Advanced Vehicle Dynamics and Driver Assistance Systems

interaction and connection for intelligent & safe vehicles

17 – 18 June 2013 | Dorint Pallas Wiesbaden, Germany | www.vehicle-dynamics-control.com/MM

Meet the OEM with the highest results from the “AEB Fitment Survey 2012” of Euro NCAP and “Autonomous Emergency Braking and Forward Collision Warning Ratings 2012” of Thatcham

Explore how close the automotive industry will be to realise autonomous driving by 2018

Learn about the evolution of the motion control network

Interact with experts from Vehicle Dynamics and Driver Assistance Systems about evaluating Driver Assistance Systems

Find out how you can improve development for better ranking results in the field of Driving Assistance Systems

Learn from our Keynote Speakers:

ADAS interaction and how we take the driver into account
Nigel Clarke, Advanced Chassis Research, Jaguar Land Rover, United Kingdom

Legal aspects of autonomous driving
Anders Eugensson, Director Governmental Affairs, Volvo Car Corporation, Sweden

Vehicle Dynamics Control requirements for 5-star NCAP (New Car Assessment Programme)
Richard Schram, Chairman of Primary NCAP, Technical Manager, Euro NCAP, Brussels

Motion Control – A new approach for execution of driving strategies
Dr. -Ing. Thomas Raste, Head of Competence Center Global Chassis Control, Continental AG, Germany

Interactive Part | Tuesday, 18 June 2013

Adapting Driver Assistance Systems (DAS) with driver models
5 Reasons to convince your boss to let you attend:

1) You will gain insight into the penetration of Advanced Driver Assistance Systems (ADAS) in Europe as well as estimates of market demand for this technology.

2) You will learn about the human factors for vehicle dynamics and multiple driver assistance systems to estimate its challenges for system and components.

3) You will understand how to solve the key problems of the design and implementation of autonomous driving applications.

4) You will evaluate how to increase availability by developing individualised and personalised sensor technologies.

5) You will hear about a novel approach to driver assistance systems and their advantages for active chassis systems and active safety.

Who will you meet?

Attendees by Industry:
- Automotive Manufacturers
- Automotive Suppliers
- Software Industry
- Service Sectors for Driver Assistance Systems

Attendance by department:
- Engineering and Process Automation
- Chassis Control
- Vehicle Dynamics
- ADAS (FAS)
- Active Safety and Chassis
- System Design
- ADAS Technology and Systems Information
- Chassis Research
- Governmental Affairs

Membership is free. By becoming a member you gain access to a plethora of industry-relevant information through expert interviews, white papers, our blog, presentations and podcasts. Take advantage of our free content and network with your peers. Learn about our automotive conferences and benefit from early-bird savings.

Interactive sessions | Descriptions

**Speed Networking**
Get in touch with the other conference guests for a quick exchange of views (and business cards).

**Speakers’ Corner**
A moderated panel with 3-4 participants debating the core issues surrounding an important topic.

**Deep Dive – IDDI**
IDDI-Sessions are “Interactive Discussions to Drive Innovation”. They are designed to brainstorm and challenge the hot topics introduced by the Keynote Talks. The objective is to build Think Tanks that empower the participants to address challenges and opportunities in open discussions and – as a result – to dare new ways to success.

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Advanced Vehicle Dynamics and Driver Assistance Systems

Conference Day One | Monday, 17 June 2013

09:00 Registration & coffee

09:30 Welcome & opening address by
Prof. Dr. -Ing. Dr. h.c. Rolf Isermann
Head of Research Group for Control, Engineering and Process Automation,
Institute of Automatic Control, Darmstadt University of Technology, Germany

09:40 Introduction to the conference topic
Prof. Dr. -Ing. Dr. h.c. Rolf Isermann
Head of Research Group for Control, Engineering and Process Automation,
Institute of Automatic Control, Darmstadt University of Technology, Germany

10:00 Speed Networking and Business Cards Exchange Session
The perfect opportunity to speak directly with your peers and network effectively.
Don’t forget your business cards!

