



SB-10056906-8530

Technical Information Bulletin

E110



Section

Gauges - 03

Subject

Kenworth Driver Performance Assistant (DPA)

Release Date

2/17/2015

Condition

New DPA software is available to retrofit.

Chassis Affected

All Kenworth T680 and T880s equipped with a PACCAR MX-13 engine and an Eaton UltraShift and Advantage.

Action

INFORMATION ONLY

Technicians should be aware of the new DPA software.

Warranty

None. This TIB is for information only.

Background

The Driver Performance Assistant (DPA) is a software feature that can help improve fuel economy and reduce truck maintenance costs. It does this by providing direct and immediate coaching feedback to the operator as to how their driving actions influence the fuel economy and maintenance of the vehicle. Feedback comes directly in the forms of visual cues of encouragement and correction via the Driver Performance Center. This score is displayed each time the truck is started and can be viewed anytime the vehicle is running.

There are two scoring aspects to DPA:

- Anticipation
- Brake Saving

Anticipation has two components: Time spent coasting and the rate of deceleration. The driver can save fuel by anticipating slowdowns ahead of time and lifting off the throttle sooner. A smoother (lower deceleration = no hard braking) driving style is generally more fuel efficient. Coasting longer and more gently decelerating will earn higher scores in this aspect.

Brake Saving involves the use of the engine brake and service brakes. The more the engine brake is used, the less wear is put on the service brakes, leading to longer maintenance intervals. Use the engine brake to earn a better score in this aspect.

Production Software Release

This feature is available in the latest T680 and T880 vehicles with MX engines and manual transmission leaving the factory starting in June 2015.

Retrofit Explanation

This feature is also available for retrofit into previously built T680 and T880 vehicles (only with MX Engines and Eaton UltraShift transmissions). The retrofit labor cost, if this feature is requested by the customer, would have to be as part of another service event that covers a reprogramming event or charged directly to the customer.

Engine Brake Considerations

With PACCAR MX engines, there are three different options for how the engine brake behaves. See the "[MX-13 Programming and Ordering Guide - January 2015](#)" for more details on those options. Below is a brief description:

When the cruise control ON/OFF switch is active, the vehicle behavior depends on the engine brake configuration parameter:

- **Manual Mode**
- **Coast Mode**
- **Latch Mode**

When the switch for cruise control ON/OFF is not active, the vehicle is in **Manual Mode**. In this mode, if the engine brake ON/OFF switch is active, the retarder will engage immediately when the driver lifts off the throttle. Since this is considered a braking action, this will be considered an immediate end to the coasting aspect of "Anticipation" and a bad anticipation score will be awarded.

Coast Mode will apply the engine brake only when the service brake is active.

Latch Mode will apply the engine brake when the service brake is active, and remain active after the service brake is released (until the next accelerator pedal usage).

To obtain the highest DPA score possible it is recommended that operators use the following configuration and usage:

- Operate the vehicle with Cruise Control enabled.

To achieve the highest possible DPA score it is important to choose the appropriate Engine Brake Setting for the DPA configuration you wish to improve. See the table below for the suggested settings for each configuration:

DPA Configuration	Anticipation Score	Brake Saving Score	Anticipation + Brake Saving
Engine Brake Setting	Latch or Coast	Manual	Latch

Attachments



Procedure

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