



Connectivity will make motorcycling safer



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Reasons: Perception failures

Majority of accidents:

Caused by other
vehicle driver



50 - 70 %

Main collision partner:

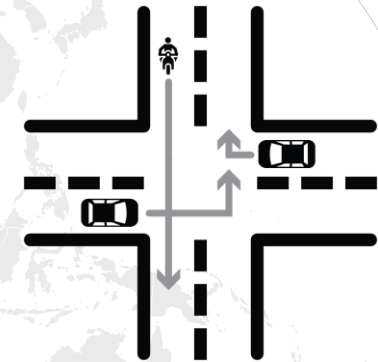
Car



60 - 90 %

Majority of collisions:

Crossing/turning



15 - 30 %
at intersections

Source data based on country specific studies (USA, Europe, Japan)

CMC Objectives

Mission

- Make motorcycle riding safer
- Make motorcycles part of future mobility
(C-ITS: Cooperative Intelligent Transport System)

How

- Joining forces, creating a *common* approach for motorcycle ITS
- Creating a common basic specification for components
- Having motorcycles integrated into global future ITS strategies

Motorcycles have particular ITS requirements



- CAM / DENM made for cars
- Use Case Triggering conditions different
- CMC has own roadmap (other stakeholders need to know)
- Motorcycles need to be included in ITS planning scenarios

Car solutions will not work on motorcycles

Tailor-made ITS technology needed

Design

- Limited space
- High vibrations
- Limitation on sensing parameters

No cabin

- Antenna positioning
- Exposed to elements
(*rain, humidity, etc.*)

Dynamics

- Leaning in corners
- Steering by inertia
- High influence of rider

Localisation

- Width of motorcycle < 1 meter
- Vehicle movement
- Higher positioning accuracy needed





Thank you for your attention



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