10:40 Refreshment break & networking

11:10 Vehicle dynamics control for autonomous driving
• Potential benefits with autonomous driving
• Next step towards autonomous driving - the Traffic Jam Assist
• Autonomous road train - concept and research results
• Systems and functions - how does the SARTRE road train work
• Consequences of driver-out-of-loop operation for the vehicle dynamics control and other vehicular systems
Stefan Hermelin,
Vice President Active Safety and Chassis,
Volvo Car Corporation, Sweden

11:50 Motion Control – A new approach for execution of driver and ADAS driving strategies
• The evolution of the Motion Domain Network
• Interaction and connection of ADAS and Motion Control
• The future challenges for Motion Control
Dr.-Ing. Thomas Rastz,
Head of Competence Center Global Chassis Control,
Continental AG, Germany

12:30 ADAS interaction and how we take the driver into account
• Driver interaction with the system
• Handover back to the driver
• ADAS in extreme conditions, such as off-road
• Implications for design and failure detection
Nigel Clarke (Chartered Engineer MIET),
Advanced Chassis Research,
Jaguar Land Rover, United Kingdom

13:10 Networking luncheon

14:40 ADAS Experience in an infotainment system
• The smartphone experience and lessons can be implemented in the infotainment
• Infotainment CPUs are growing stronger
• Running Machine vision algorithms in infotainment systems
• Augmented Reality as a driver assistance feature
Danny Atsmon,
Global Director of CoC ADAS,
HARMAN

15:10 European New Car Assessment Programme (Euro NCAP) Autonomous Emergency Braking (AEB) assessment procedure
• Euro NCAP
• Safety Assist
• Autonomous Emergency Braking (AEB)
• Test and assessment procedure
Richard Schram
Chairman of Primary NCAP, Technical Manager,
EURO NCAP Brussels, Belgium

15:50 Refreshment break & networking

16:20 Autonomous Emergency Braking (AEB) system requirements for European New Car Assessment Programme (Euro NCAP)
• Euro NCAP AEB test cases
• Types of AEB systems
• Relevant factors for AEB system performance
• Brake system performance requirements
Daniel Foerster,
Manager System Design ContiGuard,
Continental Teves AG & Co oHG, Germany

17:00 The ASPECSS Project – Test and Assessment procedures for integrated pedestrian safety systems
• Overview, methodology and status of the ASPECSS project formed by several Euro NCAP test labs, vehicle manufacturers, research institutes. ASPECSS proposals target at the initial 2016 implementation of pedestrian testing in Euro NCAP as well as at a later, second phase of Euro NCAP pedestrian testing.
• Proposals for short-term implementation of pedestrian active safety testing (2016) – test and assessment procedures, tools, setups
• Outlook to the research that is currently conducted for a medium-term integrated assessment of active and passive safety of Vulnerable Road Users
Dr. Patrick Seiniiger,
Active Vehicle Safety, Emissions, Energy,
Bundesanstalt für Straßenwesen (BAST), Germany

17:40 Speakers’ Corner – Panel Discussion
Trends for active chassis systems – With regard to Driver Assistance Systems
• Segmentation, separation, track and trace, classification
• Automated measurement of parking space and results of accuracy analysis
• Outlook of existing modules and in further advanced driver assistance systems
Discussion with our selected experts from the automotive industry

18:00 Closing remarks of the chairman and end of conference day one

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New development in Vehicle Dynamics Control (VDC)

14:40 ADAS Experience in an infotainment system
• The smartphone experience and lessons can be implemented in the infotainment
• Infotainment CPUs are growing stronger
• Running Machine vision algorithms in infotainment systems
• Augmented Reality as a driver assistance feature
Danny Atsmon,
Global Director of CoC ADAS,
HARMAN

