

November 6th - 8th, 2013 Hotel Panamericano – City of Buenos Aires, Argentina

“URBAN MOBILITY, ROADS NETWORK OPERATION AND ITS APPLICATIONS”

SCORE@F : Uses-cases and HMI (part 3/3)

Jacques Ehrlich, IFSTTAR, France et al.

Uses cases examples (continuation)

Definition

CONTEXTUAL SPEED LIMITS (GT02) : Information triggered by a traffic management centre, transmitted to a road side unit and then broadcasted by road side unit to notify to driver on the legal dynamic speed limit or speed recommendations due to event like adverse meteorological condition, traffic jam, roadwork, pollution, fuel consumption reduction etc

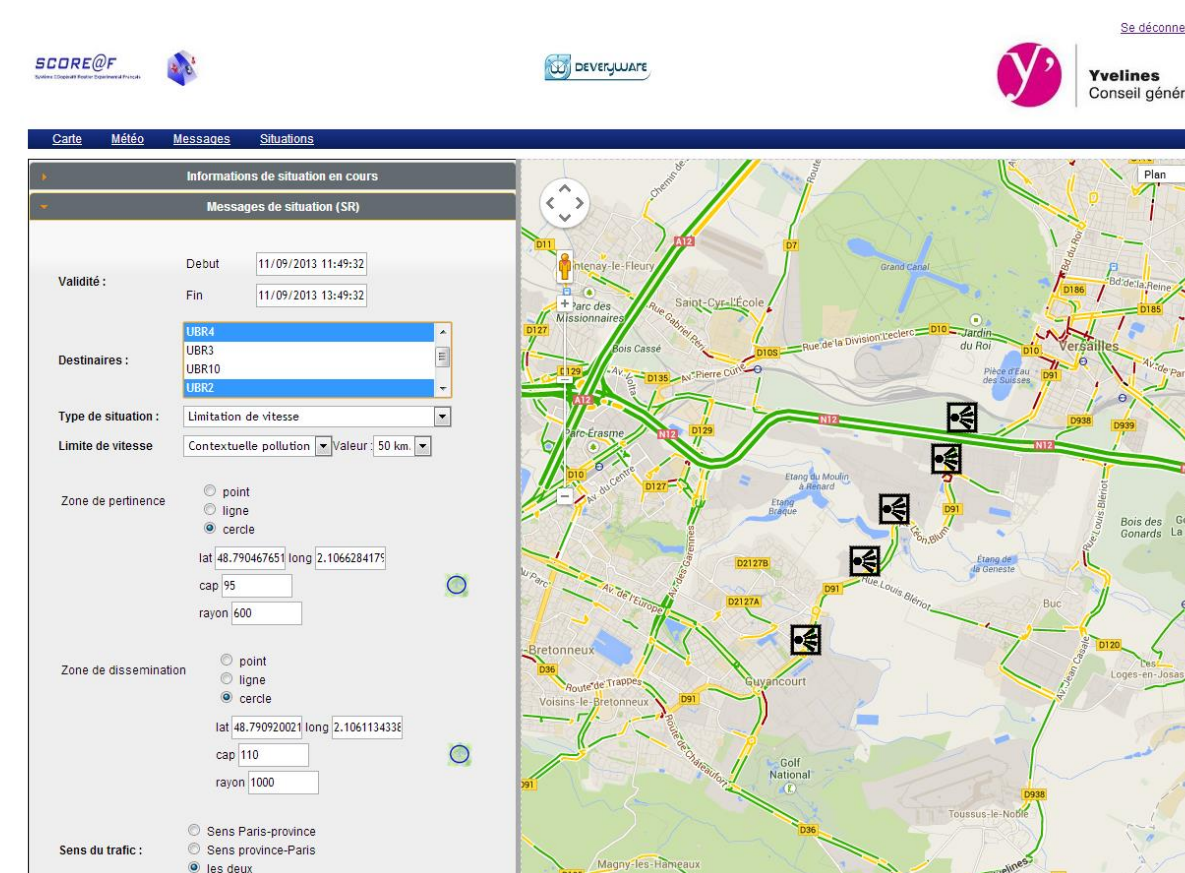
IN-VEHICLE SIGNAGE (MC01) : Information from traffic management centre relayed by road side unit and displayed on HMI like variable message sign (VMS) such as : speed limit, circulation limitation, safety recommendation sign etc

CAR BREAKDOWN WARNING (SR03): Information triggered from a vehicle on standstill and transmitted to neighbors vehicles thanks to direct V2V communication (and possibly relayed by other vehicles). On reception the information is displayed if the driver is concerned.

