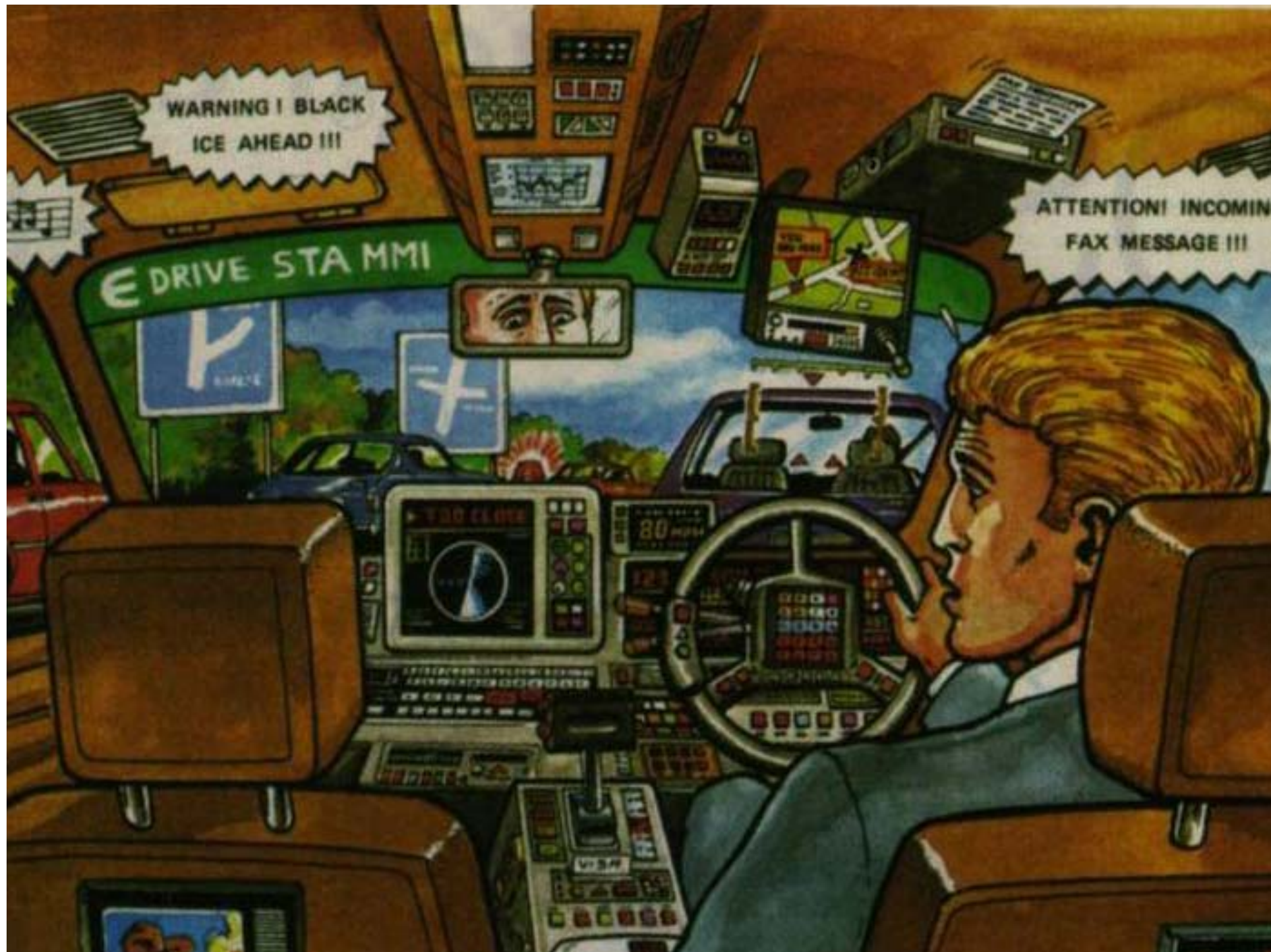




Introduction to AIDE IP

Gustav Markkula
Volvo Technology Corporation



Background



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Functional growth in the driver environment

