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ダイナミクスプランニング

Dynamics Planning

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研究段階 Research | 先行開発 Advanced Development | 量産開発 Mass Production Development | 量産 Mass Production

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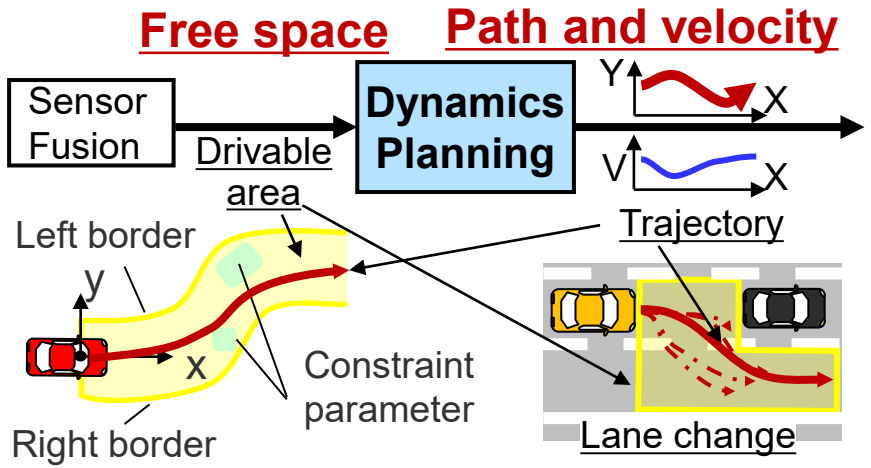
システム構成・技術

