



**TeleFOT** Field Operational Tests of Aftermarket  
and Nomadic Devices in Vehicles



## Use and Impacts of Aftermarket & Nomadic Devices in Vehicles

*TeleFOT approach*

D1.1.1 Project Presentation



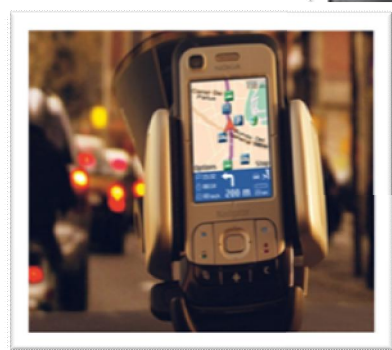
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Information Society and Media



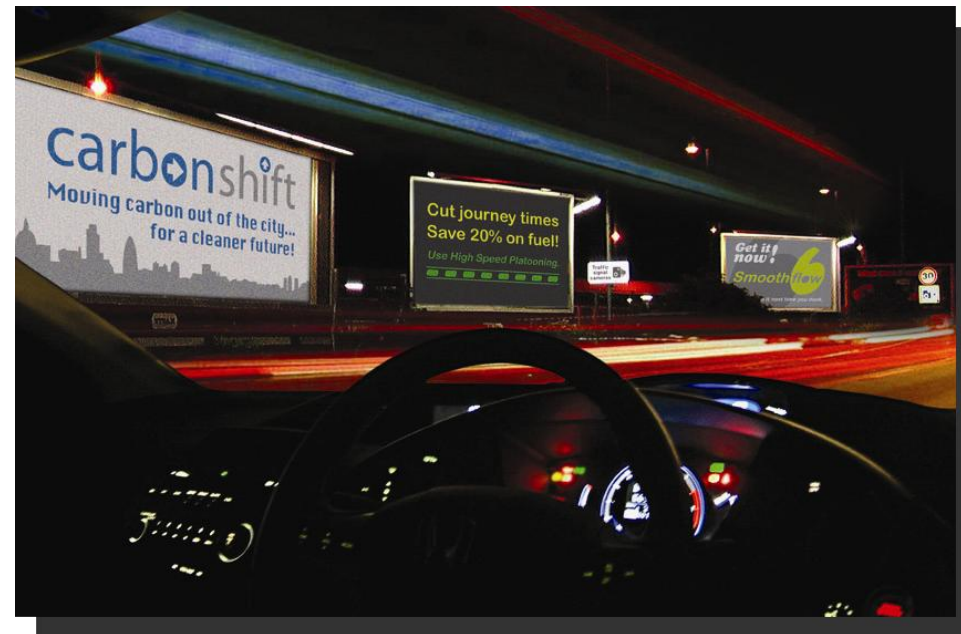
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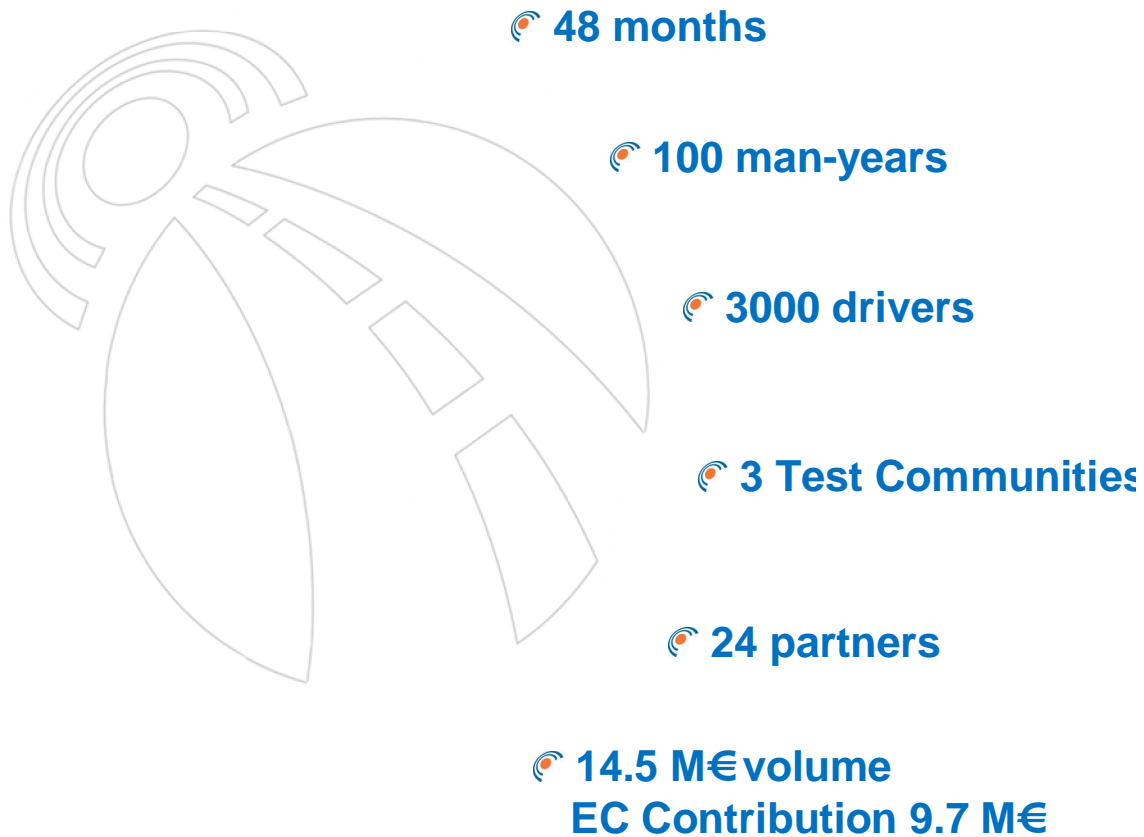
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- Project overview
- Approach
- How TeleFOT works
- Field Operational tests