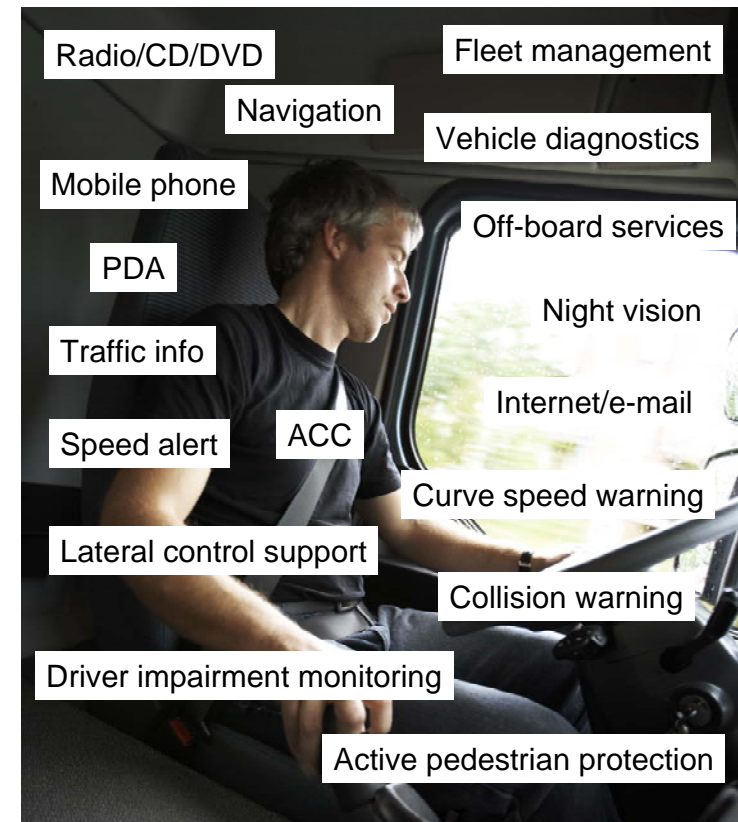
- Driver assistance systems
- Information systems

Potential benefits

- Safety
- Mobility
- Comfort

But

- Do benefits remain when adding more systems?
- Driver workload/distraction problems and risks
- Physical integration problem



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The AIDE vision



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A driver-vehicle interface that

- Allows a large number of functions
- Maximises benefits of individual functions
- Is safe and easy to use

By implementing

- Sharing of input/output controls
- Central coordination of information flow
- Adaptation of information flow to driver's situation



