Contact: Nick Cappa

Cole Quinnell

DaimlerChrysler Plays Vital Role in Research to Improve Safety and Mobility

- Vehicle-Infrastructure Integration (VII) Initiative aims to improve vehicle and occupant safety, mobility, productivity and convenience through the broad deployment of wireless-communication technology
- Practical innovation enables the next step in the evolution of the nation's transportation system
- DaimlerChrysler joins the American Association of State Highway and Transportation Officials (AASHTO) for the Interstate Highway System 50th Anniversary

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DaimlerChrysler leads the way with Vehicle-Infrastructure Integration (VII) technology that has the potential to enable many new active safety applications, such as intersection collision avoidance, real-time safety warnings and road and traffic information. This new technology could improve vehicle and driver safety while simultaneously enhancing mobility in the United States. In cooperation with the American Association of State Highway and Transportation Officials (AASHTO) and the interstate's 50th anniversary, DaimlerChrysler will be demonstrating this cutting-edge technology in select cities during the month of June.

Dedicated Short-Range Communications (DSRC) technology videos:

- Home Entertainment System Sync and Go
- Emergency Vehicle Warning
- Wireless Diagnostics
- Inter-vehicle Hazard Warning
- Probe Data Collection
- Digital Map Update
- Intersection Collision Avoidance

Vehicle-to-infrastructure communication could enable the vehicle to receive information about conditions ahead and to communicate this information through a roadside infrastructure back to following vehicles. Traffic data, weather patterns, construction-zone warnings, road-condition advisories and the contents of roadside signs all could be communicated in real time. Furthermore, vehicle-to-infrastructure communication could provide instant repair or diagnostic service by an automotive dealer or the manufacturer. Also, through vehicle-to-vehicle communication, numerous additional safety applications could be enabled, including forward collision warnings, merging or lane-change caution, intersection collision avoidance and emergency-vehicle notification.

"By installing short-range wireless-communication systems in automobiles and at the roadside," said Deborah Morrissett, Vice President, Safety, Environmental and Regulatory Affairs, Chrysler Group, "we would enable real-time communication and

promote safety at an affordable price for consumers."

DaimlerChrysler is currently testing this technology and the enabled applications together with its partners in worldwide demonstrations. Within the United States, work has already begun with the DOT to develop a testing infrastructure. Michigan, California and Florida are currently leading the development that would enable initial “proof-of-concept” testing of VII. It is expected that these “proof-of-concept” tests will lead to field trial testing of VII technology in a variety of other locations around the nation. If fully deployed, a national VII system would permit the collection of real-time roadway information along the transportation network with relatively small infrastructure costs. Furthermore, it could be done with anonymous data, so there would be no loss of privacy.

"The key here is not in the technology alone," said Speth. "It’s in the cooperation between vehicle manufacturers and the federal, state and local transportation departments in order to develop a coordinated deployment plan that would result in a uniform, stable, interoperable and well-managed transportation communication network with connected vehicles throughout the U.S."

The United States leads the world in the consideration of deployment of such a cooperative communication system, due to foresighted action by the Federal Communications Commission. In 2003, at the request of the DOT and the automotive industry, the FCC allocated 75 MHz of new spectrum, residing at 5.9 GHz for dedicated short-range communication, also known as 802.11p, a variant of the well-known Wi-Fi standard. Dedicated short-range communication would be used extensively for vehicle-to-vehicle and infrastructure-to-vehicle communication in the United States, primarily for the purpose of improving public safety, but also for supporting private applications on a lower priority basis.

"DaimlerChrysler will continue to be innovative and contribute to products geared toward advanced safety and security,” said Morrissett. ”We support the vision of uniform wireless connectivity along the nation’s roadways to promote accident-free driving and improve mobility."

"Along with our partners in the VII Initiative, the U.S. Department of Transportation, several state and local transportation departments, AASHTO and other light-duty vehicle manufacturers, DaimlerChrysler is investigating beyond vehicle-autonomous safety features," said Steve Speth, Director, Vehicle Compliance and Safety Affairs, Chrysler Group. "Through this effort, we can explore features uniquely enabled by means of real-time communication between vehicles and the road, as well as between vehicles."

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