

FACT SHEET

I-SEE



I-SEE

This is a predictive cruise control function that uses map and camera data to optimise gear selection, speed and vehicle progression, improving energy efficiency and drivability.

By anticipating upcoming road conditions, such as gradients, speed limits, curves, roundabouts and intersections, the system adapts speed and gear selection to make optimal use of kinetic energy and support a smoother drive.

Speed is automatically adjusted as conditions change, while allowing the driver to make manual adjustments when needed. Acceleration and deceleration behaviour vary depending on the selected drive mode. In Economy mode, the vehicle coasts more, enabling gradual deceleration without frequent braking.

The driver can always override the system using the accelerator or brake pedal. Gentle braking (up to 25% pedal input) can also be applied to reduce speed in curves or roundabouts without deactivating cruise control.

By continuously analysing road data and upcoming conditions, I-See adjusts speed, retardation and gear selection to optimise both energy consumption and drivability. The system is most effective on routes with frequent inclines and declines and when cruise control is actively used, where energy savings of up to 5% can be achieved.

Settings can be customised via the Secondary Information Display, allowing the driver to activate or deactivate functions and adjust speed behaviour, including in curves.

An updated telematics backend enables more frequent map updates, improving accuracy over time. The system also enhances the handling of country-specific data, allowing it to recognise border crossings and adapt to local regulations.

Each version of I-See requires an I-Shift transmission.

Sales variants

Pre-view topography

PVT-BAS	Basic topography information, learning by GPS positioning and the recording from the vehicles first time driving the route.
PVT-MAP	Map based topography information using a high-resolution commercial topography map.
PVT-MTM	Map-based topography information that is obtained by using a high-resolution commercial topography map. The map includes road information, such as speed limitations, curvature and roundabouts. This is standard in all European markets.



DRIVER APPEAL

- Reduces unnecessary braking, acceleration and gear shifting.
- Provides smoother and more predictable vehicle behaviour.
- Improves driver comfort and control.

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ENERGY EFFICIENCY

- Makes it easier for the driver to achieve consistency in an energy-efficient driving style.
- Optimises speed and gear selection based on real-time and predictive data.



ENVIRONMENT

- Reduces energy consumption.
- Lowers emissions for diesel and LNG vehicles.
- Extends battery range for electric vehicles.

Different generations of I-See

The I-See system can vary depending on the market.

The first generation of I-See was PVT-BAS, followed by PVT-MAP. PVT-MTM is the latest generation, offering the most advanced features that enables premier energy efficiency.

Basic version (PVT-BAS)

The basic version of I-See uses GPS coordinates, stored in the transmission's electronic control unit, to register the vehicle's position. This allows the vehicle to learn the route through self-guided training.

The road topography is recorded the first time that a road is travelled when cruise control or adaptive cruise control is active, which in turn activates I-See.

By using cruise control or adaptive cruise control to predict gradients, the system optimises for a low energy consumption and drivability by adjusting speed, retardation, and gear selection based on approaching gradients.

Map based version (PVT-MAP)

PVT-MAP uses GPS coordinates, in combination with a continuous downloaded high-resolution commercial topography map.

As the truck moves, map data for the upcoming path is downloaded from the cloud to the TGW in the truck. No previous travel on the specific road is needed to gain knowledge about gradients.

The high-resolution map indicates changes in elevation to the vehicle through TGW. If there's a connection issue, downloaded data covers a few kilometres in front of the vehicle.

The driver may notice certain features. In a flat terrain,

Sales variants**Pre-view topography subscription**

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| SE6-ISE5 | Preview topography service, five-year prepaid subscription for PVT-MAP and PVT-MTM. |
| SE6-ISE6 | Preview topography service, six-year prepaid subscription for PVT-MAP and PVT-MTM. |
| SE6-ISE7 | Preview topography service, seven-year prepaid subscription for PVT-MAP and PVT-MTM. |
| SE6-ISE8 | Preview topography service, eight-year prepaid subscription for PVT-MAP and PVT-MTM. |

the truck may adjust the progression slightly around the set speed slightly for energy efficiency, visible on the speedometer (ACC deactivates this). In a hilly terrain with ACC, the time gap to the vehicle in front is flexible, prioritising safety while saving energy.

Map and traffic information based (PVT-MTM)

The version that uses a high-resolution map with integrated road information is the most advanced. PVT-MTM builds on the map-based version of I-See and expand its capabilities.

It enables more frequent use of cruise control and I-See across a wider range of traffic situations. By reducing unnecessary acceleration, retardation and gear shifting, it improves both energy efficiency and the overall driving experience.

In addition to GPS positioning, the topography map in PVT-MTM includes data on speed limits, road curvature and roundabouts. The system also uses real-time traffic information and can read temporary and electronic speed signs, adapting vehicle behaviour accordingly. This allows the system to select the most appropriate gear and speed for each situation, while supporting the use of Cruise Control and I-See across a wider range of traffic conditions and improving overall energy efficiency.

