

Collision Avoidance - Forecasts to 2010, 2004 Edition

Research and Markets (CAMPAIGNLINK) has announced the addition of Collision Avoidance - Forecasts to 2010, 2004 Edition to their offering.

([PRWEB](#)) November 12, 2004 -- Studies indicate that about 60% of front-end crashes would not occur if the driver could react a split second earlier. Driver assistance systems - ranging from a vibrating steering wheel to warn the driver he is drifting off course to flashing lights alerting him that another vehicle is lurking in his blind spot - can help cut the accident toll. A car bristled with sensors and radar can scan the road environment and trigger warnings from the position, speed and driving direction of the objects found and perform driving manoeuvres all in a split second faster than Michael Schumacher. For example, the concept behind Honda's 'crash proof car' is a clever combination of radar and computer programmes to warn the driver of an impending collision. The Honda Inspire features a radar-based CMS (Collision Mitigation Brake System) which aims to help drivers avoid rear-end collisions. When it decides a collision is likely, CMS brings its E-Pretensioner into play tweaking the driver's shoulder with the seatbelt, sounding a buzzer and illuminating a brake light on the instrument cluster. Should the driver ignore all that, then CMS persists, its E-Pretensioner tugging two or three times more and applying light braking. Should the driver wake-up to the danger at that stage and hit the brakes, CMS lends support with a brake assist function. If the driver fails to respond altogether, however, CMS goes into the third and final stage which is 'collision damage reduction' when the belt retracts fully and the brakes are applied to provide anything up to 0.6g brake force.

Already, Honda Motor has introduced its intelligent driver support system, HiDS on its new Accord series. HiDS assists the driver in keeping the vehicle in its lane, by controlling vehicle-to-vehicle distance and vehicle speed on the highway. A camera mounted on the inner front window allows the HiDS to capture an image of the lane. The electronic control unit of the vehicle then calculates and provides the appropriate amount of steering torque that is needed to keep the vehicle in its lane. The system, which is the world's first system that puts a lane keeping assistance system into practical use, operates at vehicle speeds of 65 km per hour or higher on straight roads or bends with a radius of more than 230-metres. By combining Honda's crash-proof car technology with HiDS could lead to a situation in which electronic systems, thinking for themselves, could drive a car out of trouble. Most vehicle makers have experimented with it: Toyota's Lexus brand offers a very limited brake intervention system in Japan and Mercedes-Benz has a rival crash-safe system. In this report, we explore driver assistance technologies, summing up the main issues and market trends in collision-warning - mitigation and -avoidance systems. What are these technologies? When will they be phased in? What is the market potential for these technologies? Can and should we rely on these systems? Who is leading the effort? What challenges do they face? Does a crash proof car really exist? This report answers the above questions, and explores driver assistance technologies, summing up the main issues and market trends in collision-warning, mitigation and avoidance systems. We also set out our forecasts for specific technologies, namely adaptive cruise control and lane departure warning systems in Europe.

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