- Portable navigators and smart phones are penetrating the Market, but their safety and other impacts are little known.
  
- Previous experiences in Europe, US and Japan recognize Field Operational Testing as an effective tool to:
  - test new transport technologies in a real-life context
  - raise awareness
  - collect real data
  - enhance the take-up of ICT solutions.





To assess the impacts  
of aftermarket and nomadic  
devices in vehicles  
for driver support

and

Raise wide awareness of  
their functions and potential



## **VTT** Coordinator

### Research partners



### Industrial partners



### Road operators & other



**SP1 COORDINATION (VTT)**  
*WP1.1 Management (VTT)*  
*WP1.2 Project administration (VTT)*

*WP1.3 Quality, Risk and Knowledge Management (VTT)*

## **SP2 FOT FRAMEWORK (CHALMERS)**

*WP2.1 Coordination and communication (CHA)*  
*WP2.2 Methods and tools (CHA)*  
*WP2.3 Data specification (LOUGH)*  
*WP2.4 Implementation issues (ETR)*  
*WP2.5 Liaison (CHA)*  
*WP2.6 Technology and service observatory (TID)*

## **SP3 FIELD OPERATIONAL TESTS (ICCS)**

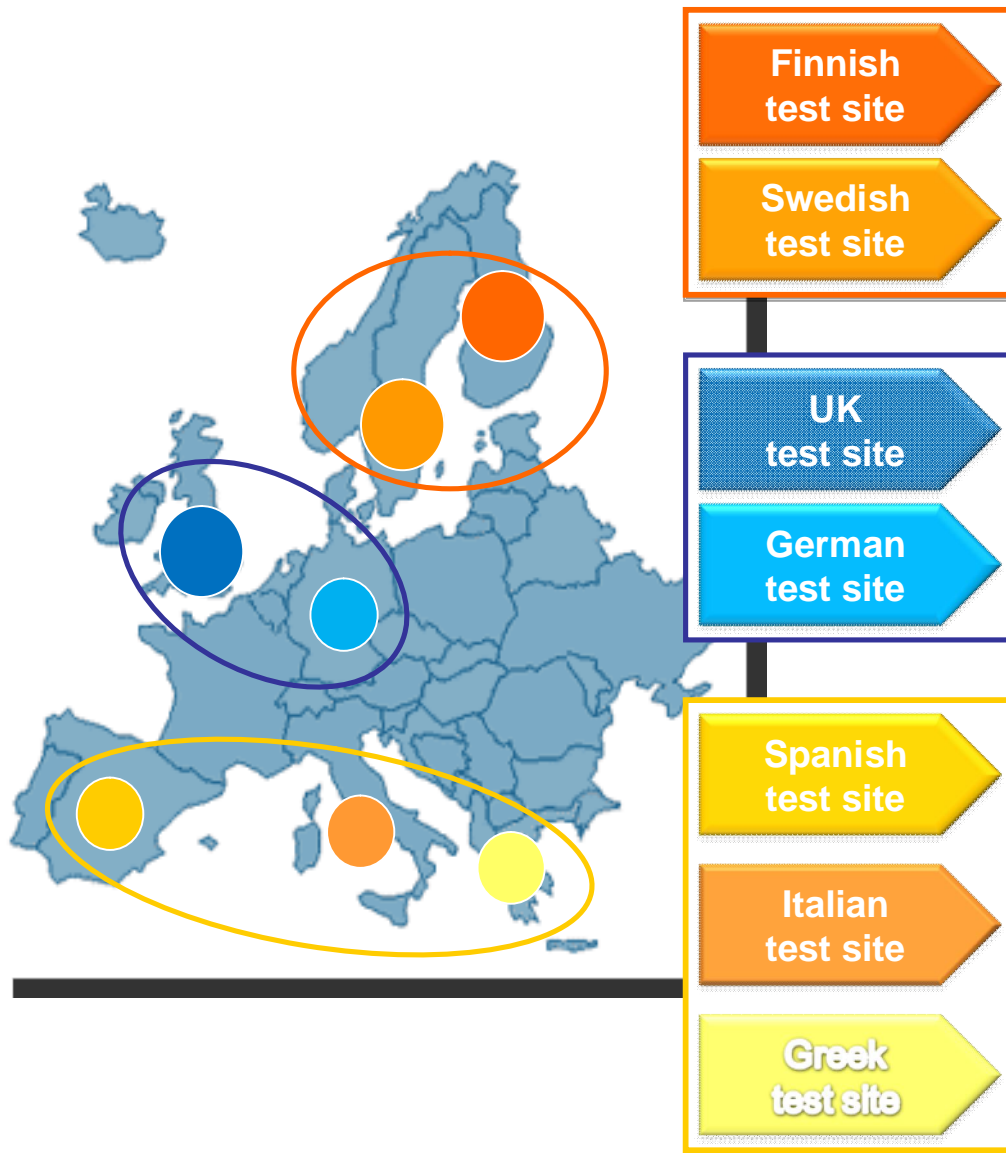
*WP3.1 Coordination & comm.(ICCS)*  
*WP3.2 Test tools development (MET)*  
*WP3.3 Test sites set up (ETR)*  
*WP3.4 FOT Plans (CERTH/HIT)*  
*WP3.5 Large-scale FOT Execution (ICCS)*  
*WP3.6 Detailed FOT execution (VTT)*  
*WP3.7 Data and User Mgt (EMT)*

## **SP4 EVALUATION AND ASSESSMENT (LOUGH)**

*WP4.1 Database usability & accessibility (VTT)*  
*WP4.2 Co-ordination and review (LOUGH)*  
*WP4.3 Safety impacts (LOUGH)*  
*WP4.4 Mobility impacts (VTT)*  
*WP4.5 Efficiency impacts (CERTH/HIT)*  
*WP4.6 Environmental impacts (IKA)*  
*WP4.7 Business models & user uptake (CHA)*  
*WP4.8 Benchmarking (VTT)*  
*WP4.9 Special analyses and transport system level implications (LOUGH)*  
*WP4.10 Technical eval. (MIRA)*

**SP5 DISSEMINATION, USER AWARENESS AND EXPLOITATION (UNIMORE)**  
*WP 5.1 Coordination and communication (UNIMORE)*

*WP 5.2 Dissemination (UNIMORE)*  
*WP 5.3 Facilitation of exploitation (UNIMORE)*  
*WP5.4 Stakeholder Forum (ADAC)*



Feedback Raw Data User experiences...

