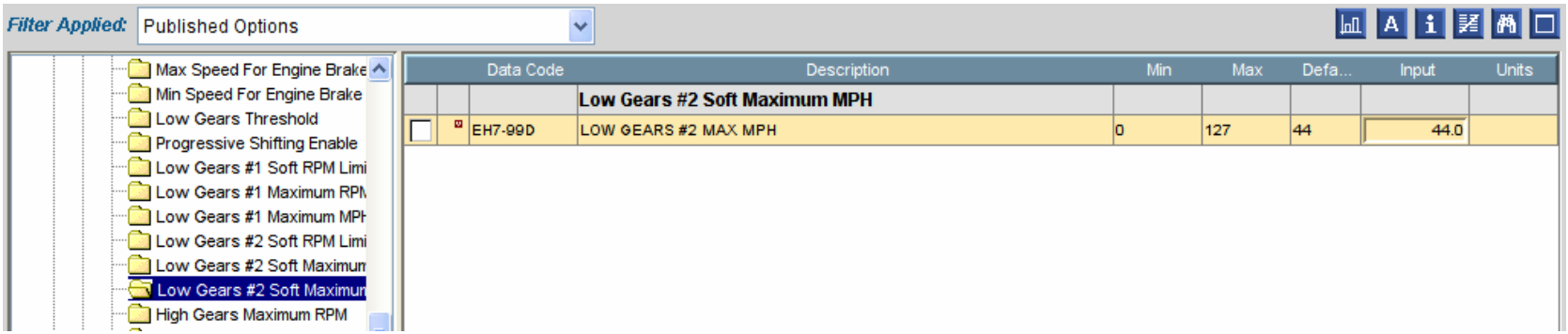
PS Low Gear 1 Max RPM Limit (EH3-99D)

- The “PS Low Gear 1 Max RPM Limit” parameter binds an engine’s maximum speed (rpm) in low range #1 to a specific rpm setting. If a driver operates a vehicle above the specified “PS Low Gear 1 RPM Limit,” he / she will ultimately be bound by the limits set within this parameter.
- P-Group (DDDL): PGR023



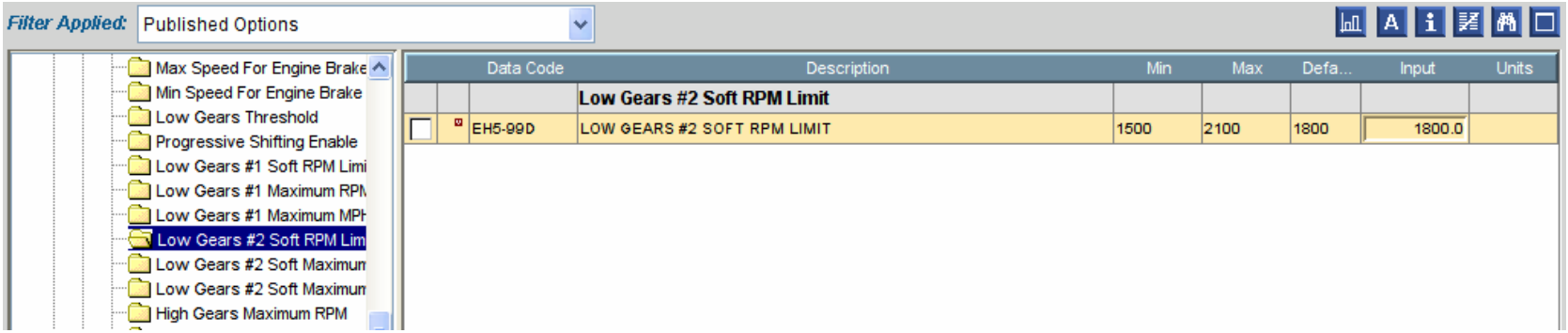
PS Low Gear 2 Max Vehicle Spd (EH7-99D)

- The “PS Low Gear 2 Max Vehicle Spd” parameter binds a vehicle’s maximum speed (mph) in low range #2 to a specific mph setting. The above functionality exists in order to encourage up-shifting.
- P-Group (DDDL): PGR023



