

International Vehicle to Infrastructure and Vehicle to Vehicle Projects - Germany

	Research/Project Title & Description	Sponsoring Organization/ Researchers	Point of Contact	Key Applications	Communications Media	Time Frame	Status (current/ planned)	VII Arch. & Stds. Compliance	Assessment: Relevance to VII Program
1	<p>SIM-TD: The SIM-TD project is a four-year, practical field test to be held in Germany's Rhine-Main conurbation. The purpose of the field test is to equip and network vehicles and the transport infrastructure with communication units. By means of car communication units (CCU) and road side units (RSU), relevant information can be exchanged via an automated process that makes use of a WLAN link and UMTS standards. Consequently, personalized information, topical to within a few seconds, can be exchanged between road users and traffic control centers, and a useful contribution can be made to safe, intelligent mobility. Under the four-year project SIM-TD a PKW-Flotte of up to 500 vehicles. In addition to its own test fleet will also use other vehicles, such as Police, ambulance and fire brigade, as well as municipal vehicles and commercial vehicles such as taxis and vehicles with a service package of communications technology involved. The companies DaimlerChrysler, BMW, Volkswagen, Opel, Ford, Audi, Bosch, Continental and Siemens are partners in the project, including three German ministries BMBF, BMWi and BMVBS.. In addition, Deutsche Telekom, the state of Hessen-represented by the Hesse State Office for Road and Transport, and the city of Frankfurt are Main project partners.</p>	Verband der Automobilindustrie	<p>Eckehart Rotter VDA Presse- und Öffentlichkeitsarbeit Press and Public Relations Tel.: 0 69 - 9 75 07-2 66 Fax: 0 69 - 9 75 07-3 20</p>	<p>ITS Applications: Traveler Information Arterial Management Emergency Management</p> <p>Day 1 Applications:</p>	via radio (WLAN and UMTS)	Four year project			VII focused research