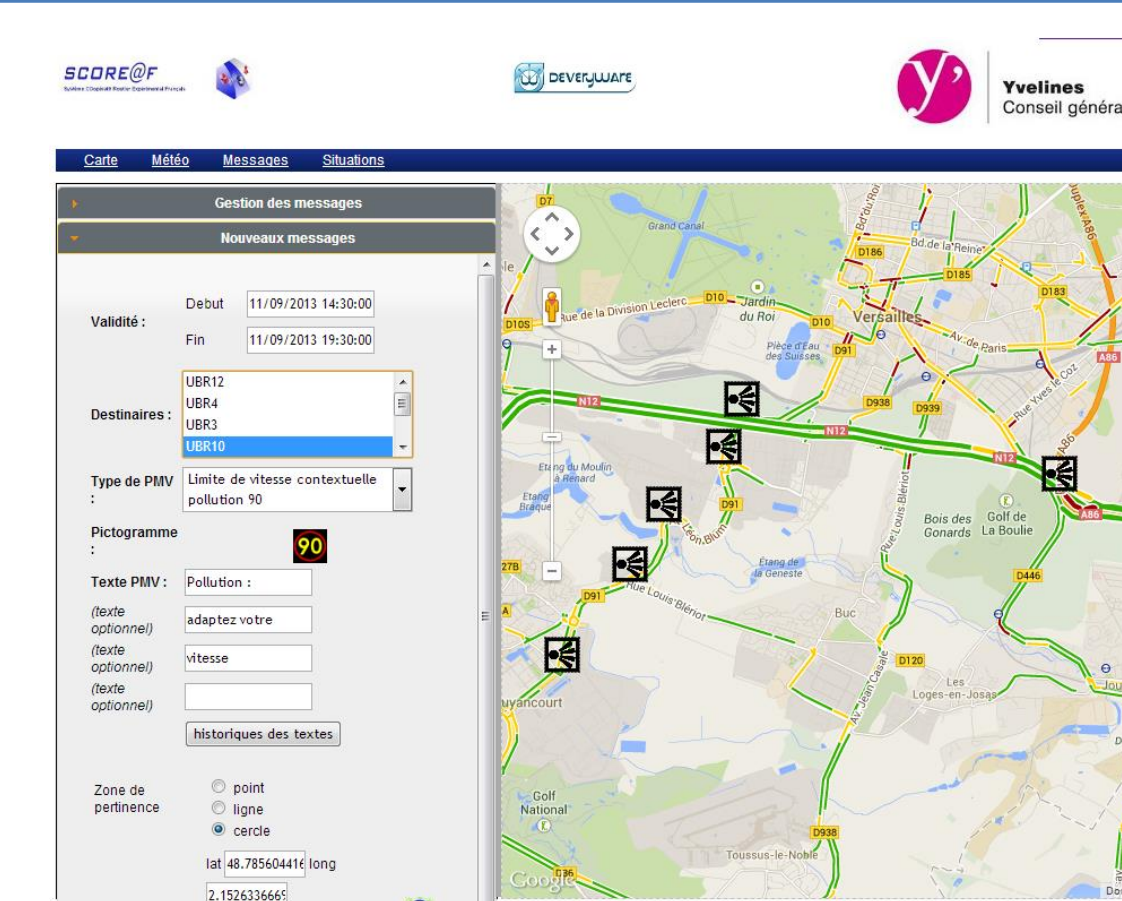
WRONG WAY VEHICLE (SR06): Information triggered automatically by a vehicle in the opposite direction thanks to direct V2V communication. Both wrong way driver and other neighbor vehicles (if concerned) are alerted.