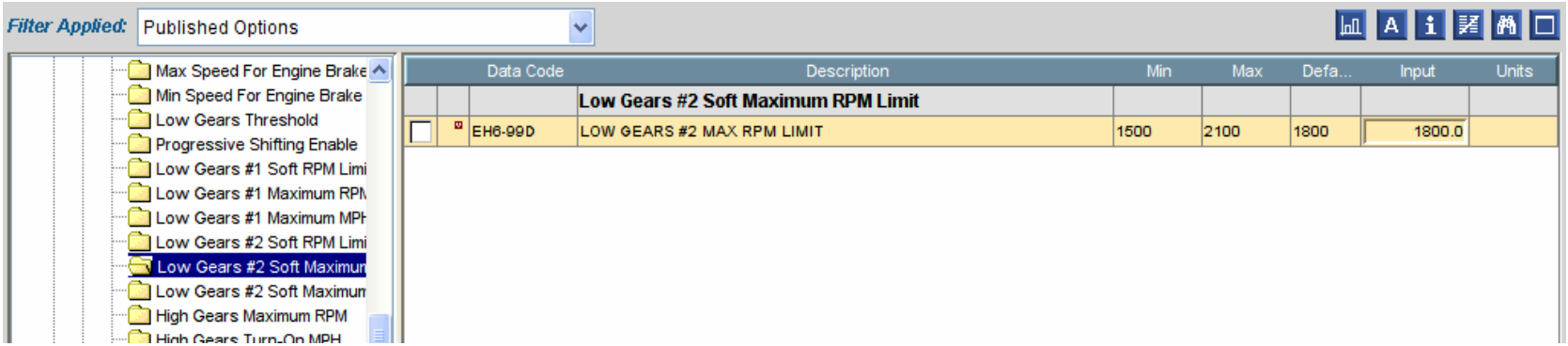
PS Low Gear 2 RPM Limit (EH5-99D)

- The “PS Low Gear 2 RPM Limit” parameter encourages a driver to up-shift by reducing his / her rate of acceleration beyond a specified engine speed (rpm) in low range #2.
- P-Group (DDDL): PGR023



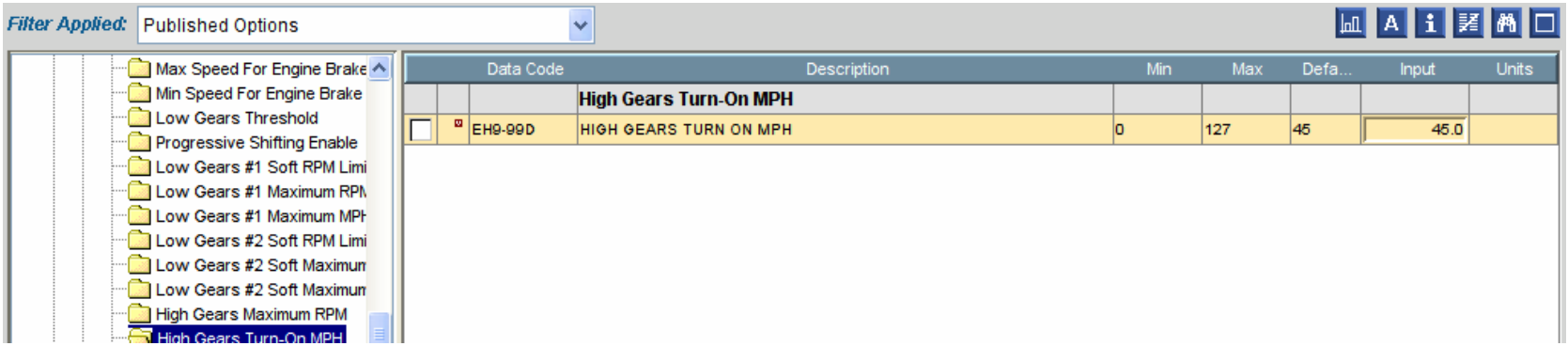
PS Low Gear 2 Max RPM Limit (EH6-99D)

- The “PS Low Gear 2 Max RPM Limit” parameter binds an engine’s maximum speed (rpm) in low range #2 to a specific rpm setting. If a driver operates a vehicle above the specified “PS Low Gear 2 RPM Limit,” he / she will ultimately be bound by the limits set within this parameter.
- P-Group (DDDL): PGR023



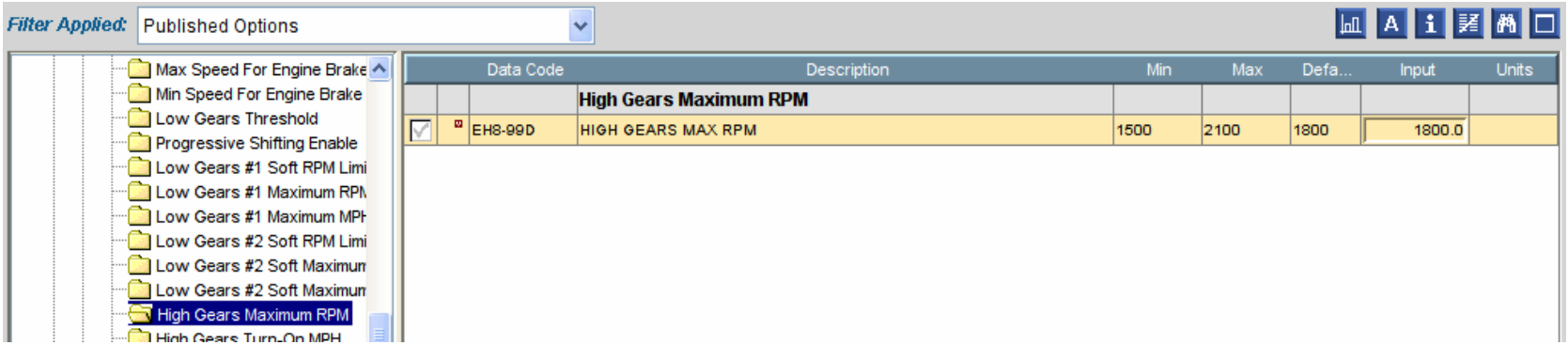
PS High Gear On Vehicle Spd (EH9-99D)

