

Phillips Connect Technologies Unveils Series of System Monitoring Products

By Eleanor Lamb
Staff Reporter

ATLANTA — Phillips Connect Technologies introduced a slew of new products at the annual meet-

ing of American Trucking Association's Technology & Maintenance Council.

PCT specializes in telematics solutions for trailers, chassis and containers. The systems can monitor "health" aspects, such as lights,

brakes and tires. PCT is a stand-alone company within Phillips Industries.

During a press conference Feb. 23, Rob Phillips, CEO of PCT, announced the products, which are designed to process internet of things

sensor information for fleets.

PCT unveiled the Smart7, which expands on Phillips' trailer nose-box by adding a solar panel to the lid, a large-capacity battery and an anti-lock braking system decoder chip. Noseboxes encase quantities of electrical material, such as wires, in support of a system. The Smart7 also features PCT's telematics gateway for GPS. The system has the ability to report on sensors tracking issues such as light out detection, door open/



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closed signals and the status of tires, cargo, air tanks and weight.

The Smart7 has the ability to operate with different wireless carriers, which may be useful for truckers who traverse the country.

"We've got a technology that allows that SIM card to automatically change between multiple carriers," Phillips said. "Truckers don't want to be losing signal."

Operating through the Smart7 is the Pre-Check Smart System, which allows fleet operators to run diagnostic scans of a trailer's status from remote locations. If a trailer needs assistance, fleet operators can dispatch help or reroute certain trailers for scheduled maintenance.

"Before a driver pulls out with low tire pressure [or] bad lights, they're going to know about it," Phillips said. "If used properly and if really applied by a fleet, they can save a tremendous amount of money and unexpected downtime."

PCT also unveiled the IntelliSense Harness System, which allows multiple sensors to connect to PCT gateways. Phillips described the device as the Central Nervous System sensor harness. A harness for data communication is woven into the trailer's main harness in order to improve reliability.

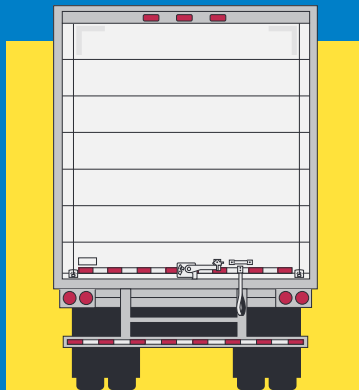
Additionally, the group announced the SmartLock, a sensor that allows a carrier to determine who is able to use its assets. The tool curbs unauthorized use of trailers by preventing the connection of the tractor air line supply to release the brakes.

Phillips said trailer theft is a concern for many fleets. Outside of theft, fleets will sometimes run into issues where a driver will mistake which tractor-trailer he or she is supposed to leave the yard with. By the time a fleet realizes the wrong truck has left, time and money have been wasted.

"It's a big expense for fleets," Phillips said.

Finally, PCT unveiled SmartPair, which is meant to aid tractor-to-trailer coupling. Any tractor with the SmartPair will be detected by PCT's tracking products.

"Each of these projects are massive in scope and scale," Phillips said. "I think one company would be happy to have any of these innovations."



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