



## **MAN brings more safety to the roads**

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### **AKTIV network project presents research findings fit for field application**

MAN has introduced new traffic assistance systems together with the partners of the AKTIV research project which can help to significantly reduce the risk of congestion and accidents on Germany's roads. MAN Nutzfahrzeuge closely studied active emergency braking to avoid collisions and automatic lane control (integrated lateral assistance) as part of AKTIV. The research also focused on examination of driver conduct and driver alertness when using assistance systems.

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New assistance systems that ensure increased safety and higher efficiency on the roads were developed as part of the project. This means that accidents and congestion can even be avoided to a considerable extent today. "In order for the systems developed here to be brought into production quickly, industry and politics have to work together on further implementing them. Assistance systems only appeal to customers if they offer a financial benefit in addition to the safety aspect," explained Eberhard Hipp, Head of Pre-Development at MAN Nutzfahrzeuge and Program Coordinator for AKTIV.

Active emergency braking is primarily aimed at avoiding severe collisions. The driver is also given visual and audio signals if there is danger of a collision. An MAN TGX 18.540 was equipped with radar and video sensor technology to demonstrate active emergency braking. This system also recognizes standing obstacles and automatically brakes if the driver has not responded to the previous warning signals. In order for it to be accepted as much as possible by the driver, current driver alertness and the situation in adjacent lanes is included in calculation of the timing of the warnings and of braking.

The integrated lateral assistance developed by MAN Nutzfahrzeuge automatically keeps the truck within the lane in the set position defined. A camera captures the course of the lane and the truck's position to this end. A cross regulator prevents any straying from the set position by

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continuously controlling the steering and/or reducing it to an acceptable minimum. The system helps to drive the vehicle when navigating roadworks and other confined spaces, for example, and reduces the risk of congestion and accidents. The radar sensor technology also captures oncoming trucks and shifts the vehicle's own set position over to the edge of the road.

AKTIV's research work took four years. It focused on safety and avoiding congestion by means of vehicle communication. The 28 partners — which included car manufacturers and suppliers, electronic, telecommunication and software firms, research institutions and road and transportation authorities — have jointly developed new driver assistance systems and solutions for efficient traffic management and for suitable vehicle-vehicle and vehicle-infrastructure communication. More information can be found on the Internet at [www.aktiv-online.org](http://www.aktiv-online.org).