- The “PS High Gear On Vehicle Spd” parameter enables the engine’s “PS High Gear RPM Limit” above a specified vehicle speed (mph) encouraging a driver to up-shift.
- P-Group (DDDL): PGR023



PS High Gear RPM Limit (EH8-99D)

- The “PS High Gear RPM Limit” parameter binds an engine’s maximum speed (rpm) to a specific setting encouraging a driver to up-shift in order to attain increased vehicle speed (mph).
- P-Group (DDDL): PGR023



CDR Mode (TBD)

- The Common Driver Reward (CDR) feature allows a fleet manager to reward drivers with a higher Vehicle Speed Limit (mph) based upon his / her time spent in top gear or cruise control.

Default	0 – Disable
Options	0 – Disable
	1 – Cruise Control **Note:** In this mode, CDR activates for time spent in Cruise Control.
	2 – Top Gear **Note:** In this mode, CDR activates for time spent in Top Gear.
	3 – Cruise Control and Top Gear **Note:** In this mode, CDR activates for time spent in Cruise Control or Top Gear.

- Fuel Economy Advantage:
  - Rewards drivers for fuel efficient driving behavior. Win-Win for fleet managers and drivers. Some fuel economy will be ‘given back’ due to faster road speed.

CDR Reset Frequency

- The “CDR Reset Frequency” parameter allows a fleet manager to set the duration of time that Common Driver Reward timers will be active prior to being reset.

Default	0 – Disable
Options	0 – Disable 1 – Daily 2 – Weekly 3 – 4 Weeks

Top Gear Max CDR Incentive

- The “Top Gear Max CDR Incentive” parameter allows a fleet manager to set the amount of additional vehicle speed (mph) provided to a driver based upon his / her time in top gear.

Default	0 mph	0 km/h
Options	0 – 24.85 mph	0 – 40 km/h

Max CDR Incentive for CC (Cruise Control)

- The “Max CDR Incentive for CC” parameter allows a fleet manager to set the amount of additional vehicle speed (mph) provided to a driver based upon his / her time in cruise control.

Default	0 mph	0 km/h
Options	0 – 24.85 mph	0 – 40 km/h

Fuel Economy Incentive Enable (ER6-001)

- The purpose of “Fuel Economy Incentive Enable” is to allow a fleet manager to set a fuel economy target while providing the driver an incentive to meet the target. If this fuel economy target is exceeded, the driver will be awarded a slight increase to the “Vehicle Speed Limit” (mph).
- P-Group (DDDL): PGR023

Default	0 – Disable
Options	0 – Disable 1 – Enable

- Fuel Economy Advantage:
  - Rewards drivers for fuel efficient driving behavior. Win-Win for fleet managers and drivers. Some fuel economy will be ‘given back’ due to faster road speed.

FEI Minimum Fuel Economy (ER1-99D)

- The “FEI Minimum Fuel Economy” parameter sets the fuel economy target for a driver. If this fuel economy target is exceeded, the driver will be awarded a slight increase to the “Vehicle Speed Limit” (mph).
- P-Group (DDDL): PGR023

Default	7 mpg	3 km/l
Options	4 – 20 mpg	2 – 9 km/l

FEI Max Vehicle Speed Reward (ER2-99D)

- The “FEI Max Vehicle Speed Reward” parameter sets the maximum speed increase provided to a driver for meeting the set fuel economy target.
- P-Group (DDDL): PGR023

Default	0 mph	0 km/h
Options	0 – 12 mph	0 – 20 km/h

FEI Conversion Factor (ER3-99D)

- The “FEI Conversion Factor” parameter sets the mph allowance for each full mpg above the set fuel economy target.
- P-Group (DDDL): PGR023

Default	2 mph / mpg	7.6 km/h / km/l
Options	0 – 20 mph / mpg	0 – 76 km/h / km/l

FEI Use Trip Mileage (ER4-99D)

- The “FEI Use Trip Mileage” parameter allows a fleet manager to set how a driver’s fuel economy will be calculated.
- P-Group (DDDL): PGR023

Default	0 – Based on Filtered Fuel Economy
Options	0 – Based on Filtered Fuel Economy **Note:** Filtered fuel economy calculates the fuel economy based on periodic sampling of fuel consumption. It allows rewards over a shorter time period and may be best suited to a slip seat operation. In most instances, an ignition key reset will allow the driver to easily erase historical driving records.
	1 – Based on Trip Fuel Economy **Note:** Trip fuel economy calculates fuel economy over the entire trip (trip defined as DDEC Report Activity period). Rewards may take longer to achieve and is better suited for driver assigned vehicles.