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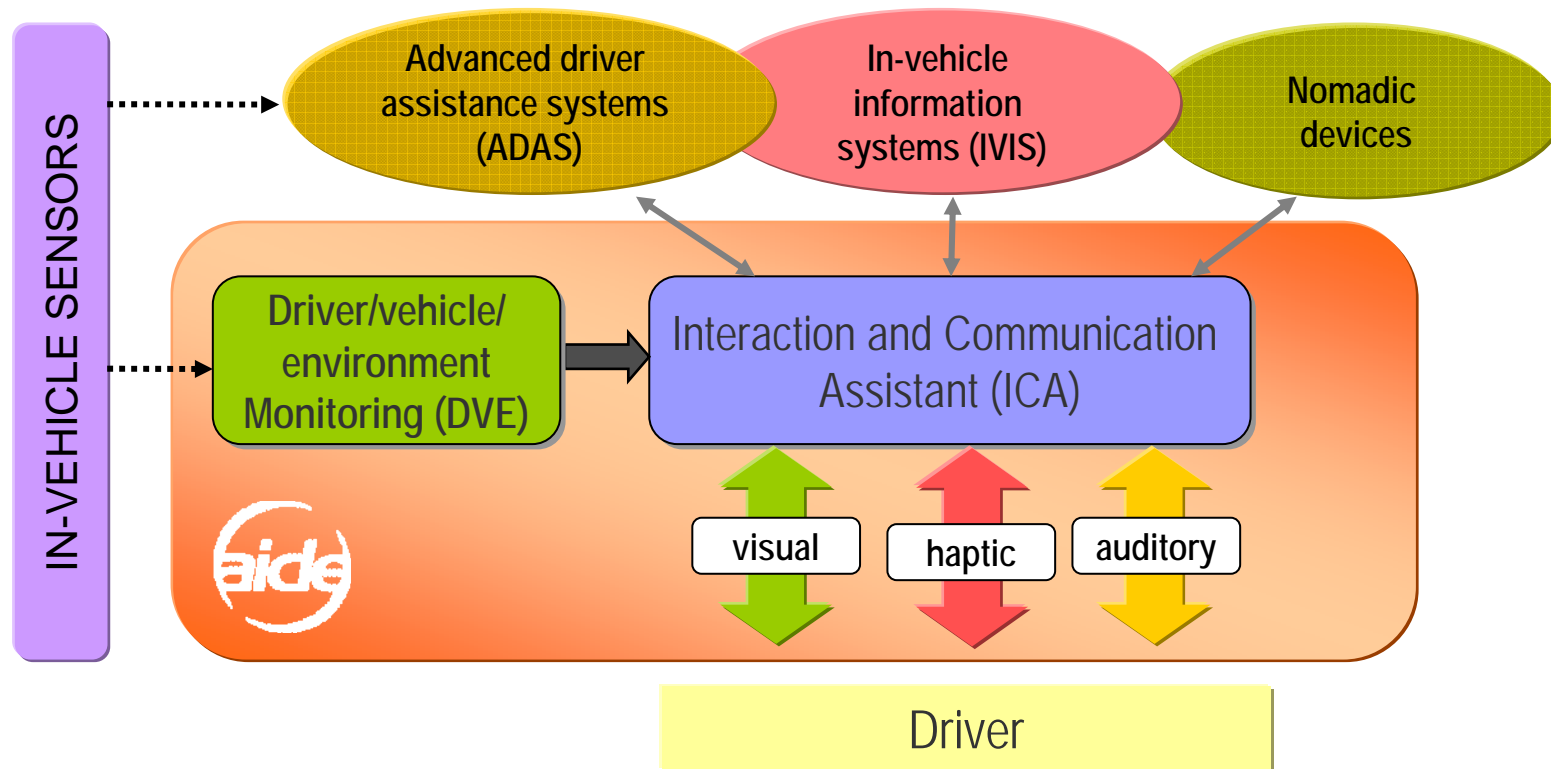
Adaptive and Integrated Driver-vehicle interface



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A vision for an architecture...



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Researching the AIDE solution



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Identified needed developments

- Models of behavioural effects of driver assistance and information systems
- Implementation of prototype solutions for adaptive and integrated driver-vehicle interfaces
- Methodology for evaluation of adaptive and integrated driver-vehicle interfaces



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The AIDE Integrated Project



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- EU Sixth Framework Programme
- Information Society Technologies
eSafety for Road and Air Transport
- 31 partners from industry and academia
- 50 months March 2004 – April 2008
- 12.4 M€ budget / 7.3 M€ EC funding
- EUCAR Integrated Safety Program



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IP structure



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Sub-project 4
Horizontal activities
Leader: VTEC (IP Coordinator)

Sub-project 1
Behavioural Effects
and Driver-Vehicle-
Environment
Modelling

Leader: UNIMORE
Vice-leader: PSA

Sub-project 2
Evaluation and
Assessment
Methods

Leader: TNO
Vice-leader: BMW

Sub-project 3
Design and
Development of an
Adaptive Integrated
Driver-vehicle
Interface

Leader: ICCS
Vice-leader: CRF



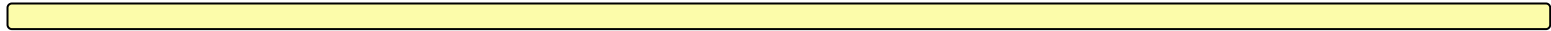
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IP timeline and main interactions

