

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 688900



EDITORIAL

After more than 3 years of motivating and pioneer research, ADAS&ME is about to complete its orbit, at the early starting of 2020.

In its current stage, ADAS&ME is under its evaluation phase, following a structured user-oriented testing of its developed Use Cases in real conditions with emphasis on scenarios of adaptive HMI based on different driver/ rider state for all its targeted demonstrators; truck, automated car, automated electric car, motorcycle and bus. Nearly all evaluations are performed at a EuroNCAP proving ground; IDIADA automotive testing infrastructure, allowing even the combination of critical human states with safety-critical driving/ riding scenarios.

At its next major milestone, ADAS&ME opens its doors to the automated driving community and welcomes all interested stakeholders to discuss and debate not only on project results, but also on the future of driver/ rider or operator monitoring as a mandatory element in future mobility. Fresh and inspiring presentations of the ADAS&ME achievements, lessons learnt and preliminary impact results for all its developed Use Cases, followed by exciting real-time demonstrations and hands-on technology demos and vivid debate panels; Is driver monitoring a breakthrough for the future mobility in Europe?

The ADAS&ME team is proud to demonstrate its innovative results stemming from a long period of research, integration and evaluation and is eager to see them hit the market in the forthcoming years. You are therefore cordially welcomed to our Final Event, due on December 3rd, 2019 at IDIADA premises in Barcelona.

Nevertheless, as long as human is in the loop, human factors' challenges should and will always be there to be explored, either within the context of autonomous driving or at an even wider concept of autonomous mobility ecosystems. We therefore look forward to future exciting challenges, where technology is designed by humans to serve humans!

See you all on December 3rd! Save the Date and Be There!

Evangelos Bekiaris – ADAS&ME Technical Manager

ADAS&ME Final event – Invitation!



The ADAS&ME consortium will showcase how the project makes the road usage safer and more efficient among different levels of automation in a one-day conference and demonstration aiming at bringing together industry, researchers, international associations, authorities and operators, to share the results of the development of driver/rider & vehicle interactions that mitigate critical scenarios through personalized and user state-based adaptive information, warning and intervention, engaging transitions with safe escalation strategies for nearly all road vehicle types: electric and conventional car, bus, truck and motorcycle.

Join the ADAS&ME Final Event and be among the first to learn about the project's impacts on the road safety framework in vehicle automation, as well as the partners' downstream plans on the exploitation of the developed use cases.

More info & registration: <https://www.adasandme.com/final-event/>

Agenda: <https://tinyurl.com/snj6vrg>

ADAS&ME at Intuitive Partially and Highly Automated Driving



Aachen

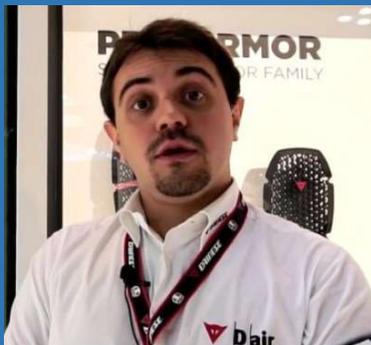


27 November 2019

ADAS&ME project partners [Fraunhofer IAO](#) and [RWTH Aachen](#) will organize a symposium on cooperative control that will also discuss recent and future intuitive concepts for driver-vehicle interaction during periods of partially and highly automated driving and the developments of [ADAS&ME use cases](#) and other EU funded project such as our partner projecte AutoMATE will play an important role.

ADAS&ME WP5 "HMI actions and transition" leader Frederik Diederichs is a member of the scientific committee of the symposium and other project partners such as [VALEO](#) or [VEDECOM](#) will participate in the event. Further information available at the [symposium programme](#).

Interview: Marco Manuzzi, DAINESE



What is your role in ADAS&ME project?

I'm the project manager and main developer of the ADAS&Me Project. My main role is to gather all the resources needed for our Use Cases needs, coordinate all the customization from standard products to prototypes and follow all the communication aspects between our company and all the consortium. Moreover I've designed the various ECU modules and contributed to the firmware development.

Which is the most innovative aspect in the use cases that you are developing?

The biggest innovation in our case is the development of a complex sensor system built around the rider's body. It's a great opportunity for us as we are now able to detect movements and reaction not only on a single body region (the back) but all over the upper-body region.

ADAS&ME is at the final stage: which are the best aspects and the most important difficulties in the project?

The most challenging aspect was the integration of sensor and Hmi elements modules on a motorcycle wearable garment. The main ECU integration was relatively easy as we already had a strong experience thanks to the development of the Dair products, our motorcycle airbag technology. Gloves, helmet and body units required a particular design in order to allow us to integrate them without harming the safety aspects of our products and therefore represented the most difficult part.

Are you involved in other R&D project funded by European Commission?

Yes, Dainese is actually involved in the Pioneers project and I'm personally involved too.

11th Plenary meeting in Stockholm

The ADAS&ME 11th Plenary meeting took place in Stockholm on 4th October 2019, with a special attention on the preparation of the final event and the final results of use cases. As usual, the first day was dedicated to the development of use cases including the status of the evaluation and the impact assessment as well. The project lifetime is coming to the end and the next step will be the demonstrations of the final event.



The preparation of the final event has focused the discussion during the afternoon and also part of the 2nd day: save the date has been sent to all the stakeholders and a detailed agenda was agreed in Stockholm. During the 2nd day of the plenary meeting the status of all work packages have been explained and also the coming deliverables. One of the coolest part of the whole plenary meeting was the [SCANIA](#) truck which was parked outside the hotel and all the systems developed during the Use Case A, such as distraction or sleepiness, were available to test by the project partners.

An interesting visit to [SCANIA](#) chassis mounting and motor assembly factory in Södertälje was the last activity of the last plenary meeting before the final event that will take place in [IDIADA](#) headquarters (Barcelona) in December.

[More information about the project and use cases on our website](#)

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