



FUELSENSE 2.0 With DynActive™ Shifting

Improve Your Fuel Economy

FuelSense

- Software capability in the Transmission Control Module
- Launched in 2014 to provide increased Fuel Economy in heavy “Start Stop” applications
- Response to customer demand for improved fuel economy

Evolution to FuelSense 2.0

FUELSENSE

EcoCal and Dynamic Shift Sensing — EcoCal's low and "super" low speed shift schedules keep the engine speed at its optimum point. Dynamic Shift Sensing automatically selects between EcoCal and higher speed shift schedules based on grade and vehicle weight.

FUELSENSE 2.0

DynActive Shifting — FuelSense® 2.0 uses an algorithm to choose the most efficient shift points from an infinite number of combinations based on customer specs and engine fuel map, as well as vehicle and environmental parameters.

Neutral at Stop

Improved Neutral at Stop — Reduces the load on the engine during low-speed coasting and when the vehicle is stopped for additional fuel savings.

Acceleration Rate Management

Enhanced Acceleration Rate Management — Now with a custom rate for more precise control¹.

Increased Fuel Savings, CO₂ Savings and Dollar Savings

1 Available in FuelSense® 2.0 Max only.

Benefits of FuelSense 2.0 with DynActive Shifting

- Improved fuel economy up to 6% when compared to vehicle with current version of FuelSense (depending on duty cycle)
- Increased capability in “dialing in” fuel economy/performance trade off
- Using new version of DOC[®] service tool, end users may “trim” economy/performance bias for their specific duty cycle (not available where local regulations prohibit aftermarket calibration changes)

DynActive™ Shifting Economy Bias

- Economy Bias can be specified using a 0 to 100 point scale where 0 is maximum performance and 100 is maximum economy



- This Economy Bias can be used to optimize the balance of fuel economy and performance

Fuel Economy Improvements

Customer test fleets have seen up to **6% fuel savings** using new FuelSense® 2.0 software, when compared to their vehicles running our current version of FuelSense®

+ 6.3% FE Improvement

Distribution

+ 6.0% FE Improvement

Refuse

+ 4.3% FE Improvement

Transit

+ 2.0% FE Improvement

Construction Dump

*Over current production baseline.

Thoughts on Fuel Economy in a Connected World

- Platooning shows promise
- Connectivity changes the game
- Flexibility and adaptability will be key
 - OTA programming is an enabler
- Autonomous, AI, V2V, V2I technologies are disruptors