

Onboard co-pilots.

Daimler has always been a trailblazer for innovative safety systems in trucks, vans and buses. Numerous electronic assistance systems support drivers, regulate vehicle speed or autonomously initiate emergency braking maneuvers. Revolutionary technologies such as the Highway Pilot rely on the seamless combination of tried and tested systems.



Sending an important signal: Blind Spot Assist warns drivers of the presence of other road users when the truck makes a turn. The system is yet another milestone on the "road to accident-free driving."

Blind Spot Assist makes turns and lane changes even safer. Now that assistance systems can prevent, lessen or warn of accidents that could result from rear-end collisions or a truck veering off the road, researchers have turned their attention to potential dangers that arise during turns. Whether it's cyclists or pedestrians – things can get dangerous for other road users if truck drivers can't see them. The innovative Blind Spot Assist system from Mercedes-Benz uses radar sensors to monitor the entire side of the truck and can reliably warn drivers of potential hazards during turns. In addition, the system monitors the tracking pattern of the semitrailer during a turn and will issue a warning if its sensors detect a stationary obstacle such as a set of traffic lights. Blind Spot Assist also supports drivers when they change lanes. Following extensive practical testing, Blind Spot Assist will go into series production sometime in the next few years.

Blind Spot Assist is an important step on the road to the transport system of the future and underscores our role as a pioneer for achieving the highest degree of safety in road transport.

A positive trend: Despite the fact that road freight transport has increased, accidents involving trucks have declined sharply – thanks to state-of-the-art assistance systems whose development is being driven by Daimler in particular.

Active Brake Assist ABA 3: emergency braking for stationary obstacles as well. A sudden obstacle after a curve, a sudden traffic jam – such hazards require extreme alertness on the part of truck or bus drivers, as well as the ability to respond quickly. ABA 3 can save lives in such situations, including the lives of other road users. That's why as of late 2015, legislation will require all newly registered coaches to be equipped with an emergency braking assistance system. The Mercedes-Benz Travego Safety Coach is the world's first coach to be equipped with the latest generation of Active Brake Assist before the legislation goes into effect. The predecessor generation, ABA 2, was already able to initiate a braking maneuver when there was a risk of a collision with slower vehicles ahead or with stationary obstacles. The new Active Brake Assist 3 prevents imminent collisions with a stationary object by automatically bringing the vehicle to a standstill. This forward-looking safety technology from Daimler helps to prevent accidents and significantly reduce the severity of those accidents that do occur.

Crosswind Assist enhances driving safety and eases the strain on drivers. Crosswind Assist is yet another safety system with which Daimler is setting new standards in the van segment. Since 2013, Mercedes-Benz has been the only van manufacturer to offer such a system as standard in a Sprinter-class van. Last year, it also became the first automaker to offer it in a Vito-class model. The system's sensors register the effect side wind gusts have on the vehicle when it is crossing bridges or passing other cars, for example. ESP (Electronic Stability Program) then brakes the wheels facing the wind gust. This significantly reduces sideways movement and noticeably eases the strain on drivers. The feeling of safety and comfort is thus enhanced and inappropriate driver reactions in heavy winds are prevented.



Crosswind Assist keeps the van safely in its lane even in heavy winds.