POOR VISIBILITY (SR07): Information triggered from a traffic management centre and relayed to vehicle by road side units to alert neighbor vehicles on significant rain, snowfall, fog, smoke. On reception the information is displayed if the driver is concerned.

Emitting side HMI



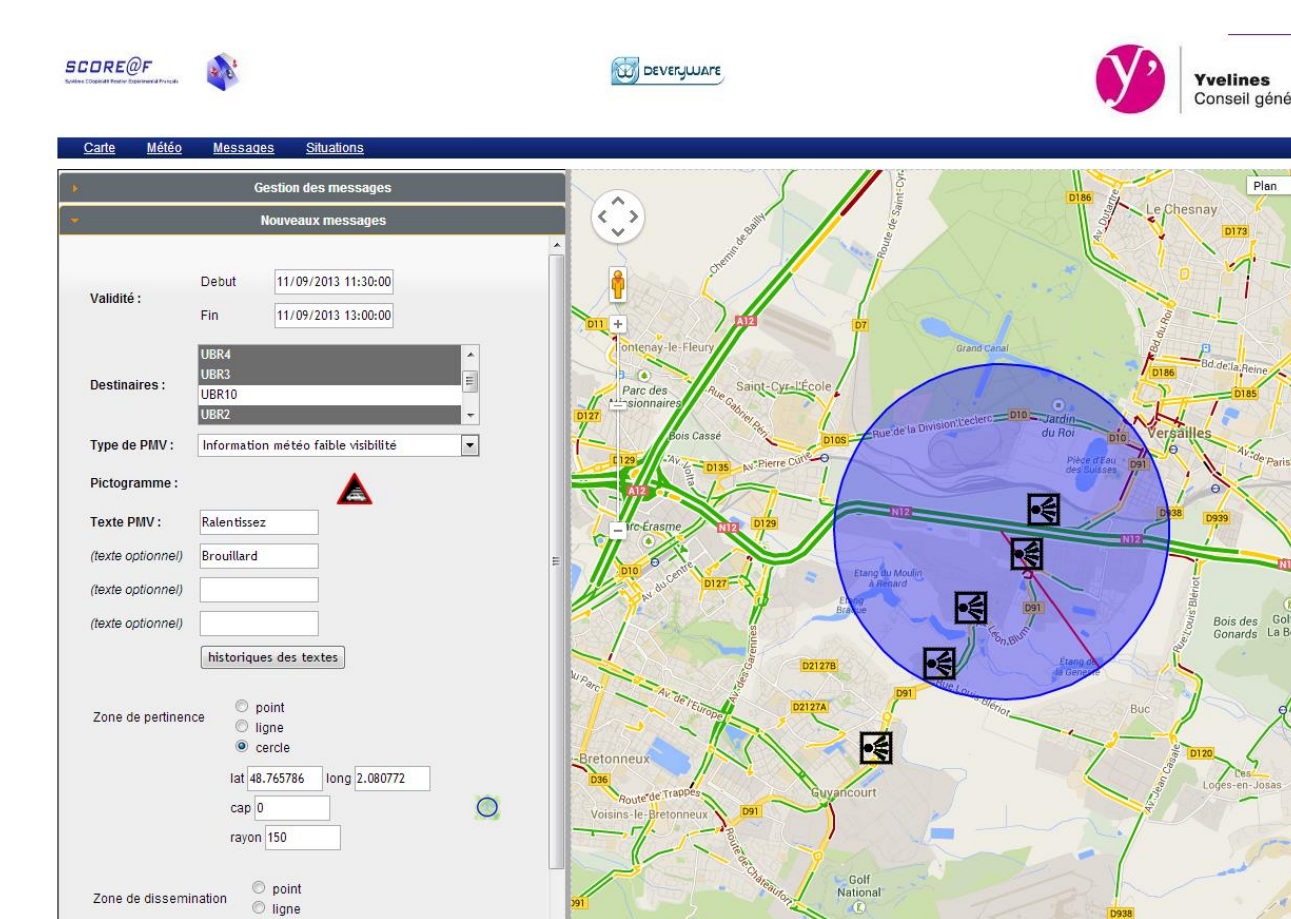
