

FACT SHEET

ACTIVE TRACTION PACKAGE



Active Traction Package (ATPx) is a safety feature and a standard variant for electric trucks. It is enabled by default and improves vehicle stability, acceleration, driving comfort and efficiency.

Active Grip Control works in acceleration where it stops the wheel from spinning out when accelerating. The system is at most noticeable in low friction-slippery roads such as icy surfaces.

If the truck starts to skid, multiple sensors allow the vehicle's control system to react to the road surface conditions and utilize the vehicle's electric motors, along with other actuators, in an intelligent way to help the driver stay on the road.

The feature is also designed to reduce the risk for jack-knifing and oversteering.

Improvements can also be seen when braking, as the function can be used for controlled regenerative braking without going into use of ABS braking. This increases efficiency, since more time is spent in regeneration, allowing for a smoother braking experience.

The activation of the function is indicated by the existing slippery road display in the cluster.

The Active Grip Control function can be turned off - by

pressing and hold the TCS OFF button.



PRODUCTIVITY

- Improved ability to takeoff.



SAFETY

- Reduces the risk for jack-knifing and oversteering.



UPTIME

- Proactively prevents wheel spin and improves acceleration in slippery conditions.

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ATP2 - Active Grip Control with adaptive differential lock introduces a new active engagement of differential locking, replacing the current automatic functions where possible. The function is enabled by the same flexible switch as the current automatic differential lock.

The new active differential locking detects wheel spin and automatically engages the inter-axle, inter-wheel and transfer gearbox differential locks when needed. Automatic engagement of the inter-axle differential lock is new compared with the previous system. The new function uses a combination of engine torque limitation, braking and declutching, instead of relying on braking only as in the previous solution. The system disengages differential locks when vehicle speed increases.

Manual engagement and disengagement of the differential locks remains possible, as today. For steering reasons, front axle differential locking is not engaged automatically and must be engaged manually by the driver when required.

Note: When having ATP2, you also get the ATP1 functionality.

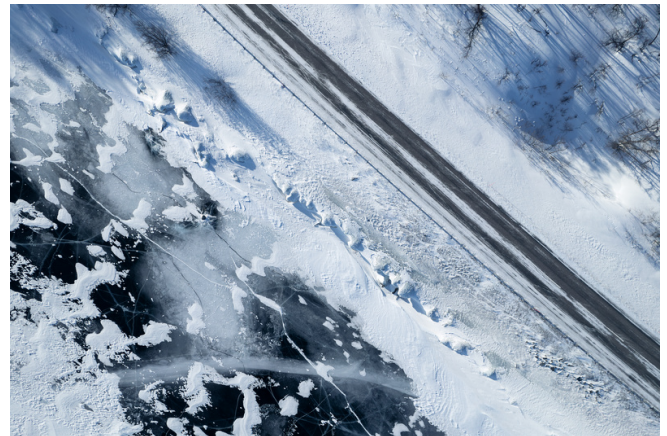
Sales variants

ATP1	Active Grip Control
ATP2*	Active Grip Control with adaptive differential lock

*ATP2 is not available for Electric and LNG trucks.



When the indicator is not lit, the automatic differential locking (A) is activated.



Active Grip Control significantly improves stability, acceleration and braking in slippery conditions.