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09:00 Registration & coffee
09:25 Welcome & opening address by Prof. Dr.-Ing. Dr. h.c. Rolf Isermann
  Head of Research Group for Control, Engineering and Process Automation,
  Institute of Automatic Control, Darmstadt University of Technology, Germany

09:30 Legal aspects of autonomous driving
  • Legal requirements for allowance
  • Current market situation and legalising procedure
  • Impact on R&D – conflicts and solutions
  Anders Eugensson,
  Director Governmental Affairs, Volvo Car Corporation, Sweden

10:10 Challenges and requirements for 360-Degree sensing
  • Driver assistance functions with 360° sensing
  • Sensors systems and sensor selection
  • Requirements for system design and architecture
  • Next steps towards automatic driving
  Dr. Thomas Classen,
  Chassis Systems Control, Engineering Driver Assistance Systems,
  Robert Bosch GmbH, Germany

10:50 Refreshment break & networking
11:20 Concepts for cooperative driving Integrating driver assistance and automation
  • Concept for integrating driver assistance and automation
  • Challenges for the design of Human Machine Interaction
  • Cooperative Driving: Connecting driver, vehicles and infrastructure
  • Example applications such as emergency manoeuvres, automated valet parking, cooperative lane change
  Tobias Hesse,
  Team leader Technologies for Assistance and Automation, Automotive, Institute of Transportation Systems,
  German Aerospace Center (DLR), Germany

Anna Schieben,
Researcher, Automotive, Institute of Transportation Systems,
German Aerospace Center (DLR), Germany

12:00 Deep Dive – IDDI
  Discuss with our leading experts at three round tables:
  How do legal aspects for autonomous driving influence your work, what do you think will change between 2018 and 2025 in regard to your work, what does it mean for the amount of integrated sensors?
  Anders Eugensson, Director Governmental Affairs, Volvo Car Corporation, Sweden

  How does your work influence aspects of Human Machine Interaction and what do you think will change between 2018 and 2025?
  Tobias Hesse, Team leader Technologies for Assistance and Automation, Automotive, Institute of Transportation Systems, German Aerospace Center (DLR), Germany

  What are the developments with regard to 360-Degree sensing? In which fields will semi-autonomous driving be a factor in 2018 and in 2025?
  Dr. Thomas Classen, Chassis Systems Control, Engineering Driver Assistance Systems, Robert Bosch GmbH, Germany

12:40 Networking luncheon

14:10 Model-based information platform to evaluate driving control functions
  • Use of GPS data for research vehicle. GPS, more than a navigator?
  • Modelling of vehicle dynamics
  • Information platform based on a multi-antenna GPS system and vehicle dynamic sensors
  Dipl.-Ing. Markus Bauer,
  Research Assistant, Institute of Automatic Control and Mechatronics, Darmstadt University of Technology, Germany

14:50 Adapting Driver Assistance Systems with driver models (I)
  • Driver sleepiness
  • Driver distraction
  • Driver Intention
  • Driver Model and Driver Profile
  ➔ for Adaptive Driver Assistance Systems
  Dr. Andreas Sonnleitner,
  Human-Computer Interaction, Fraunhofer IAO, Germany
  Frederik Diederichs,
  Human-Factors Engineering, Fraunhofer IAO, Germany

15:15 Refreshment break & networking
15:45 Adapting Driver Assistance Systems with driver models (II), interactive part
  Driver Assistance Systems can be significantly improved when they become individualised, personalised and adaptive to situational conditions.
  This requires knowledge about the drivers’ trait and state.
  We will discuss the traits like personal preferences and special support needs of ADAS and system transparency for the driver.
  Frederik Diederichs,
  Human-Factors Engineering, Fraunhofer IAO, Germany
  Dr. Andreas Sonnleitner,
  Human-Computer Interaction, Fraunhofer IAO, Germany

16:45 Closing remarks of the chairman
16:50 End of conference day two
Advanced Vehicle Dynamics and Driver Assistance Systems

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