Introduction to AIDE IP

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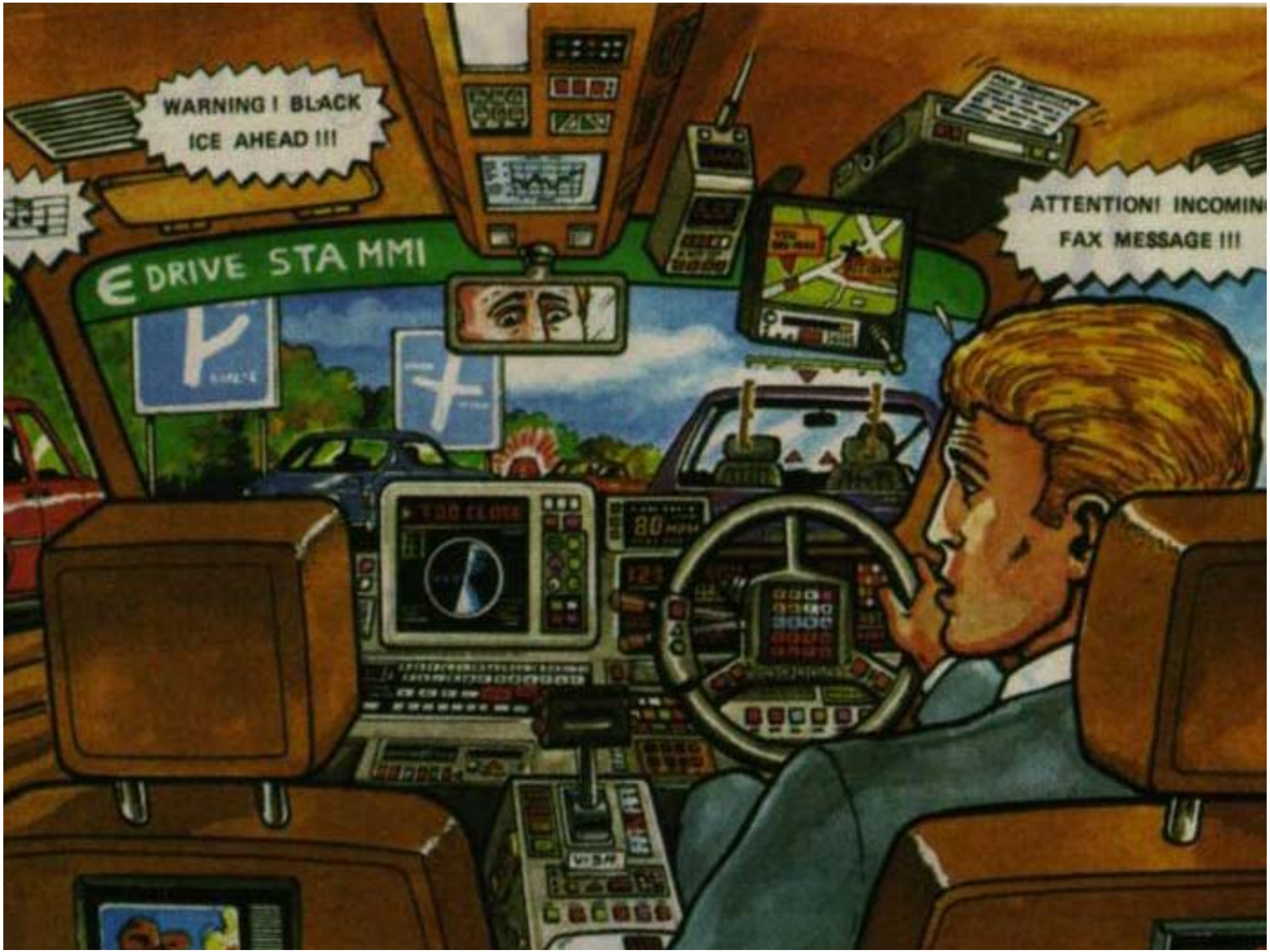

WARNING ! BLACK
ICE AHEAD !!!
DRIVE STA MMI
ATTENTION! INCOMIN
FAX MESSAGE !!!

