

euroFOT – European Large-scale Field Operational Test on In-Vehicle Systems

FOT-Net 6th Stakeholders workshop Exploitation of FOT Results



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www.eurofot-ip.eu

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FOT

Bringing intelligent vehicles to the road

Content

- What will be done to ensure deployment?
- What kind of needs does the project respond to?
- What is the expected project result?
- Who are the final or potential users or beneficiaries of the project's outcomes?
- Exploitation activities and means used

Consortium

Vehicle Manufacturers



BMW Group
Research and Technology



DAIMLER



VOLVO

Technology



Audi



Automotive Suppliers



DELPHI

H Harman International
Automotive Division

Universities and Research Centres



CHALMERS


UNIVERSITY OF LEEDS



IZVW

Allianz 

bast



Other Organisations

ADAS Management-Consulting

Advanced Driver Assistance and Safety

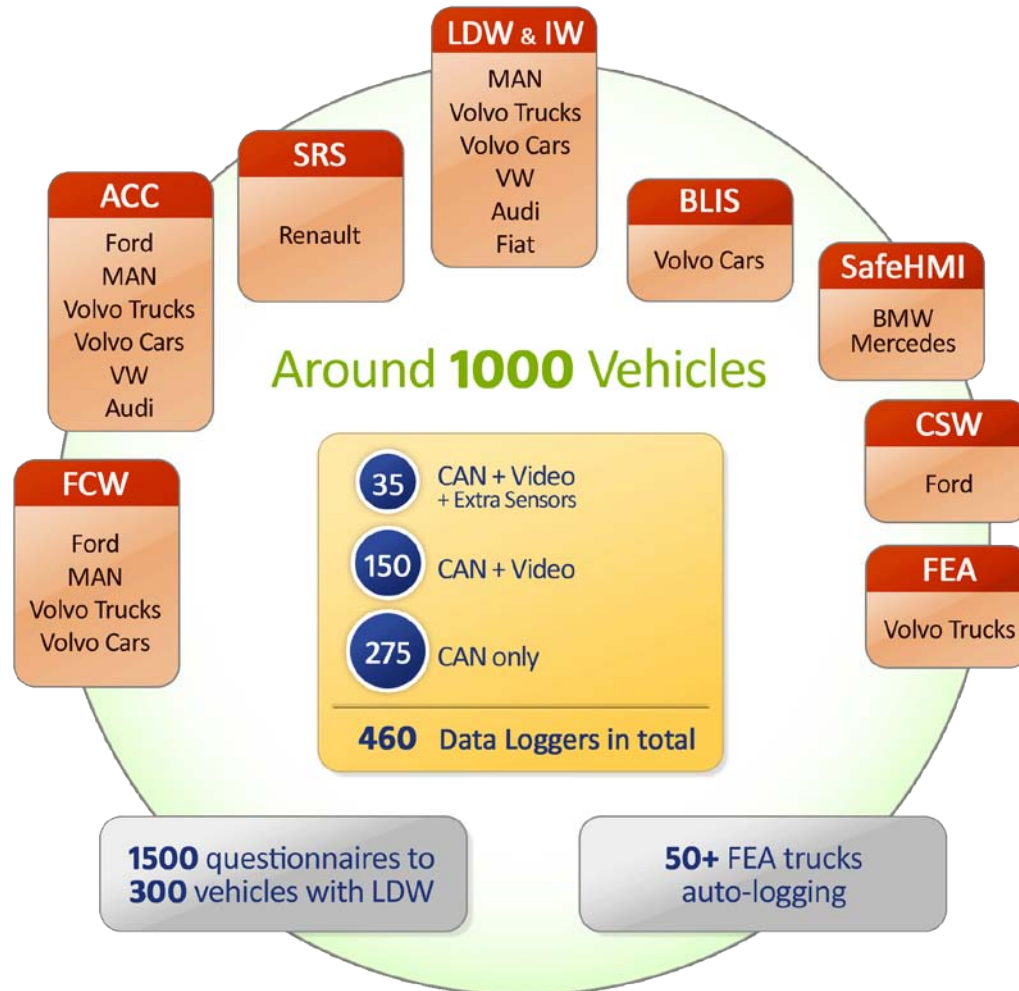
alcor
consulents innovatione



eict European Center for Information and Communication Technologies
EICT GmbH

The euroFOT project

Tested functions



• Longitudinal control functions

- ⌘ Forward Collision Warning (FCW)
- ⌘ Adaptive Cruise Control (ACC)
- ⌘ Speed Restriction System (SRS)