DEVERYWARE HMI



DEVERYWARE HMI

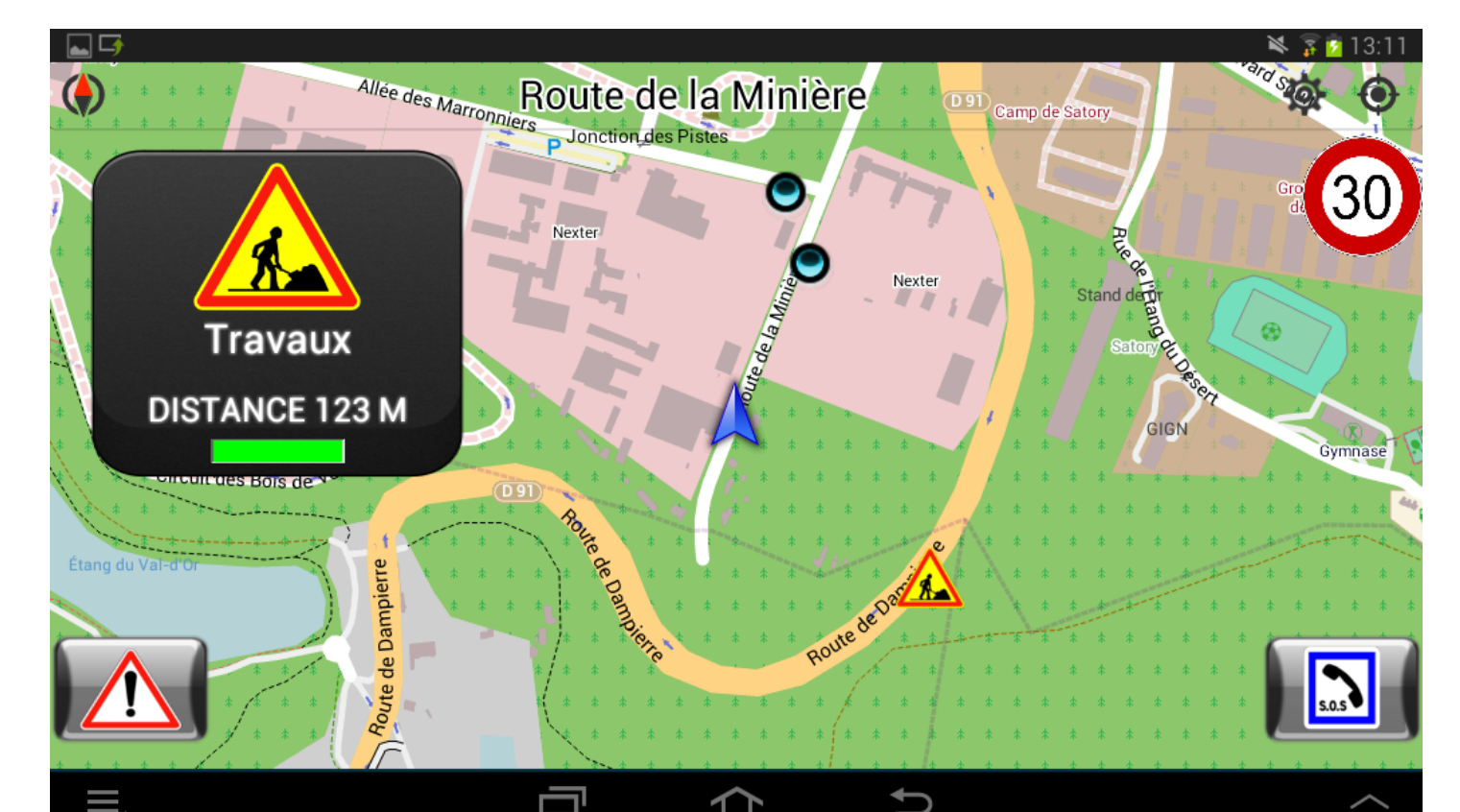
For this use case there is no need for HMI on emitting side because the vehicle automatically detects itself as stopped on the road thanks to its own sensors. In addition HMI provide the possibility to manually trigger the event.

