



## IN BRIEF

■ French hooklift manufacturer **DALBY** (FG, B128) is presenting a MAN truck fitted with a XHM3 hooklift (pictured above). Its sliding jib enables the handling and transport of a larger range of containers of different lengths. Changes include a reduced height, lowering its centre of gravity, so improving overall stability, and a switch to cast parts - including the jib hook, articulations and tipping frame container supports - to improve their robustness. The hydraulic system also features larger pipe diameters to improve reliability. UK distributor is Powertec Vehicle Engineering.

■ A world première from **HANKOOK** (Hall 16, C10; FG, L98) is a new line of tyres for on-road and mild off-road use in all positions: steering, driving and trailers. The company also plans to announce further growth in original equipment supply partnerships that currently include MAN, Mercedes-Benz trucks, Scania and Schmitz Cargobull. Hankook is also expanding its portfolio of bus tyres.

■ French trailer manufacturer **CHEREAU** (Hall 27, E02) is showing its multiplexed refrigerated semi-trailer, first launched in July 2017. The Next trailer's systems are networked within and without, to allow better technical communications. That is in contrast to previous tractor-trailer connections that limited communication between the two to braking and lighting. Thanks to multiplexing, tractor units can now receive key data from the semi-trailer on the tractor unit dashboard: for example, temperature, group alarms, fuel level and 'door open' warnings. Benefits include in-cab monitoring and greater safety and security.

# Continental's camera

Turn-assistance and rear-view cameras will feature on the stand of Continental - Hall 17, B11 - reports Richard Simpson

**A**utomotive technology giant Continental will debut an enhanced system designed to protect cyclists from being side-swiped by nearside-turning trucks at this year's IAA Show. Continental's new system will augment existing radar technology with smart camera systems that will eventually be able to interpret and predict the behaviours of pedestrians and cyclists in the immediate vicinity of large vehicles, and warn the driver accordingly.

Existing systems use radar and activate a warning lamp in the cab. Continental's one, pictured below, is said to be better able to distinguish between dangerous and non-hazardous situations, by using cameras to pinpoint road furniture such as kerbs.

The system will be linked to autonomous braking activation. The company acknowledges that autonomous braking in these situations will only be acceptable if it does not activate unnecessarily.

Also displayed will be the latest DTCO 4.0 smart tachograph. While fitment of such instruments only becomes compulsory on new vehicles registered from 15 June 2019, Continental points out that vehicles with long build times will need to have them specified from January if they are to be registered after that date.

Continental is also pushing hard for legal changes to allow the main mirrors on trucks and PCVs to be replaced with cameras. Removing the large door mirrors would also enhance aerodynamic performance, reduce accident damage and make vehicles easier to clean.

This technology features on Continental's prototype modular bus cockpit. The Modular Driver's Workplace envisages analogue instruments replaced by a versatile 12.3-in thin-film transistor (TFT) LCD central screen. This can be switched to display the most important information for the current use of the vehicle. **TE**