8	<p>EASIS: Electronic Architecture and System Engineering for Integrated Safety Systems EASIS contributes to increased road safety by developing a standardised, highly dependable in-vehicle electronic architecture for active, passive and integrated safety systems. For the realization of Integrated Safety Systems, a powerful highly dependable in vehicle electronic architecture and an appropriate development support is mandatory. The goal of the EASIS project is to define and develop these enabling technologies: - A platform for software-based functionality in vehicle electronic systems will be defined, providing common services upon which future applications can be built. - A vehicle on-board electronic hardware infrastructure, which supports the requirements of integrated safety systems in a cost effective manner, will be specified. - Methods and techniques for the handling of critical dependability-related parts of the development lifecycle will be analysed, adapted, extended and defined. - An engineering process and a suitable tool chain will be defined, enabling the application of integrated safety systems. EASIS is structured in several work packages, namely Integrated Safety Requirement (WP0), Software Architecture (WP1), Hardware Architecture (WP2), System Dependability (WP3), Processes and Tools (WP4), Validation, Exploitation and Dissemination (WP5), and Project Coordination and Management (WP6). An initial start-up of 6 months (WP0) is used to achieve a common basis of understanding and detailed description of the WP goals. Thereafter, the technical work will be conducted in parallel and close co-operation (WP1-4). In the last phase of the project the results will be validated by two different domain overlapping demonstrators: a telematics gateway and a commercial vehicle HIL testbench.</p>	DAIMLERCHRYSLER AG GERMANY ROBERT BOSCH GMBH GERMANY CONTINENTAL TEVES AG & CO. OHG GERMANY CENTRO RICERCHE FIAT SCA ITALY DAF TRUCKS N.V. NETHERLANDS DECOMSYS GMBH AUSTRIA DSPACE GMBH GERMANY ETAS GMBH & CO.KG GERMANY LEAR AUTOMOTIVE (EEDS) SPAIN S.L. SPAIN MIRA LIMITED UK MOTOROLA GMBH GERMANY KURATORIUM OFFIS E. V. GERMANY ADAM OPEL AKTIENGESELLSCHAFT GERMANY PHILIPS GMBH FORSCHUNGLABORATORIEN GERMANY PEUGEOT CITROEN AUTOMOBILES SA FRANCE REGIENOV FRANCE UNIVERSITAET DUISBURG-ESSEN GERMANY VALEO ELECTRONIQUE ET SYSTEMES DE LIAISON FRANCE VECTOR INFORMATIK GMBH GERMANY VOLVO TECHNOLOGY AB SWEDEN ZF FRIEDRICHSHAFEN AG GERMANY	Name: Dr. Vera Lauer Organization: DaimlerChrysler AG HPC T724 D-70546 Stuttgart Tel.: +49 - (0)711 – 17 47128 Email: vera.lauer@DaimlerChrysler.com http://www.easis.org		Start Date: 01/01/2004 Duration: 36 months End Date: 31/12/2006			
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12	<p>PreVENT: Germany Preventive and Active Safety Applications B18 Preventive and active safety applications help drivers avoid or mitigate accidents through the use of in-vehicle systems which sense the nature and significance of the danger, while taking the driver's state into account. PReVENT will develop, test and evaluate safety related applications, using advanced sensor and communication devices integrated into on-board systems for driver assistance. Description of the work The PReVENT Integrated Project has been organised around the following key vertical, application oriented safety function fields:</p> <ul style="list-style-type: none"> • Safe Speed and Safe Following • Lateral Support and Driver Monitoring • Intersection Safety • Vulnerable Road Users and Collision Mitigation <p>In addition, the following cross-functional activities have been identified:</p> <ul style="list-style-type: none"> • Code of Practice for Development and Testing of ADAS • In-vehicle Digital Map aspects as interface to ADAS applications and map data sourcing and certification • Sensors & Sensor Data Fusion • Assessment of Applications. <p>PReVENT consists of a set of eight vertical and three horizontal subprojects which started in February 2004. During the course of the project, new subprojects will be added to the programme. Finally, during PReVENT's 3rd phase, an IP Exhibition (PReVENT Roadshow) will be organised and all experimental platforms and test vehicles will be demonstrated publicly.</p>	<p>Audi (Germany), BMW F+T (Germany), Centro Ricerche FIAT (Italy), DaimlerChrysler (Germany), Ford AG (Germany), Ford Forschungszentrum Aachen (Germany), PSA Peugeot Citroën (France), Regienov (France), Volvo Technology Corporation (Sweden), Volvo Car Corporation (Sweden), Volkswagen (Germany), Blaupunkt (Germany), Bosch (Germany), Delphi Delco (Germany), IBEO (Germany), Navteq (Netherlands), Philips (Germany), Siemens (Germany), Sagem (France), Siemens VDO (Germany), Siemens VDO Trading (Netherlands), Tele Atlas (Netherlands), TRW Conekt (United Kingdom), FCS Simulator Systems (Netherlands), Imita, Lewicki (Germany), Navigon (Germany), Transver (Germany), ERTICO (Belgium), Ministerie van Verkeer en Waterstaat (Netherlands), Fraunhofer Gesellschaft (Germany), Niedersaechsisches Ministerium fuer Wirtschaft, Arbeit und Verkehr (Germany), TNO (Netherlands), TRL (United Kingdom), Cidaut (Spain), CNRS Idfe (France), Technische Universitaet Chemnitz (Germany), CERTH/HIT (Greece), Forgis (Germany), ICCS (Greece), INRIA (France), LCPC (France), Lunds Universitaet (Sweden), NTUA (Greece), Universitaet Hannover (Germany), Universita degli Studi di Siena (Italy), Universita degli Studi di Trento (Italy), Universita degli Studi di Parma (Italy), Forwiss (Germany), IMC (Germany), INRETS (France), VTT (Finland).</p>	<p>Name: Matthias Schulze Organisation: DaimlerChrysler AG Tel: +49-7031-4389 603 e-mail: matthias.m.schulze@daimlerchrysler.com http://www.prevent-ip.org</p>			<p>Start Date: 01/02/2004 Duration: 48 months End Date: 31/01/2008</p>			
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19	SmartWeb Project: Germany A peer-to-peer network for vehicles on a road passing data back and forth. Proposed dashboard interface (voice and facial gesture activated)	The SmartWeb project is being coordinated by the German Research Center for Artificial Intelligence but has 16 other partners including BMW, Siemens, Daimler Chrysler, Deutsche Telekom and the European Media Lab.	Dr Anselm Blocher - a researcher at the German Research Center for Artificial Intelligence http://news.bbc.co.uk/2/hi/technology/6461831.stm	ITS Applications: Traveler Information Crash Prevention and Safety Day 1 Applications:	Ad Hoc Communications System	2004 thru ??	This work appears to still be in the concept phase	VII & V2V focused research
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