- 3000 drivers:
  - their vehicles and
  - own/test devices
- Benchmarking of devices in lab conditions
- Piloting the FOTs
- Experimental vehicles: detailed tests in controlled conditions
- Data transferred automatically M2M, centralized server
- Key experimental design: test groups and control groups

← Feedback of results



### Three test communities:

- Northern (Finland, Sweden),
- Central (Germany, UK)
- Southern (Greece, Italy, Spain)

### Two phases for field tests :

- short and long term testing with a large number of vehicles
- detailed testing with a limited number of subjects with instrumented cars

### Drivers have access to smart phones and navigators

### The usability and safety of the devices and services are studied carefully in laboratory conditions before any field operational tests



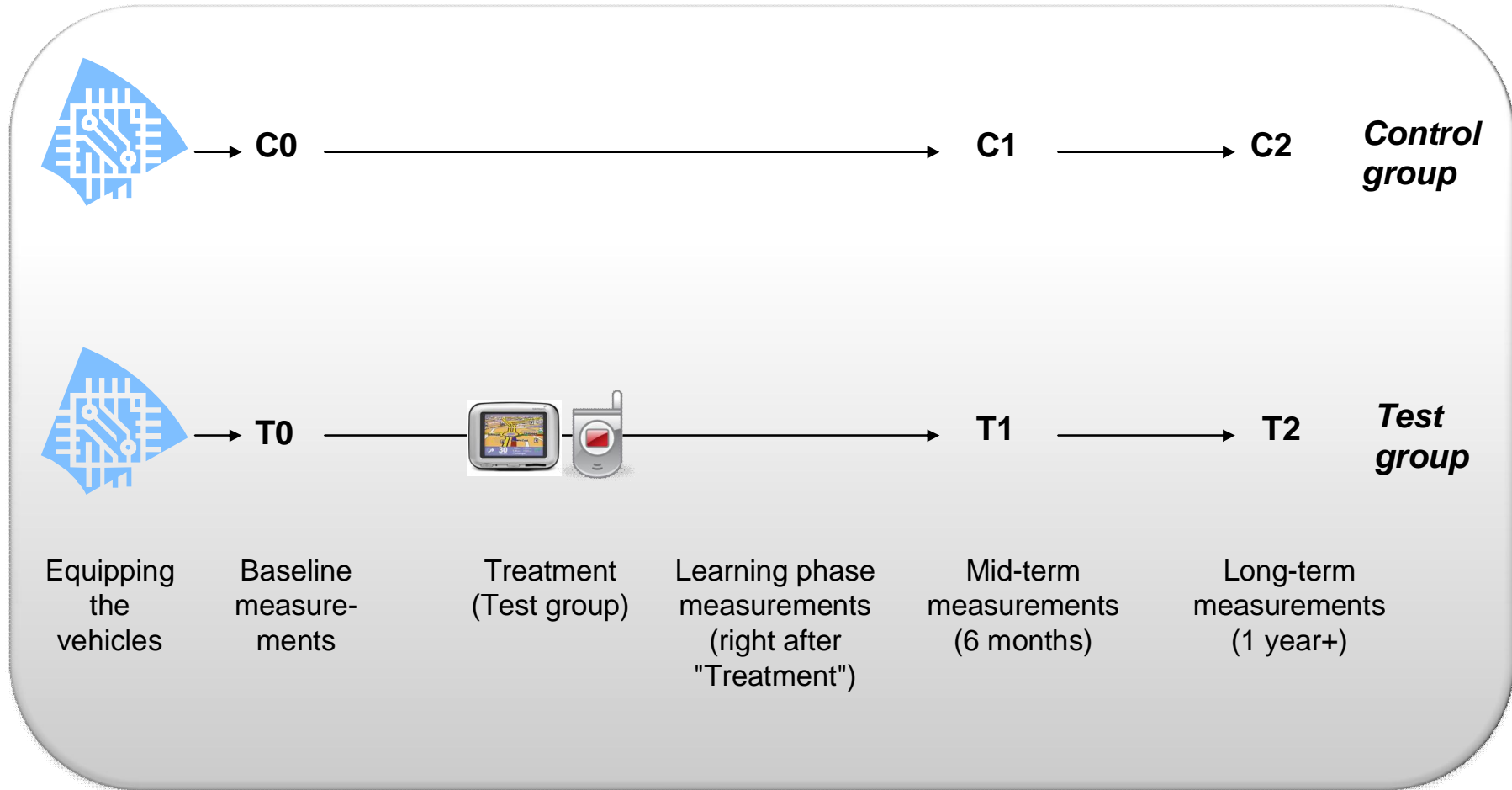


### In large scale:

- Traffic information
- Speed limit information
- Speed alert
- Navigation support (static)
- Navigation support (dynamic)
- Green driving support
- Parking support
- Speed camera alert
- Telephony

### and, in Detailed FOTs, also:

- Forward Collision Warning
- Lane Departure Warning
- eCall



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