

Possible research issues around safe integration of nomadic devices as well as safe interaction with integrated devices:

- Crash tests involving nomadic devices testing different types of integration (non EUCAR item)
- Safe nomadic device gateway (technical definition and standard) - currently taken care of by CE4A (handled by OEM group)
- Technical compliance / interference of nomadic devices with vehicle architecture - what kind of interface and access to vehicle information needed for which type of service
- Design suggestions on how to best integrate nomadic devices (to be dealt with by each OEM)
- Type of future Telematics and safety services to be best served by nomadic devices rather than embedded systems
- eCall interface for mobile devices (link to airbag signal)
- eCall embedded base solution plus upgrading potential for other services using final technical specifications
- Adaptation of current embedded devices to meet ESoP requirements (safe HMI)
- Future services/content to be requested by users and evaluation which services would be best handled by nomadic devices vs. embedded systems
- Role of nomadic devices for "floating phone data"?
- Role of nomadic devices for vehicle-to-vehicle (phone-to-phone or device-to-device) communication?
- Research on really understanding the safety impact of different types of nomadic device use. Is it really guaranteed that it's safer to use it via in-vehicle displays and buttons? Are there other strategies, e.g. mixed strategies where some of the interaction is via in-vehicle HW and some via nomadic HW? etc.