



## AGENDA TUESDAY, APRIL 4, 2006

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<b>10:00</b>	<b>Welcome</b> Prof. Dr. Bernd Heißing, Technische Universität München, Lehrstuhl für Fahrzeugtechnik	
<b>10:15</b>	<b>Opening Lecture I</b> <b>Driver assistance – more than an electronic passenger?</b> Prof. Dr. Jürgen Lehold, Volkswagen AG, Wolfsburg	<b>1</b>
<b>10:45</b>	<b>Opening Lecture II</b> <b>Flight control systems for pilot assistance: what can we learn from aviation?</b> Prof. Dr. Robert Luckner, Technische Universität Berlin, Institute for Aeronautics & Astronautics	<b>2</b>
<b>MOTIVATION – BENEFIT</b> <u>CHAIR: PROF. DR. RAYMOND FREYMANN,</u> BMW FORSCHUNG UND TECHNIK GMBH, MUNICH		
<b>11:15</b>	<b>The safety effect of ESP in real accidents –reflections on the economic benefits of predictive driver assistance systems</b> Prof. Dr. Peter M. Knoll, Robert Bosch GmbH, Leonberg; Prof. Dr. Klaus Langwieder, German Traffic Safety Council (DVR), Bonn	<b>3</b>
<b>11:45</b>	<b>Coffee break</b>	
<b>12:15</b>	<b>Serious accidents with motorcycles – analysis of the structure of accidents and the effectiveness of ABS</b> Dr. Johann Gwehenberger, Dr. Jörg Kubitzki, Allianz Zentrum für Technik, Ismaning; Isabell Schwaben, Fachhochschule München; Dr. Alexander Spörner, Europäisches Motorrad Institut, Munich	<b>4</b>
<b>12:45</b>	<b>Analysis of traffic accidents utilising DAS potential evaluation, exemplified by the driver Assistance System Lane Departure Warning</b> Ulrich Hörauf, Audi Accident Research Unit (AARU); Klinikum der Universität Regensburg; Boris Buschardt, Eckart Donner, Birgit Graab, Thomas Winkle, AUDI AG, Ingolstadt	<b>5</b>
<b>13:15</b>	<b>Lunch break</b>	
<b>14:15</b>	<b>Potential effect of Adaptive Cruise Control and Lane Guard System in heavy commercial vehicles</b> Walter Schwertberger, MAN Nutzfahrzeuge AG, Munich; Dr. Johann Gwehenberger, Dieter Daschner, Allianz Zentrum für Technik, Ismaning	<b>6</b>

**PARALLEL SESSION I**

**DEVELOPMENT, VALIDATION, MARKET INTRODUCTION**

**CHAIR:** DR. PETER F. TROPSCHUH, AUDI AG, INGOLSTADT

<b>14:45</b>	<b>Classification and appreciation of international and German legal framework covering the implementation of modern driver assistance systems</b> Andre Seeck, Tom Michael Gasser, Bundesanstalt für Straßenwesen, Bergisch Gladbach	<b>7</b>
<b>15:15</b>	<b>Driver Assistance Systems in the conflict area between benefits and risks – How do complex failure structures become more controllable?</b> Udo Steininger, Marcus Rau, Bernhard Schick, TÜV SÜD Automotive GmbH, Munich	<b>8</b>
<b>15:45</b>	<b>Coffee break</b>	
<b>16:15</b>	<b>RESPONSE 3 – Code of practice for development, validation and market introduction of ADAS</b> Dr. Jürgen Schwarz, DaimlerChrysler AG, Sindelfingen	<b>9</b>
<b>16:45</b>	<b>Methods for the reconstruction of test scenarios and the evaluation of driving assistance systems regarding functions and quality</b> Dr. Bertold Huber, GeneSys Elektronik GmbH, Offenburg; Bernhard Schick, TÜV SÜD Automotive GmbH, Munich	<b>10</b>
<b>17:15</b>	<b>Model based design of driver assistance systems: simulation of vehicle dynamics and virtual environment</b> Martin Ehmman, TESIS DYNAware GmbH, Munich	<b>11</b>
<b>from 18:30</b>	<b>Transfer to the Evening Programme:</b> Guided tour at the „Allianz Arena“, the new Munich football stadium and dinner	

**PARALLEL SESSION II**

**DRIVER ACCEPTANCE:**

**HUMAN – MACHINE – INTERACTION AND ERGONOMICS**

CHAIR: PROF. DR. HANS-JOACHIM WÜNSCHE,  
UNIVERSITÄT DER BUNDESWEHR MÜNCHEN

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|-------------------|--------------------------------------------------------------------------------------------------------------------------------|-----------|
| <b>14:45</b>      | <b>An ergonomic solution approach for a simultaneous driver feedback of various driver assistance systems</b>                  | <b>12</b> |
|                   | Hagen Wolf, Rolf Zöllner jun., Prof. Dr. Heiner Bubb,<br>Technische Universität München, Lehrstuhl für Ergonomie               |           |
| <b>15:15</b>      | <b>Vehicle integration of multiple ADAS – HMI concept and architecture</b>                                                     | <b>13</b> |
|                   | Dr. Johannes Happe, Michael Lütz, Siemens VDO Automotive, Regensburg                                                           |           |
| <b>15:45</b>      | <b>Coffee break</b>                                                                                                            |           |
| <b>16:15</b>      | <b>Optimisation and safeguarding of active vehicle dynamics control systems based on the standard driver</b>                   | <b>14</b> |
|                   | Stefan Ullmann, Lehrstuhl für Fahrzeugtechnik<br>der Technischen Universität München am INI.TUM                                |           |
| <b>16:45</b>      | <b>How do driver use adaptive cruise control?</b>                                                                              | <b>15</b> |
|                   | Heike Sacher, Lehrstuhl für Ergonomie der<br>Technischen Universität München am INI.TUM                                        |           |
| <b>17:15</b>      | <b>Pilot-in-the-Loop – towards the “artificial co-pilot” for passenger cars</b>                                                | <b>16</b> |
|                   | Norbert Neuendorf, Dr. René Knorr, Kai Kulp, Andreas Lenz,<br>ESG Elektroniksystem- und Logistik-GmbH, Munich                  |           |
| <b>from 18:30</b> | <b>Transfer to the Evening Programme:</b><br>Guided tour at the „Allianz Arena“, the new Munich football stadium<br>and dinner |           |



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<b>14:00</b>	<b>Combined Active &amp; Passive Safety – CAPS, possibilities and challenges of the driving environment perception and communication on the way to an accident free traffic</b> Jochen Pfäffle, Robert Bosch GmbH, Abstatt	<b>25</b>
<b>14:30</b>	<b>FlexRay Communication Protocol for an innovative scalable X-By-Wire platform</b> Michael Armbruster, Eduard Zimmer, Henning Tjaden, Washington Mutikani, Swapnil Gandhi, Reinhard Reichel, Universität Stuttgart, Institut für Luftfahrtsysteme, Stuttgart; Dr. Gernot Spiegelberg, Armin Sulzmann, DaimlerChrysler AG, Stuttgart	<b>26</b>
<b>15:00</b>	<b>Summing up and outlook</b>	