AdaptIVe
Automated Driving Applications and Technologies for Intelligent Vehicles

PRESS RELEASE

Green light for automated driving

AdaptIVe, Europe's largest research project on automated driving, demonstrates automated driving systems for cars and trucks.

- **Stress-free on the way: European cross-industry research project AdaptIVe successfully tested novel functions for highly automated driving.**
- **Ground-breaking testing methods for automated driving functions are now available and lay the foundation for future utilization.**
- **Partners defined the requirements for best practices on system engineering and safety validation - the Code of Practice for automated driving functions.**
- **User-centric approach ensures high drivers' acceptance of automated driving functions.**

Aachen, Germany, 28 June 2017 — Today, the European research project AdaptIVe showcases automated driving in eight passenger cars of different classes and one truck in the Aachen area. The AdaptIVe testing scenarios include low speed parking scenarios, mid-speed urban driving, and high-speed highway driving up to 130 km/h. Within AdaptIVe partners were working on selected technologies.

- Automated parking into narrow spaces and in multi-level garages leads to more efficient use of existing parking space and enhances travel comfort.
- The urban environment is particularly challenging due to the environment's complexity. The City Chauffeur takes full control in specific areas and supports overtaking and crossing manoeuvres. The function recognizes pedestrians and obstacles on the road, avoiding collisions.
- Automated merging onto the highway improves traffic flows and enhances safety. Automated stop-&-go driving relieves the driver from demanding and repetitive tasks.
- The EU researchers succeeded in improving existing sensors and in linking them to Vehicle-to-X technologies for extended and more accurate perception of the vehicle's surrounding environment.

"We are proud that while we were developing the technical details of the functions, we also took full account of the driver's needs, the current legal environment and the cost of gaining approval throughout the development process," says Aria Etemad, Volkswagen AG, AdaptIVe Coordinator. Any automated system will only survive on the market when it is easy to use. Six research institutes jointly conducted extensive user studies in simulators. Key factor for the acceptance of the systems is to consider the system and the user as a team.

"New methods for testing and evaluation are majorly important for the industry over the coming years," Etemad explains. "For automated driving solutions, you might need to drive up to 120 million kilometres in order to show compliance. This is clearly not feasible, so we have identified potential simulation software that might help the industry." AdaptIVe partners provide ground-breaking methods for evaluating automated systems.

AdaptIVe has paved the way for broad automation driving tests in real-life traffic. This underscores the leadership of Europe's automotive industry in developing reliable, thoroughly tested and user-friendly technology.

This project is co-funded by the European Union

GENERAL PROJECT INFORMATION

With 28 partners from eight countries across Europe and a budget of 25 million euros, AdaptIVe advanced the technical performance of automated systems. The project tested and developed integrated applications in relevant traffic scenarios, taking into account a wide range of automation levels and different levels of traffic complexity. The scenarios AdaptIVe tested included low-speed parking scenarios, mid-speed urban driving, and high-speed highway driving up to 130 km/h. AdaptIVe has improved driver-vehicle interactions, increasing user acceptance of automated systems. The project also focused on the legal conditions for automated driving; product liability, road traffic and regulatory law, data privacy and security were core project concerns. In addition, the project defined and validated specific evaluation methodologies, addressing both technical functionalities and the impacts of automated driving applications.

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Duration:	January 2014 - June 2017
Budget:	€25 million — co-funded by the European Union with €14.3 million under DG Connect, Grant Agreement #610428
Coordinator:	Aria Etemad, Volkswagen Group Research
Partners:	28 partners from 8 countries: France, Germany, Greece, Italy, Spain, Sweden, The Netherlands, United Kingdom **OEMs**: Volkswagen AG (Coordinator), Adam Opel GmbH, BMW Group, CRF - the Research Center of FCA, Daimler AG, Ford, PSA Group, RENAULT, Volvo Car Corporation, Volvo Group; **Suppliers**: Continental, Delphi Deutschland GmbH, Robert Bosch GmbH; **Research institutes and universities**: Chalmers, German Aerospace Center DLR, ika RWTH Aachen University, Institute of Communication and Computer Systems ICCS, Julius-Maximilians Universität Würzburg, Lund University, Nederlandse Organisatie Voor Toegepast Natuurwetenschappelijk Onderzoek - TNO, The Federal Highway Research Institute BASt, The Galician Automotive Technological Centre CTAG, University of Leeds, WIVW Würzburger Institut für Verkehrswissenschaften GmbH; **SMEs**: Alcor, European Center for Information and Communication Technologies – EICT GmbH

Project contact

Coordinator
Aria Etemad, Volkswagen Group Research

Hermann-Münch-Str. 1
38440 Wolfsburg, Germany
Email: Aria.Etemad@volkswagen.de

Dissemination Manager
Sarah Metzner, European Center for Information and Communication Technologies - EICT GmbH

EUREF-Campus Haus 13
Torgauer Straße 12-15
10829 Berlin, Germany
Email: Sarah.Metzner@eict.de

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