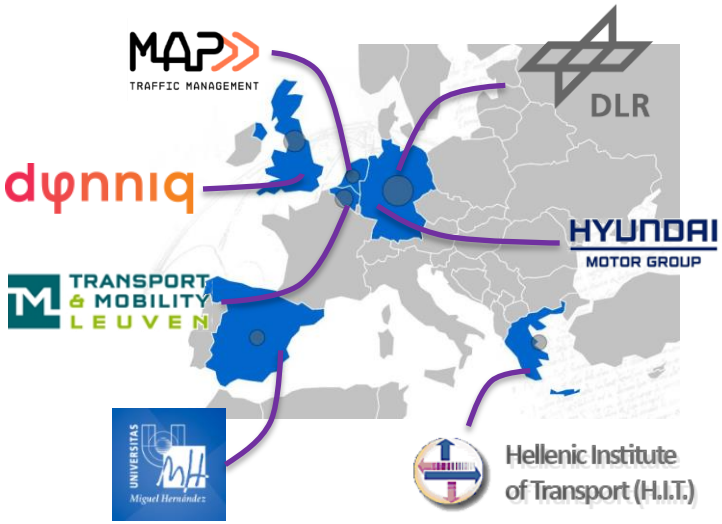
TransAID

Transition Areas for
Infrastructure-Assisted Driving

- **7 partners** from **6 European countries** (technology providers, automotive industry, academia, research)
- **12 associated partners**
- Coordinator: Julian Schindler, DLR (julian.schindler@dlr.de)
- Start: **September 2017 (36M)**
- Budget: **3.8 m€**

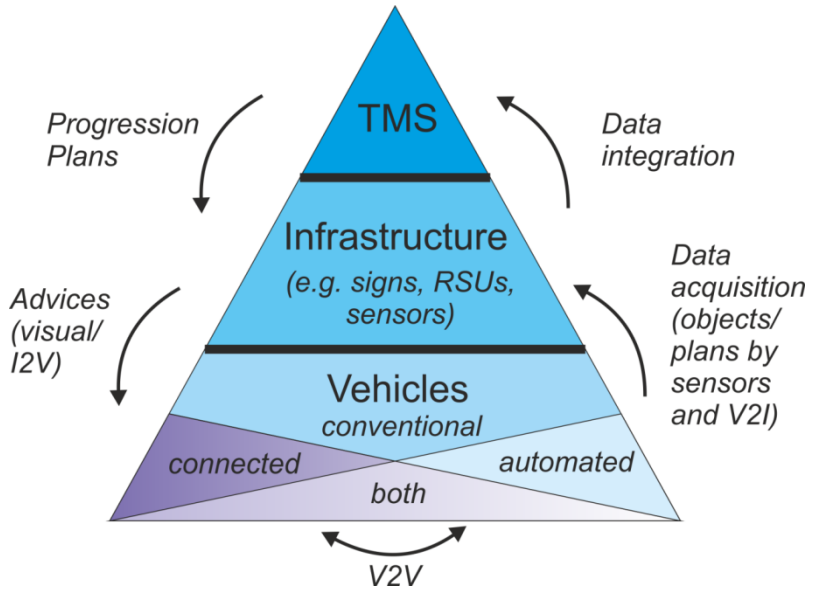


Research questions

- What are reasons for vehicle automations to stop working?
  - Missing sensor inputs
  - High complexity situations
  - Driver does not respond
- What happens when vehicle automations stop working?
  - Perform a Minimum Risk Maneuver?
  - Imminent stop?
  - Dropping control to the driver?
- What is the **impact on traffic safety and efficiency** when this happens to several vehicles at the same spot?

Approach & Expected Results

- **Simulations** with vehicles in different levels of automation are performed
- Different approaches in terms of **hierarchical traffic management** are investigated
  - Help vehicle automations to find optimal solutions in case of Minimum Risk Maneuvers and transitions of control
  - Help surrounding vehicles
  - Optimize traffic safety and efficiency
- Development of **new V2X message sets**
- Prototypical **field implementations**
- **Guidelines** and a **roadmap** for stakeholders (OEMs, road authorities, cities…) are provided



Example Use Cases