Map data may not always be complete. The driver remains responsible for operating the vehicle safely at all times.

PVT-MTM is required to enable I-Roll with stop/start functionality.

Preview topography subscription

The map licence is active for five years. A longer licence can be ordered. Afterward, the truck transitions to basic service. The service can be extended through additional subscription.

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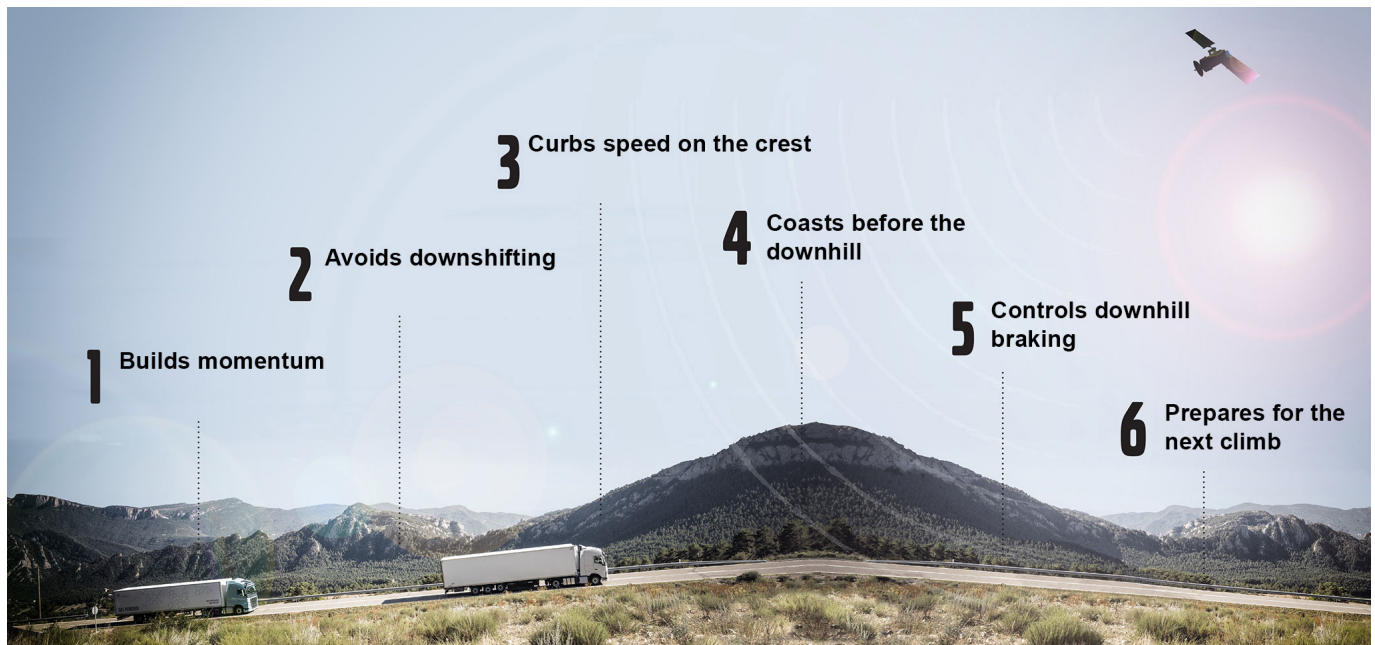
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When the pre-paid subscription period has expired this Agreement will automatically terminate.*

The initial subscription period may vary depending on vehicle model, TGW technology and other factors. Subscription is subject to change or cancellation at any time by Volvo with advanced notice to the customer. Volvo does not assume responsibility for technological obsolescence of the TGW or

technical capabilities of the product, or for failure to use (covers any kind of use, non-compliant with Volvo instructions) or misuse of the product (refers to abuse/improper use, by reference to the purpose of the product or service), or for third-party supplier services or products.

*If the vehicle is equipped with the I-See service, the applicable terms for the I-See service are available at <https://www.volvotrucks.com/en-en/services/agreements/service-agreement.html>.



Example with map-based I-See. I-See use GPS-positioning to secure topography data.

The way I-See works

I-See provides very consistent vehicle behaviour over the route and time. I-See achieves energy savings in several steps:

1. Builds momentum

I-See knows that a hill is ahead, so the truck may accelerate and remain at the highest gear for a longer time. This feature offers improved speed control.

2. Avoids downshifting

By preventing needless gear changes, I-See makes the uphill climb.

3. Curbs speed on the crest

When the downhill is approaching I-See stops the truck from accelerating unnecessarily. I-See acts more energy efficient at a crest going over a hill.

4. Coasts before the downhill

To save energy and minimize braking, I-See temporary disengages the driveline just before a downhill slope. This is the start point for curbing speed.

5. Controls downhill braking

I-See knows where one slope ends and the next begins, and applies the brakes if needed, for the maximum efficiency. This feature gives better speed control.

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6. Prepares for the next climb

When it's time to go uphill again, I-See lets the truck coast, building up speed and momentum for an effortless climb.