Background

Functional growth in the driver environment

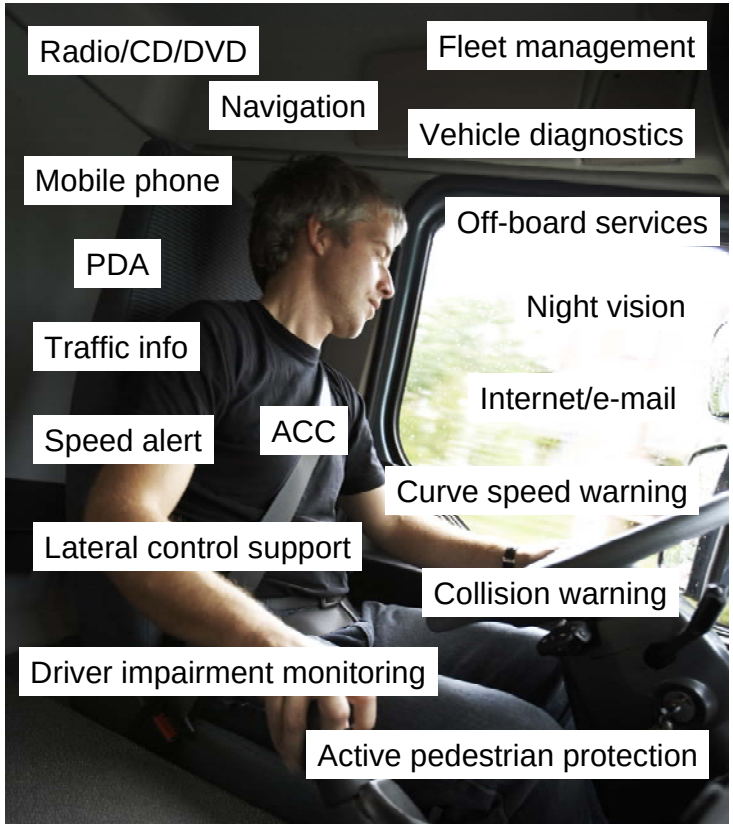
- Driver assistance systems
- Information systems