For this use case there is no need for HMI on emitting side because the vehicle automatically detects itself on the wrong way thanks to its own sensor and digital map which provide bearing information and authorized or forbidden ways.



DEVERYWARE HMI

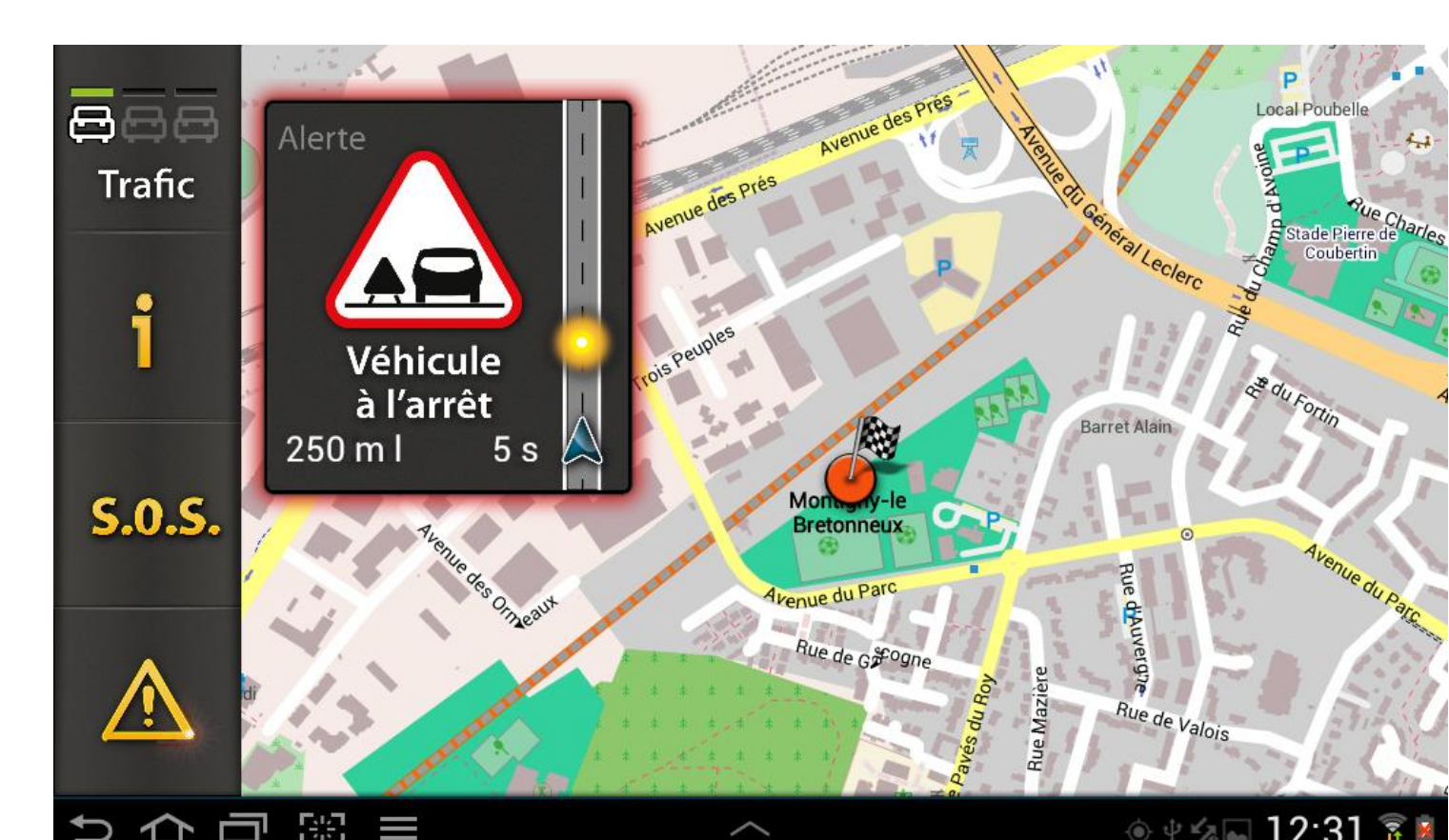
Receiving side HMI



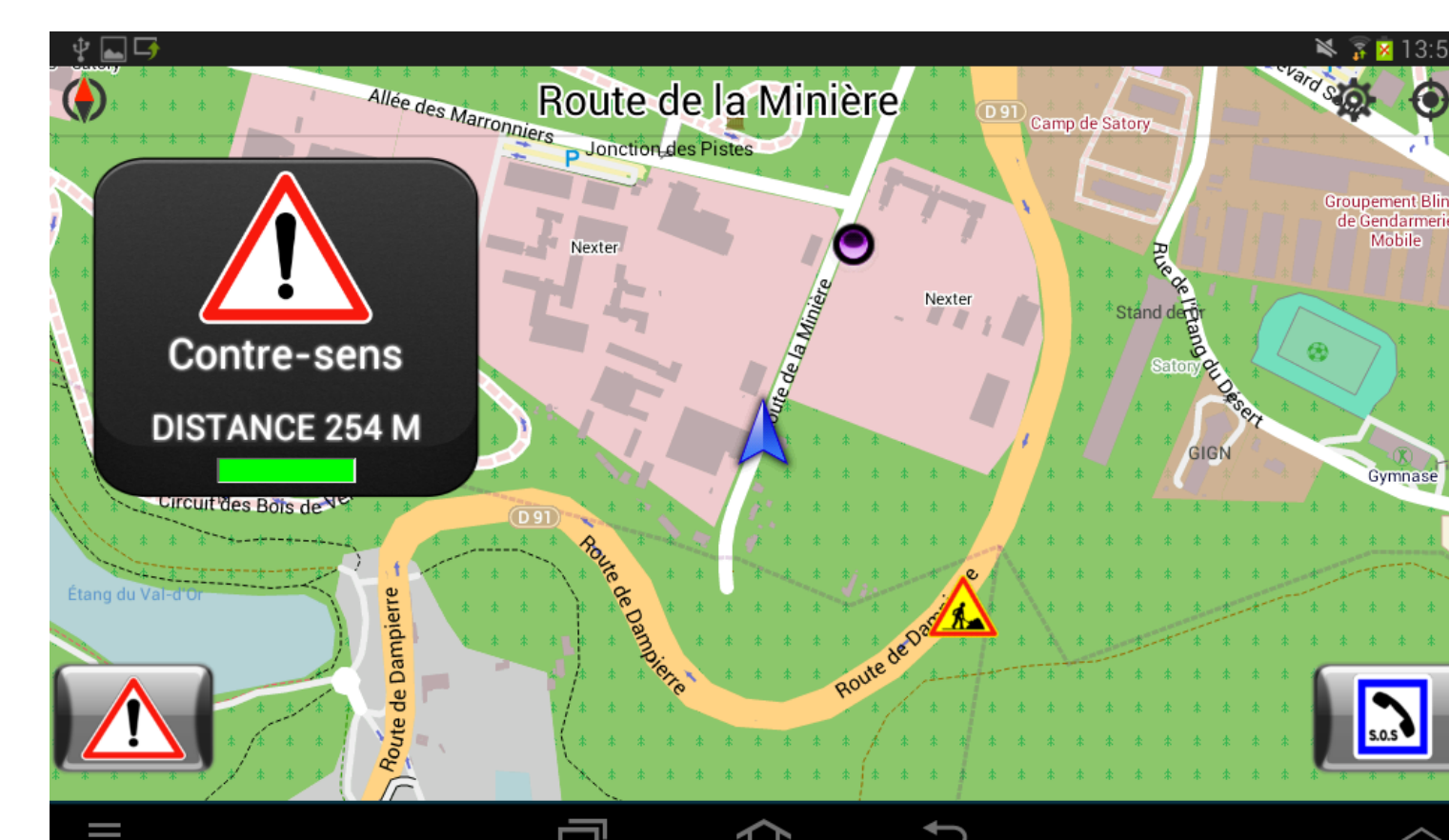
IFSTTAR-CETE HMI



PSA HMI



RENAULT HMI



IFSTTAR CETE HMI



PSA HMI

Supported by