

An orange abstract graphic consisting of multiple overlapping, curved lines that form a complex, organic shape, resembling a stylized flower or a network of connections. It is positioned on the left side of the top half of the slide.

FORSCHUNGSINITIATIVE  
**K O - F A S**

## Ko-KOMP Overview

## Ko-KOMP Überblick

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by the German Bundestag

# Objectives Ko-KOMP

- Ko-KOMP provides the **test environment** and the **simulation tools** for ongoing developments as well as tools for effective benefit evaluation of driver assistance systems
- **Information**, generated from the **surrounding field** of the **vehicles** and their **sensors**, about the driving periphery and driving dynamics, are used for the triggering of preventive safety measures
- Autonomous **braking and evading maneuvers** of the vehicles are studied and implemented in the experimental vehicles
- The **protection potential** of the **cooperative vehicle safety systems**, in due consideration of different prophylactic protective measures, are evaluated and required methods are developed
- The **quality and availability of communication connections**, between road users in a realistic environment are studied
- After being re-structured in 2011, the work continued with adjusted contents and the following partners:

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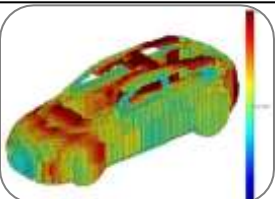
- Systems are being evaluated which help prevent accidents or at least reduce their level of severity
- The focus here has mainly been autonomous braking and collision evasion
- Also warning systems, without direct intervention, have been tested
- In addition to sensors monitoring the environment, the Ko-TAG technology has been used for activation of these systems



- Collisions, based on real accidents have been evaluated
- Especially all influences at intersections have been evaluated
- Variations have been established and integrated in the system's functions and simulations
- Signal transmission paths have been evaluated and built in the simulation as a matrix
- The radio transmission paths, as used by Ko-TAG, have also been considered



- Test methods have been developed in order to estimate and validate the performance of driver assistance systems
- The necessary equipment has been put together with suitable measurement and testing technologies
- Transmission paths for system information have been examined and prepared as a model for simulation
- The test environment has been used by all three Ko-FAS subprojects



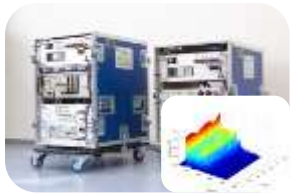
- The simulation data has been evaluated in connection with the information from the GIDAS data base
- The injuries to people involved are identified through the changes of situation
- With this, it is possible to determine the benefit of the investigated systems



- Evasion maneuver for collision avoidance and mitigation at Intersection scenarios
- Reproducible evasion maneuver in combination with the moving target device



- Automated track guidance using RTK D-GPS positioning system
- Test methods for lateral and longitudinal testing without the risk of damage
- Test methods for damage free collisions with high accuracy



- Analysis and Categorization of Wireless Communication by the channel sounder
- Communication quality visualization with a moving vehicle



- Please contact our experts located at the Ko-KOMP pavilions for further information
  - Simulation of driver assistance systems
  - Benefit analysis of automated safety systems
  - Test methods for driver assistance systems
  - Etc.

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