Potential benefits

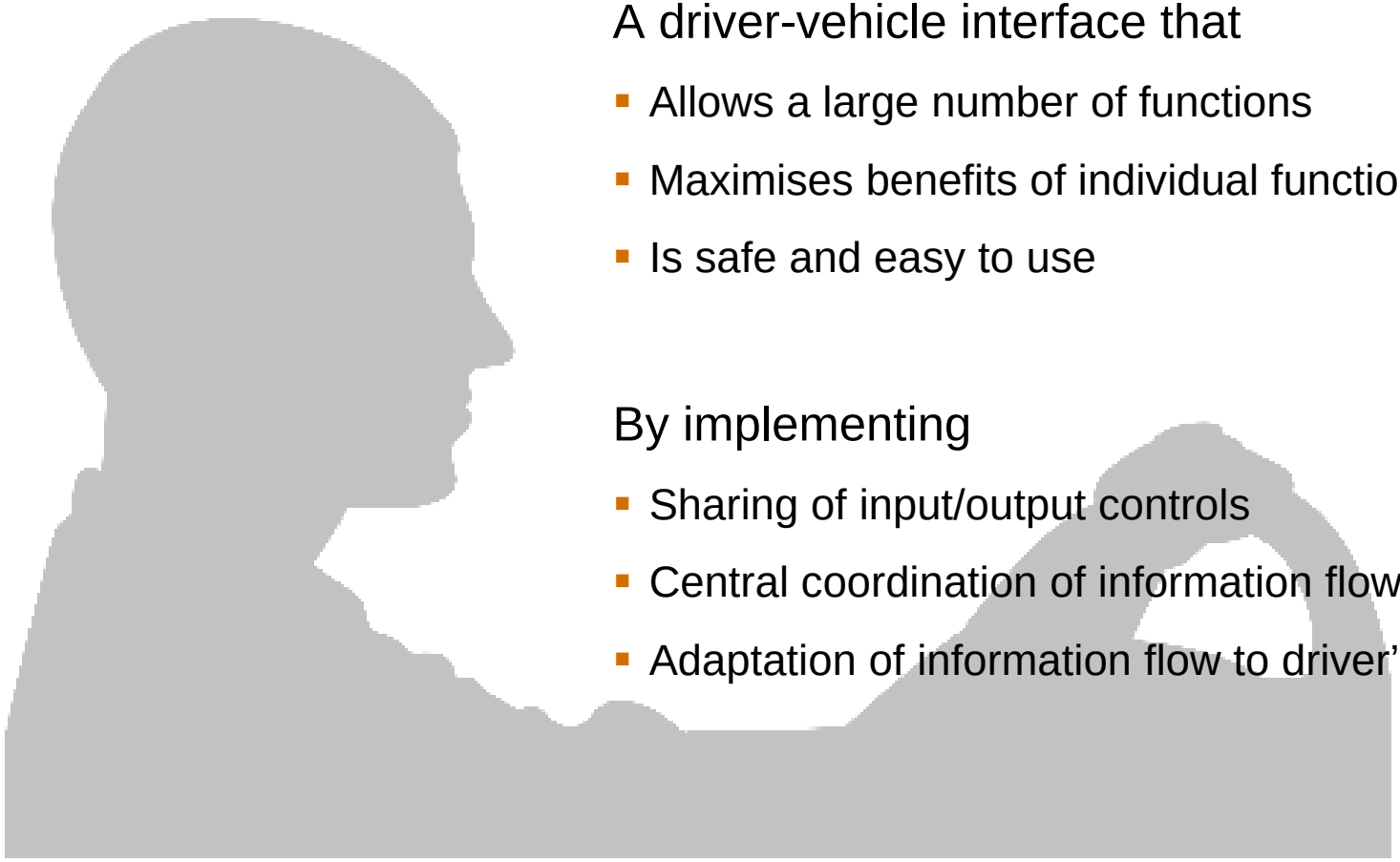
- Safety
- Mobility
- Comfort

But

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



The AIDE vision



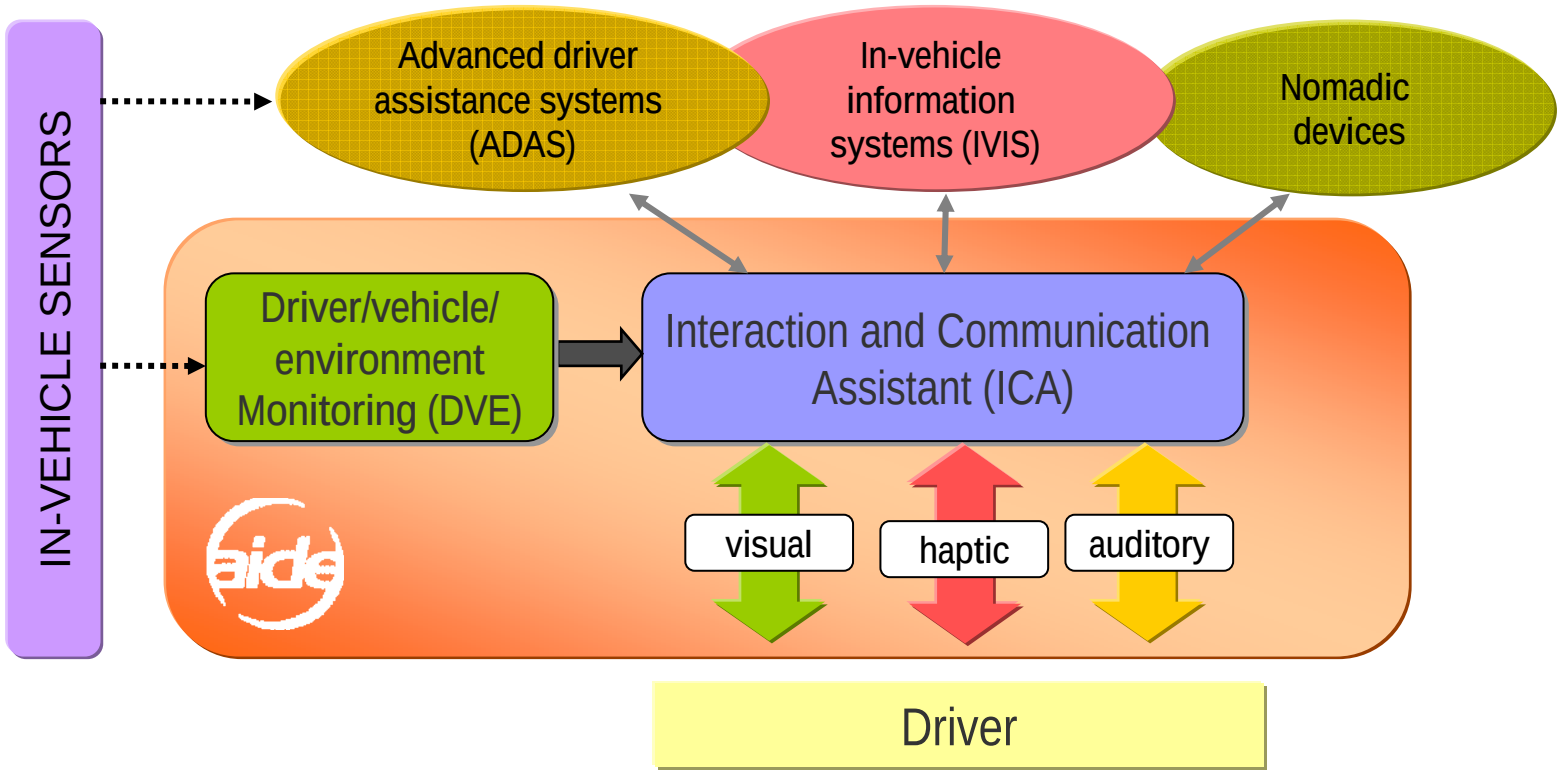
A driver-vehicle interface that

