



## CyberCars-2

**CyberCars-2** extends and complements the valuable work done by CyberCars ([www.cybercars.org](http://www.cybercars.org)) and CyberMove ([www.cybermove.org](http://www.cybermove.org)) projects of the 5<sup>th</sup> Framework Program by addressing high demand and more cooperation between vehicles. This is based on vehicle-to-vehicle and vehicle-to-infrastructure communications and vehicles coordination. The project will address in particular the cooperation between vehicles running at close range (platooning) and at intersections (merging, crossing). Cybercars is driven by the vision that, in the near future, Cybernetic Transport Systems (CTS) based on fully automated urban vehicles (the cybercars) will be seen on city roads and on new dedicated infrastructures.



### More Information:

[www.cybercars.org](http://www.cybercars.org)

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**CyberCars-2** will enhance and enrich the existing Cybernetic Transport System concept.

To this purpose, the project will use already existing vehicles available at INRIA: eight cybercars which will be upgraded to use the new communication technologies and new control algorithms. Other cybercars available in Spain, China and in Australia will also be used for the project. On the other hand, CRF will use two available ADAS vehicles in order to transform them into dual-mode vehicles.

CyberCars-2 research is closely linked to research on the cooperation between driver operated vehicles with Advanced Driver Assistance Systems (ADAS) to help the drivers to improve safety and efficiency.

Therefore, the project will keep close links to projects on drivers assistance systems based also on close range communication. As far as possible, the same technologies will be used for the communications and exchange of information such as the CALM architecture.

The work in **CyberCars-2**, however, will focus on fully automated vehicles. We believe that some of the algorithms developed for the CTS, will be applicable for driving assistance when the control of the vehicle is taken away from the driver in case of improper action.

The transition between cybercars and ADAS vehicles will be made easier with the forecasted arrival of "dual-mode" vehicles which will offer an automatic mode in specific situations such as platooning and in specific locations such as automated parking lots and manual-assisted mode in regular situations.

Project Acronym:	<b>CyberCars-2</b>
Project Reference:	<b>IST-2004-028062</b>
Contract Type:	<b>Specific Targeted Research Project (STReP)</b>
Start Date:	<b>01/01/2006</b>
Duration:	<b>36 months</b>
End Date:	<b>31/12/2008</b>
Project Cost:	<b>4.044.500 €</b>
EC project funding:	<b>2.068.000 €</b>



#### **Participants:**

The project consortium includes 12 partners: INRIA (F), TNO(NL), CRF (IT), Frog (NL), Robosoft (FR), Robotiker (ES), CSIC (ES), USTUTT (DE), EUROLUM (FR), SJTU (China), ICSL (AUS), UoC (PT).

The project is coordinated by INRIA.