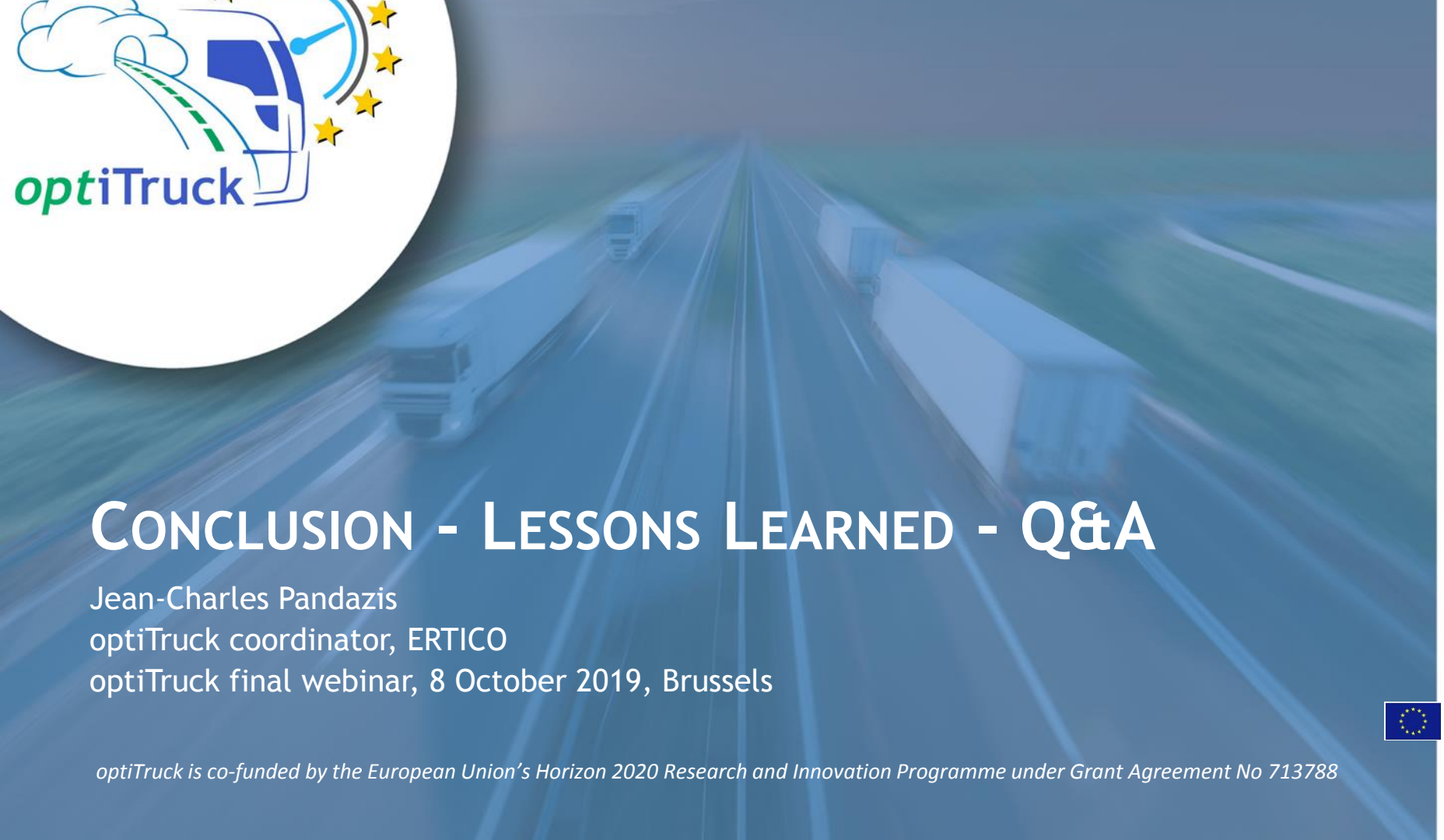

Conclusion - Lessons Learned - Q&A

Jean-Charles Pandazis
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optiTruck final webinar, 8 October 2019, Brussels

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Conclusion

- optiTruck demonstrated in simulation the potential of reducing fuel consumption by an average of 11.6% combining predictive ITS data and in-vehicle prediction
- Quality of cloud data is key for the success of this combined approach i.e.:
  - traffic data and traffic prediction, weather data
  - communication with the cloud service
- optiTruck results were obtained by calibrated simulation as real demonstrator faced data quality issues and driver unacceptance
- optiTruck results / development will be included in Ford Otosan trucks to enter European market within 5 years
- Next steps can be the introduction of eco-Innovation for trucks

Lessons learned

ITS data service/map data quality have direct impact on usability of developed solutions

- check slope data accuracy to be used as it impact fuel consumption
- derive a global confidence level of the optimised speed profile sent to the truck

Algorithm strategy and flexibility vs ITS data

- establish a strategy/alternative solution in case of poor data quality (low confidence level)
- introduce flexibility in the design of the system using cloud data

Truck driver did not follow instructions to use the system

- understand the driver acceptance / driver needs
- inform & train carefully the driver about the use of the system and the potential situation

Thank you for your attention!

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