• Lateral control functions

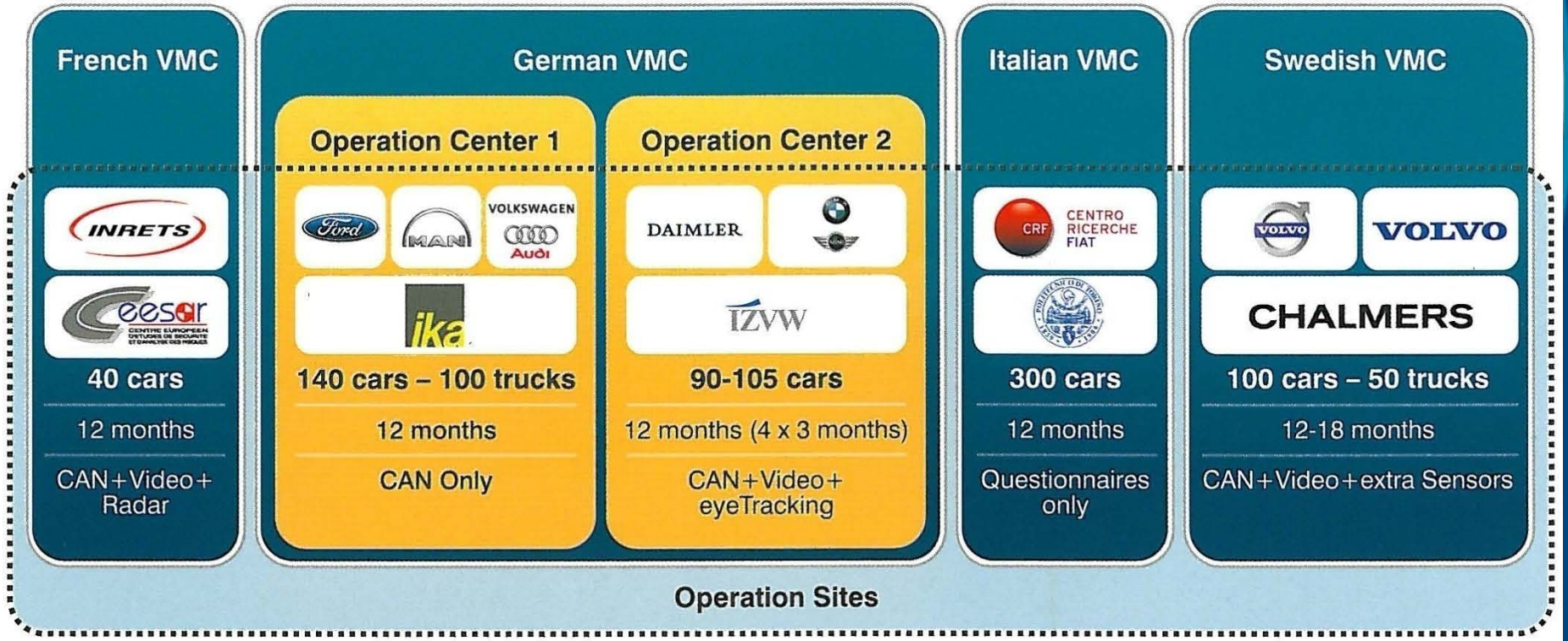
- ⌘ Blind Spot Information System (BLIS)
- ⌘ Lane Departure Warning (LDW)
- ⌘ Impairment Warning (IW)

• Advanced applications

- ⌘ Curve Speed Warning (CSW)
- ⌘ Fuel Efficiency Advisor (FEA)
- ⌘ Safe Human Machine Interface (SafeHMI)

The euroFOT project

Fleet management



Operation Sites

What will be done to ensure deployment?

- Three ways the results are used:
 - ♂ Marketing dep of partner
 - ♂ EUCAR, CLEPA, EARPA
 - ♂ Gov. Authorities (e.g. law enforcement, ICTS-2)

What kind of needs does the project respond to?

- Better understanding of
 - ⌘ driver workload
 - ⌘ user acceptance
 - ⌘ Usability of ADAS
- Improve public awareness on driver support
- Harmonized approach of FOT methods

What is the expected project result?

- Sound scientific study of benefits of Active Safety Systems on Safety, Traffic Efficiency & Environment
- Cost-benefit analysis, based on results from impact assessment
- Support for deployment of ADAS

Who are the final or potential users or beneficiaries of the project's outcomes?

- Automotive industry in Europe
- Decision makers in public sector e.g.:
 - ♂ Road authorities
 - ♂ Legislation
 - ♂ Law enforcement
- Road users
- New vehicle customers
- User interest groups e.g. ADAC

Exploitation activities and means used

- Final demonstration (Autoworld Brussels, June 2012)
- Contribution to
 - International ICT congresses, newspapers, etc.
 - Dissemination during automotive congresses e.g. VDA Technical congress 2012, Aachener Kolloquium 2012
- Presentations to internal Core Business Groups
- EUCAR, CLEPA, EARPA, Insurances (rate reduction?)
- Public sector (tax reductions?)
- Further academic studies based on collected data
- Private: Internal studies already started