Mercedes-Benz Trucks.

Leading the way in safety for years.

1981

Anti-lock Braking System for commercial vehicles

Daimler-Benz AG presents the first standard-fit Anti-lock Braking System (ABS) for commercial vehicles enabling the vehicle to remain steerable and controllable even in emergency braking. ABS has been a standard requirement since 1991.

1986

Acceleration Skid Control for commercial vehicles

The Acceleration Skid Control (ASR) feature was introduced for commercial vehicles in 1986. ASR prevents wheels from spinning out of control when pulling away and accelerating. This ensures greater stability and safety even on snow and ice.

1996

Electronic brake system and Roll Control Assist

The Actros is the first truck in the world to be equipped with disc brakes and the electronic brake system as standard. Brake Assist reacts at lightning speed in critical situations and supplies full braking power immediately. Roll Control Assist reduces the rolling movements of full-air-suspension platform vehicles on winding roads.

2000

Lane Keeping Assist

A legal requirement from 2015, Lane Keeping Assist consists of a camera mounted behind the windscreen monitoring the road markings.
If the driver inadvertently drifts out of the lane, an audible warning is sounded.

Proximity Control Assist

Since 2000 this radar-based assistance system has been helping prevent rear-end collisions by automatically adapting the vehicle's speed to the prevailing traffic situation. If the distance to the vehicle ahead narrows too much, the electronic control system intervenes to regulate speed.

2001

Stability Control Assist

The active safety system developed by Mercedes-Benz monitors the driving stability of tractor/semitrailer combinations. The sensor system secures control of the vehicle's driving dynamics, even in demanding situations, such as on winding stretches of road. This has been a legal requirement in newly registered trucks since 2014.

2002

Electronic hill-holder

The hill-holder function ensures a secure pulling-away manoeuvre on uphill gradients and prevents the vehicle rolling back when the driver's foot is removed from the brake pedal in order to depress the accelerator.

2006

Active Brake Assist 1

If the vehicle approaches a slower vehicle ahead too closely, Active Brake Assist 1 delivers a warning, then triggers a partial brake application and finally – if the driver does not react – intervenes with an emergency braking application. However, the system can be overridden by the driver at any moment.

2008

Rain/light sensor

The rain sensor activates the windscreen wiper interval at switch setting one on the steering column as soon as the first raindrops are 'felt'. When a certain level of darkness is reached, the light sensor automatically switches the dipped beam headlamps on. If visibility improves or the trip is interrupted, the headlamps are switched off again without the driver intervening.

2010

Active Brake Assist 2

This radar-based system is able to initiate a braking manoeuvre even when faced with a stationary obstacle. The braking manoeuvre initiated by the system with 50% of the maximum braking force allows the driver to gain the time needed to avoid an accident.

2011

The new Proximity Control Assist with stop-and-go function

The new, optionally available Proximity Control Assist with stop-and-go function can reduce the risk of rear-end collisions, for example, by automatically stopping the new Actros in stop-and-go traffic and slowly pulling away when the traffic starts moving again.

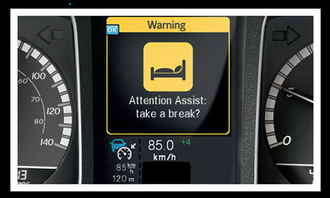
Safety in the new Actros

The new Actros features: Automatic activation of hazard warning lights during emergency braking manoeuvres, optimised headlamps with daytime driving lamps and cornering lights, a tyre pressure monitoring system, a sensor-equipped fifth wheel coupling and an optimised frame, representing a new dimension in safety.

2012

Active Brake Assist 3

This enhanced, optional system is now able to react to stationary as well as moving obstacles by triggering emergency braking. The automatic activation of the hazard warning lights during emergency braking increases safety for vehicles coming from behind.



Attention Assist

The optionally available Attention Assist system has a safety-enhancing effect. By monitoring steering behaviour, directional stability and driver activity for increasing signs of fatigue and inattentiveness, it can warn the driver visually and audibly to suggest taking a break.

2015

LDWS and AEBS become obligatory

Mercedes-Benz is years ahead of this regulation. The Actros has been fitted with Active Brake Assist (ABA) since 2006. And since 2012, the third generation – ABA 3 – has been available. The LDWS Lane Keeping Assist system has been available for Mercedes-Benz trucks since 2000. From November 2015 it has been standard equipment together with Active Brake Assist, for vehicles with a permissible gross vehicle weight over 18t.

2016

Active Brake Assist 4.

The Active Brake Assist 4 system assists the driver when an accident hazard is detected. It reduces the vehicle speed, within the system limits, via a stagebased warning concept up to full braking. It starts to evaluate the traffic situation in front of the vehicle as soon as the vehicle drives off. Active Brake Assist 4 also exceeds the General Safety Regulations of 2018 and can detect moving pedestrians. It is currently benchmark in the industry as no other competitor can offer such a system.

2017

Sideguard Assist

The system assists the driver when turning or changing lane by being able to detect moving and stationary objects in the warning zone on the co-driver's side.

It visually and audibly warns the driver in the event of danger. Sideguard Assist monitors the entire length of the vehicle and allows the detection of pedestrians and cyclists.

In addition, the sensors are capable of detecting stationary obstacles, such as at traffic lights or street furniture, in the turning radius of the truck, helping to prevent collisions.

2019

Active Drive Assist (ADA)

Active Drive Assist builds upon the tried-and-tested Predictive Control Assist adaptive cruise control function and the lane keeping assistant from Mercedes-Benz.

While responsibility for monitoring the traffic situation remains with the driver, the system provides significant support and makes an important contribution to increased road safety.

Active Brake Assist 5 (ABA5)

Since the launch of Active Brake Assist in 2006, nearly 230,000 Mercedes-Benz trucks have been equipped with the emergency braking assistant on board.

Active Brake Assist 5 provides even greater support to the driver when there is danger of a collision. It now combines both the radar and a camera system. This allows it to monitor the space ahead of the vehicle with greater accuracy and improve the safety for pedestrians ahead of the vehicle.