- 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

A vision for an architecture…



Researching the AIDE solution

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

The AIDE Integrated Project

- 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

IP structure

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

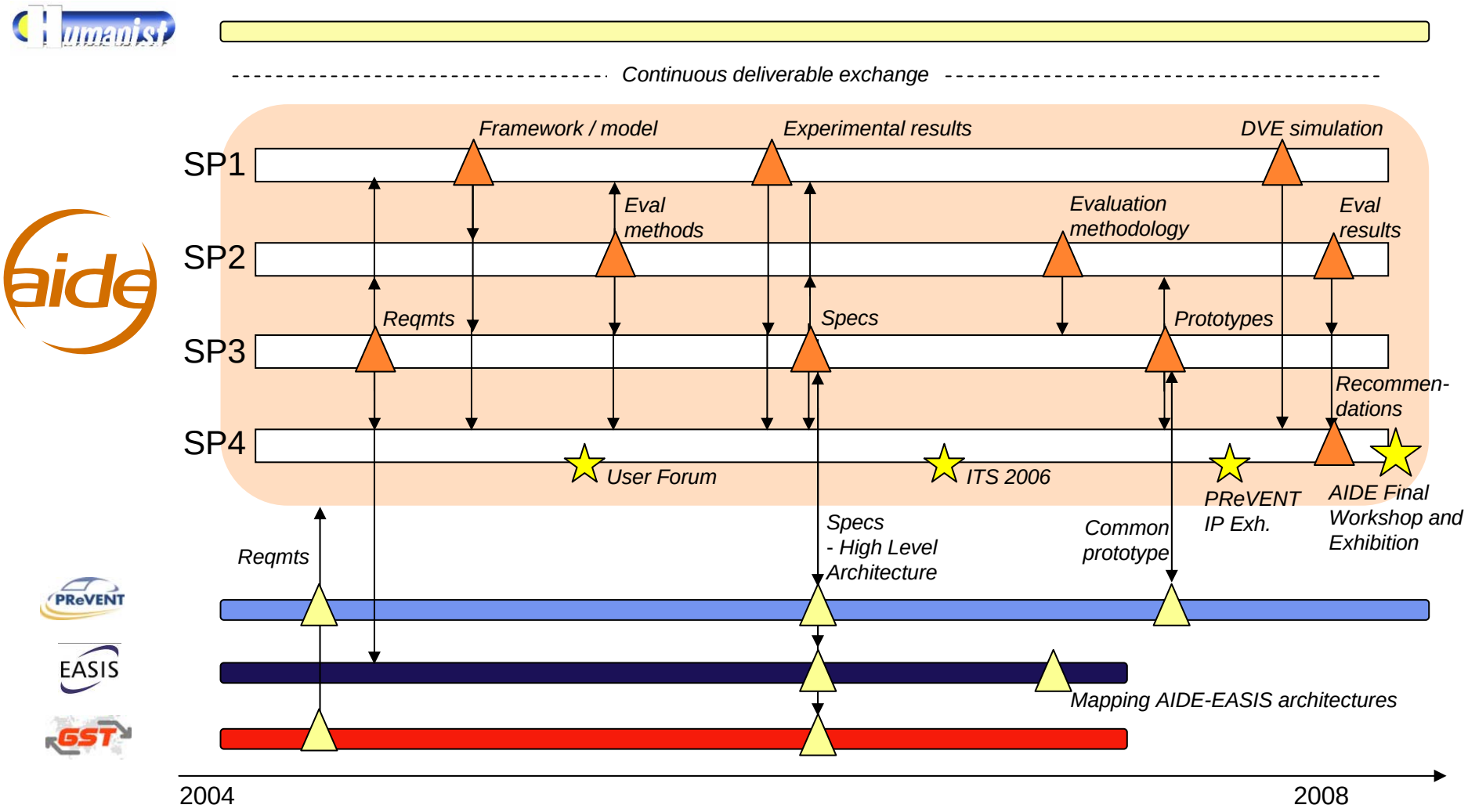
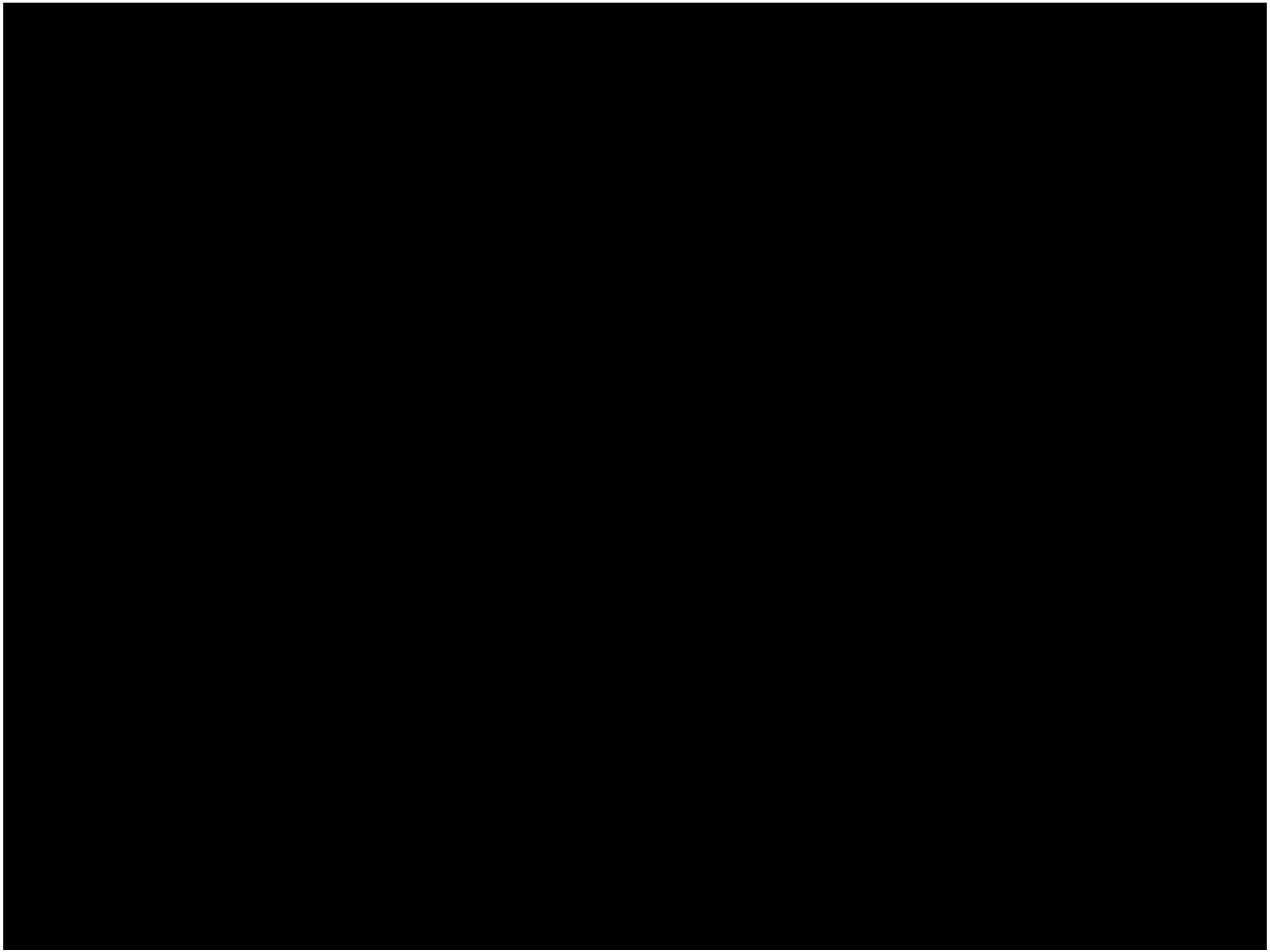
Sub-project 1
Behavioural Effects and Driver-Vehicle-Environment Modelling

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

IP timeline and main interactions