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• Unmatched parts availability
• Factory-certified technicians
• Live technical support
• Hundreds of Freightliner dealership service locations

With the bumper-mounted radar and the optional camera mounted on the windshield, Detroit Assurance communicates information to the truck’s braking, engine, and transmission in real time.

The radar system, working with the Video Radar Decision Unit (VRDU or VRDU2), tracks up to 40 objects at once and identifies the top six by level of threat while refreshing 200 times per second.

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DETROIT ASSURANCE
SUITE OF SAFETY SYSTEMS

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Notice: The Detroit Assurance system is intended solely as an aid for an alert and conscientious professional driver. It is not intended to be relied upon to operate a vehicle. The Detroit Assurance system is not a substitute for safe, normal driving procedures, nor will it compensate for any driver impairment such as drugs, alcohol, or fatigue. Failure to drive safely and use the system properly could result in personal injury, death, serious property damage. For a complete description of the Assurance system, limitations and restrictions, please refer to the Cascadia and new Cascadia owner manuals.
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**Active Brake Assist**

Active Brake Assist (ABA) detects and automatically applies partial braking when a pedestrian is detected in the path of the truck. If the driver does not respond, the system will send a visual and audio warning and, if necessary, full braking to prevent a collision.

**Adaptive Cruise Control**

Adaptive Cruise Control (ACC) automatically adjusts the truck's speed to maintain a safe following distance—approximately 2.3 seconds in New Cascadia and 2.6 seconds on older Cascadia models. If the radar system on the new Cascadia can detect most pedestrians in motion and, as long as they stay in motion, can act to help mitigate a collision at vehicle speeds below 25 mph. Moving Pedestrian Warning and Partial Braking is not functional at highway speeds and may not detect pedestrians in every possible situation, nor is it a substitute for cautious driving.

**Detroit Assurance 4.0: Additional features in new Cascadia**

Full braking on stationary objects With ABA 2.0, the radar now tracks constantly stationary objects; and has the capability to engage in full braking on these objects, such as a vehicle parked and unloading or stopped traffic in the truck’s path that has not moved as the truck approaches. Moving Pedestrian Warning and Partial Braking (APA 4.0) MOVING PEDESTRIAN WARNING AND PARTIAL BRAKING The radar system on the new Cascadia can detect most pedestrians in motion and, as long as they stay in motion, can act to help mitigate a collision at vehicle speeds below 25 mph. Moving Pedestrian Warning and Partial Braking (APA 4.0) is always on, detecting the distance to objects, calculating speed, and determining if a warning or braking action is necessary. Based on the position and speed of your truck and other vehicles, both Active Brake Assist versions warn the driver and have the potential to engage full or partial braking to mitigate collisions that might otherwise be unavoidable.

**How Active Brake Assist works**

1. VISUAL/AUDIO WARNING
   - The driver receives a simultaneous visual dash alert with a warning tone.
   - The driver receives a simultaneous visual dash alert with a warning tone.

2. PARTIAL BRAKING
   - If the driver does not respond, the system will send a visual dash alert and sound a warning tone while simultaneously applying partial braking.

3. FULL EMERGENCY BRAKING
   - If there is still no driver input, the system will send a visual dash alert and sound a warning tone, and engage in full braking.
   - Detroit Assurance 3.0 offers partial braking on stationary objects.

**Adaptive Cruise Control**

Adaptive Cruise Control (ACC) automatically adjusts the truck’s cruising speed to maintain a safe following distance—approximately 2.3 seconds in New Cascadia and 2.6 seconds on older Cascadia models. On the new Cascadia, the optional headway control is part of the new interactive dash display and can now be adjusted between 2.4 and 3.6 seconds.

**Video Capture with Bendix SafetyDirect**

The camera on the windshield continuously records video of the truck’s activity on the road to capture any severe collision-mitigation events. In such an event, 10-15 seconds of video footage are captured before and after the event for a total of 20-30 seconds of recording. This video—with other driver performance data—is transmitted to the Bendix SafetyDirect web portal for fleet operators and safety personnel to view and analyze.
Active Brake Assist

Active Brake Assist 2.0 (ABA 2.0) or Active Brake Assist 4.0 (ABA 4.0) is always on, detecting the distance to objects, calculating speed, and determining if a warning or braking action is necessary. Based on the position and speed of your truck and other vehicles, both Active Brake Assist versions warn the driver and have the potential to engage full or partial braking to mitigate collisions that might otherwise be unavoidable.

How Active Brake Assist works

1. VISUAL/AUDIO WARNING
The driver receives a simultaneous visual dash alert with a warning tone.

2. PARTIAL BRAKING
If the driver does not respond, the system will send a visual dash alert and solid warning tone while simultaneously applying partial braking.