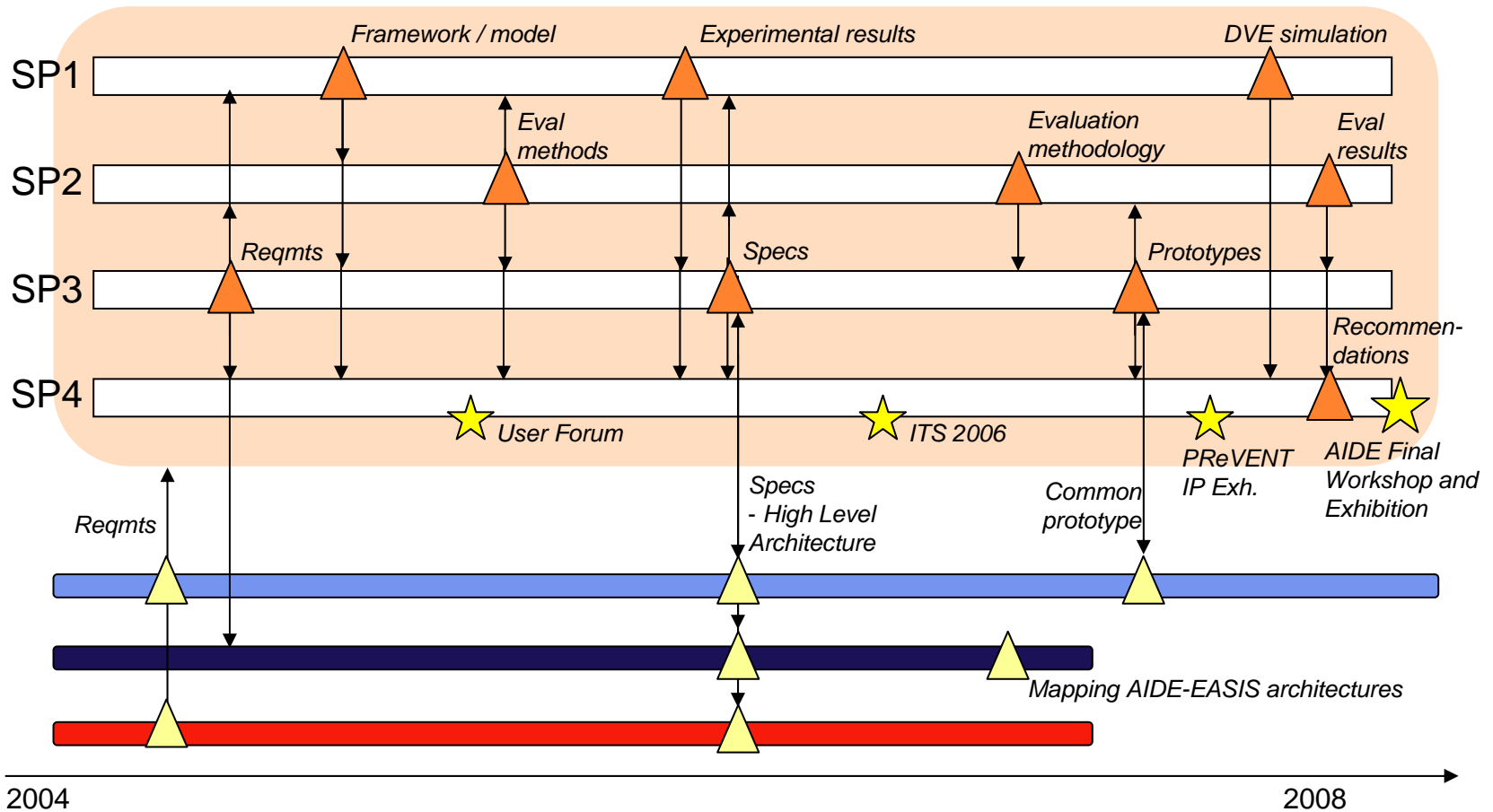


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----- Continuous deliverable exchange -----



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