

TRW's New 'Radar' to Reduce Road Fatalities

TRW Automotive has started production of its AC100 24 GHz forward-looking radar on the new PSA Platform "EMP2."

The first vehicle to include the TRW radar is the Citroen C4 Picasso, which has recently launched and will be followed at the end of 2013 by the new Peugeot 308.

The AC100 radar on this platform enables several safety and driver comfort functions, including distance and collision warning and integration with braking systems to provide follow-to-stop adaptive cruise control.

The technology can also enable further features such as activation of reversible restraint systems, pre-crash pre-fill of brakes, adaptive brake assist and automatic emergency braking (AEB).

Peter Austen, director of TRW's Driver Assistance Systems (DAS) business, said, "The launch of our AC100 on the PSA EMP2 platform represents an important milestone on our DAS roadmap - with this particular module launching in C and D segments. This is a great example of how TRW is making safety systems affordable for everyone."

"The fitment growth of such technologies will be exponential in coming years as governments worldwide strive to significantly reduce road fatalities. New legislation, changes to New Car Assessment Program ratings schemes and insurance incentives are coming into effect and the industry needs to be ready with the right solutions. Our AC100 and next-generation radar have been specifically developed to help enhance road safety and address these market trends."

TRW spokesman John Wilkerson said, so far, there are no North American customers for the system.

"Our radar customers on the light vehicle side have mainly been in Europe and include Volkswagen and Bentley - as well as on the commercial truck side for Volvo, Scania and MAN, and we sell radars as a Tier II to Bendix for North America heavy truck applications," Wilkerson said.

European regulations are driving the fitment of radar and particularly on the truck side as the Automatic Emergency Braking for heavy vehicles begins this



TRW's 24 GHz radar

year and ramps up over the next three years. Having data from Europe is good for legal reasons when this tech comes to the North American market, and radar is pretty much a requirement to do AEB, Wilkerson said.

The AC100 was developed in Europe - mainly in France, Germany and the UK - and then application engineering will trim the radar specifications to enable the feature set that a customer wants, Wilkerson said.

"It is interesting that the first auto radar applications were primarily made for German car manufacturers and able to do a long range of 200 meters or more for Autobahn speeds - but AC100 is a mid-range radar with a range of about 150 meters, which is fine for applications at speeds in the 85-90 mph range," Wilkerson

said. "We would, of course, adapt specs for any U.S. car manufacturer as well and have worked with a U.S. automaker in a development contract capacity."

The AC100 system offers much of the functionality of TRW's previous generation 77GHz AC20 radar, but at a significantly lower cost - achieved primarily through lower frequency operation and optimized performance for mainstream vehicles. It can detect vehicles up to a range of 150 meters and is suitable for a full range of driving conditions, including high-speed motorway driving. Furthermore, radar technology can operate in poor weather conditions, including fog and heavy rain, unlike laser-based systems that rely on a clear optical path. "Following this new launch, we continue to work with additional vehicle manufacturers to bring this affordable technology to market," Austen said.

"TRW has a long-standing history in the radar market with more than 10 years of production experience, and we are confident that our systems represent affordable solutions to support customers to deliver the range of driver-assist functionalities that consumers want, while addressing future legislative requirements."

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