

Mack Trucks Announces Availability of SmartCruise® Adaptive Cruise Control

Reflecting the strong success of the Eaton VORAD collision warning system, **Mack Trucks, Inc.** and **Eaton VORAD Technologies** have partnered to introduce *EVT-300 SmartCruise®* on *Vision by Mack™* highway tractors. Integrated into Mack's high-tech Vision™ tractor, this active cruise control (ACC) system uses a patented monopulse radar-based design that helps maintain automatically a programmed following distance between the tractor and other vehicles on the road.

When the vehicle's cruise control is activated or engaged, SmartCruise automatically maintains either a preset speed or a preset following interval behind vehicles ahead of the truck. When that following time or distance drops below the preset parameter, SmartCruise reduces engine fueling or automatically engages the J-Tech engine brake to maintain the programmed following time/distance. SmartCruise is compatible with both manual and automated manual transmissions, such as the Eaton AutoShift models.

In field trials conducted by Eaton VORAD, numerous drivers have reported that SmartCruise reduces the stress and fatigue from a long day at the wheel. "We see SmartCruise as part of Mack's continuing focus on providing drivers with effective technologies to enhance their performance, comfort, and efficiency on the road," says **Guy Rini**, Chief Engineer for Electronic Products at Mack.

The Eaton VORAD EVT-300 Collision Warning System (CWS) has been available on the Vision model since its introduc-



EVT-300 CWS OEM Availability

Freightliner

- Century - Now
- Argosy - Now
- Columbia - 4Q/2000
- Classic - Now
- Classic XL - Now
- FLD - TBD
- Sterling - TBD

Kenworth

- (Wiring Harness only)
- T600/800 - Now
- W900 - Now
- T2000 - TBD

Volvo

- VN - Now (as Customer Adapt'n)

Mack

- Vision - Now
- CH - TBD

Western Star

- All models - Now

Peterbilt

- 379 - 3Q/2000

Navistar

- Mod Centers install - Now
- All models- 2Q/2000

SmartCruise® Engine OEM Availability

Volvo - All VNs

- Cummins N14 - Now
- Cummins ISX - TBD
- DDEC Series 60 - Now
- Volvo VED12 - Now

Mack - Vision

- Step 7 - Now

Western Star

- DDEC Series 60 - Now
- Cummins N14 - Now
- Cummins ISX - TBD
- Cummins ISM - 3Q/2000
- CAT C-12 & C-15 - 4Q/2000

Peterbilt

- TBD

Navistar

- All Models & All H.D. Engines - 1Q/2001

Freightliner

- Century, Argosy, Classic and Classic XL w/ Integrated Driver Interface
- DDEC Series 60 - 3Q/2000
- Cummins N14 - 3Q/2000
- Cummins ISX - TBD
- CAT C-12 & C-15 - 2Q/2001

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tion last year, according to Mack. All Mack Vision tractors equipped with EVT-300 CWS include both the front and side blind-spot radar sensors, plus the system's Vehicle Information Management System (VIMS). The EVT-300 CWS is factory installed and integrated into the Vision tractor's bumper, side fairings, and interior dash for optimum appearance and performance. An EVT-equipped truck is easily identified on the road by an unobtrusive square at the center of its front bumper.

The graphic on the first page of this article shows the range of vehicle manufacturers and model types for which the EVT-300 is now available.

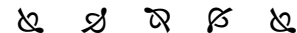
Across the entire U.S. truck fleet, the EVT-300 and its predecessor systems are now operating on thousands of trucks.

Bob Neff of Eaton VORAD estimates that 5-10% of the current heavy truck fleet is equipped, with sales of "hundreds of units per month."

Many fleets have reported dramatic accident reductions with the system. The EVT-300 SmartCruise is expected to be equally popular, both as a help in moderating throttle activation to reduce fuel consumption and as a key driver convenience item. Driver aids are crucial in an industry that sees over 100% driver turnover annually in many companies — if an ACC systems helps to retain

drivers, it is well worth the cost to truck fleets. While a specific system price from Mack was not available (due to a wide number of pricing variables), SmartCruise represents approximately a 25% premium over the base EVT-300 Collision Warning System, according to Mack marketing. Per-unit costs of \$2000 are considered a "ballpark" figure for these types of systems in general.

Part of the global Renault V.I./Mack Group, Mack is one of North America's largest producers of heavy-duty trucks, in addition to major product components. The company also markets a line of medium-duty diesel trucks throughout North America. MACK® vehicles are sold and serviced in more than 65 countries worldwide.



For more information, see
www.macktrucks.com *and*
www.eaton.com/VORAD/auto.html.