3. FULL EMERGENCY BRAKING* 
If there is still no driver input, the system will send a visual dash alert and solid warning tone, and engage in full emergency braking using the service brakes.

Detroit Assurance 4.0: Additional features in new Cascadia

Full braking on stationary objects (ABA 4.0) With ABA 4.0, the radar now tracks constantly stationary objects and has the capacity to engage in full braking on these objects, such as a vehicle parked and unloading or stopped traffic in the truck's path that has not moved as the truck approaches.

Moving Pedestrian Warning and Partial Braking (ABA 4.0) With Moving Pedestrian Warning and Partial Braking, the radar system on the new Cascadia can detect most pedestrians in motion and, as long as they stay in motion, can detect most pedestrians in motion and have the potential to engage full or partial braking to mitigate collisions that might otherwise be unavoidable.

Moving Pedestrian Warning (MPW) is an interactive radar system that detects a pedestrian in motion within the radar system's parameters for potential danger, the truck will engage partial braking to help mitigate a collision. Moving Pedestrian Warning and Partial Braking can be used in conjunction with the主动 braking system to act to help mitigate a collision at vehicle speeds below 25 mph. Moving Pedestrian Warning and Partial Braking can detect most pedestrians that are moving across the truck's path. If a pedestrian crosses those marks without using a turn signal, a visual warning appears on the dash, and the radio is muted* and an audible warning is sent through the speaker on the side of the truck crossing the lane mark.

Adaptive Cruise Control

Adaptive Cruise Control (ACC) automatically adjusts the truck’s cruising speed to maintain a safe following distance—3.0 seconds on Cascadia and 3.5 seconds on new Cascadia—from other vehicles in its path, allowing the truck to remain in cruise control longer. With the optional headway switch on the Cascadia, following distance can be adjusted between 2.3 and 3.5 seconds. On the new Cascadia, the optional headway control is part of the new interactive dash display and distance can now be adjusted between 2.4 and 3.6 seconds.

New Cascadia

*Optional headway switch is available in the instrument panel to disable LDW for 15 minutes.

OPTIONAL FEATURE:
Lane Departure Warning

The optional camera system is only available as an addition to the radar system.

Lane Departure Warning (LDW) tracks the truck’s position and sounds a warning if the truck veers out of its lane. A windshield-mounted, forward-facing camera detects the reflective paint and raised reflectors in lane markers. If the truck crosses those marks without using a turn signal, a visual warning appears on the dash, and the radio is muted* and an audible warning is sent through the speaker on the side of the truck crossing the lane mark.

Video Capture with Bendix SafetyDirect

The camera on the windshield continuously records video of the truck’s activity on the road to capture any severe collision-mitigation events. In such an event, 10-15 seconds of video footage are captured before and after the event for a total of 20-30 seconds of recording. This video—along with other driver performance data—is transmitted to the Bendix SafetyDirect web portal for fleet operators and safety personnel to view and analyze.
Active Brake Assist

Active Brake Assist 2.0 (ABA 2.0) or Active Brake Assist 4.0 (ABA 4.0) is always on, detecting the distance to objects, calculating speed, and determining if a braking or warning action is necessary. Based on the position and speed of your truck and other vehicles, both Active Brake Assist versions warn the driver and have the potential to engage full or partial braking to mitigate collisions that might otherwise be unavoidable.

How Active Brake Assist works

1. VISUAL/AUDIO WARNING
The driver receives a simultaneous visual dash alert with a warning tone.

2. PARTIAL BRAKING
If the driver does not respond, the system will send a visual dash alert and solid warning tone while simultaneously applying partial braking.

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Adaptive Cruise Control

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**ACC progressively reacts to detected risks:**
- Decelerates truck to a preset distance using torque reduction, engine braking, and service braking when sensing a slower vehicle ahead
- Maintains reduced cruising speed
- Reaccelerates to set cruising speed when slower vehicle clears

Full braking on stationary objects (ABA 4.0) * With ABA 4.0, the radar now detects stationary objects and has the capacity to engage in full braking on these objects, such as a vehicle parked and unloading or stopped traffic in the truck’s path that has not moved as the truck approaches.

Moving Pedestrian Warning and Partial Braking (ABA 4.0) *With Moving Pedestrian Warning and Partial Braking, the radar system on the new Cascadia can detect most pedestrians in motion and, as long as they stay in motion, can warn the driver and have the potential to engage full or partial braking.

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Detroit Assurance 4.0: Additional features in new Cascadia

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