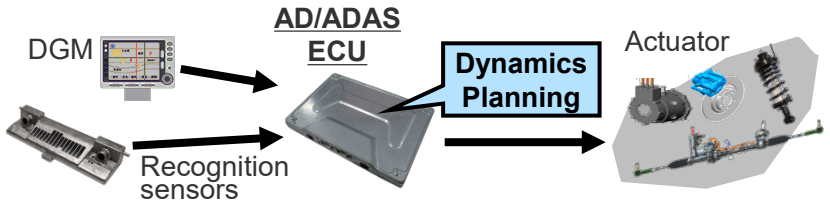
「快適な乗り心地」の自動運転（Hands-off）を実現

・前方の走行可能範囲から、JerkやGを考慮して　最適な軌道（経路・車速）を計算



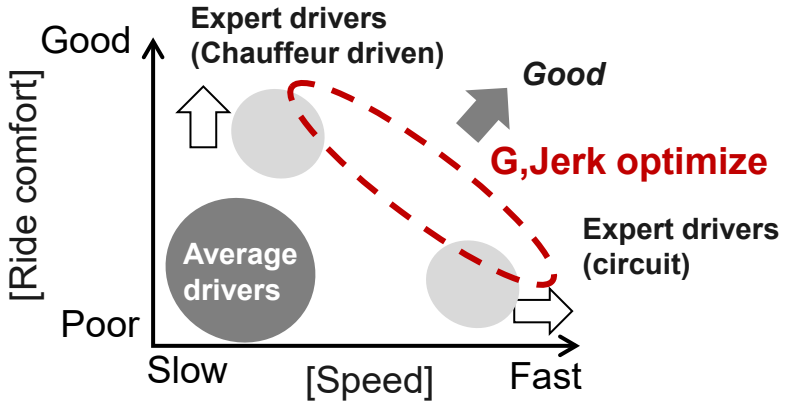
・AD/ADASの軌道計画に実装。遠距離は地図、 近距離は外界認識センサを活用

DGM（Detailed Geometry Map）

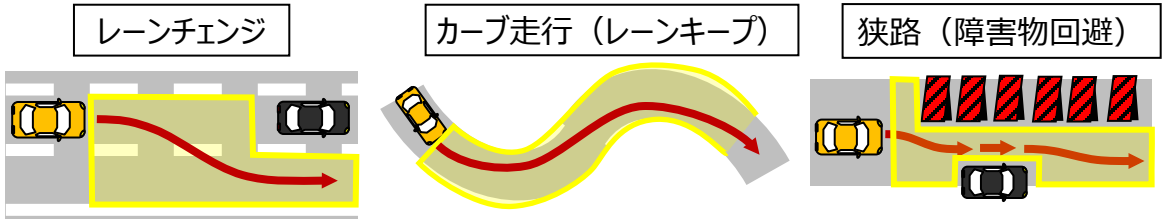


特長

(1)適切なコース取りと加減速により、**揺れの無い　滑らかな乗り心地**と、快適な速度での走行を実現



(2)AD/ADASの**主要機能に適用**でき、**乗り心地等の商品性の設計・適合工数削減**が可能



(3)計算負荷で軌道長を変えるなど **計算負荷を抑えたアルゴリズム**

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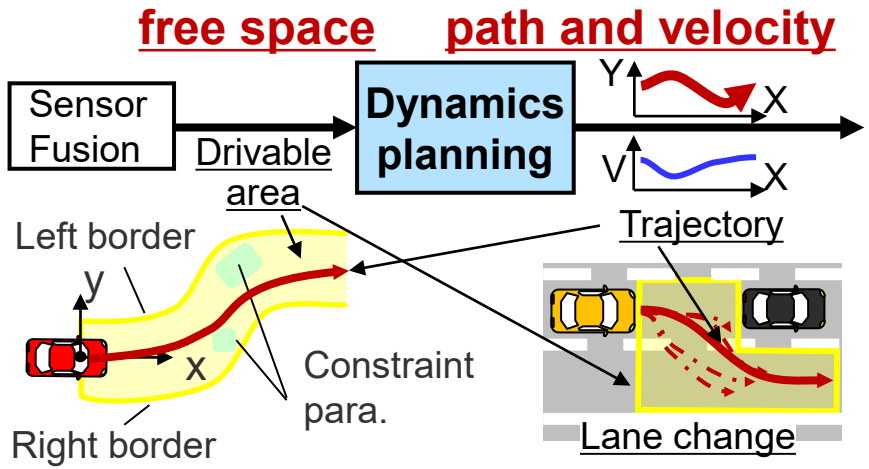
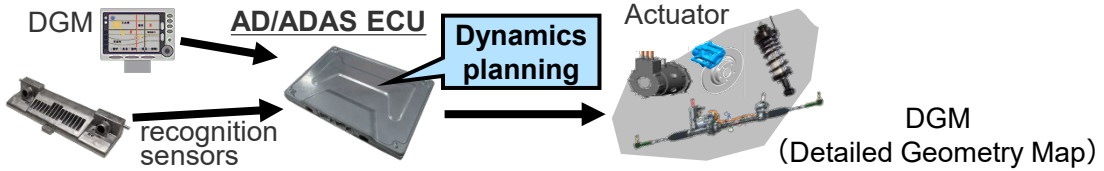
System & Technology

Realize Safety & Comfort for AD/ADAS (hands-off)

- Simultaneously calculate the path and velocity to optimize Jerk and G with forward information of free space.



- Ensure safety and security by using **map info.(far) and sensors info.(near)**.



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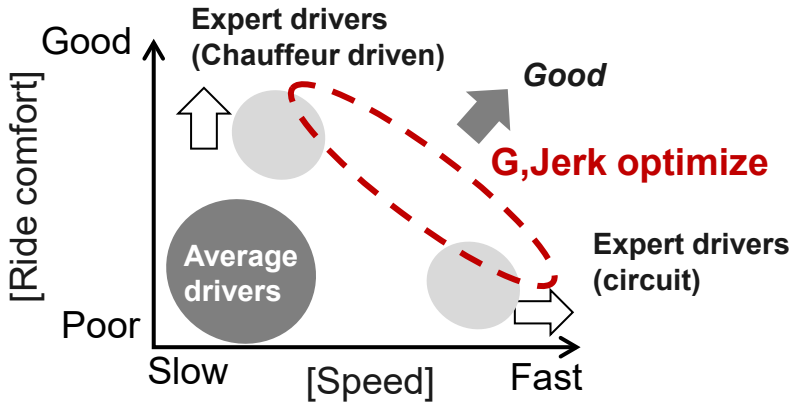
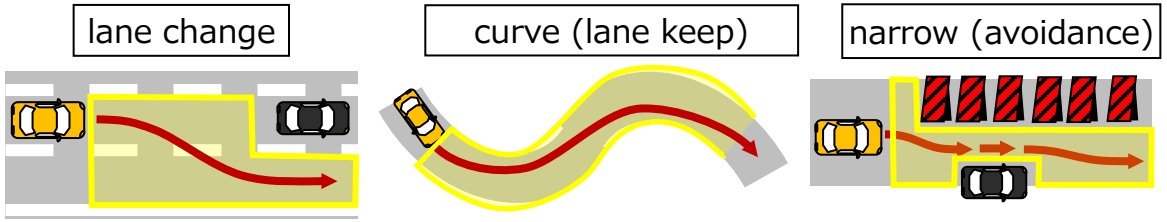
Feature

(1)Optimizing path, acceleration and deceleration under consideration of **smooth ride** and **appropriate speed**.



(2)**Design & adaptation cost reduction** to apply DP algorithm to AD/ADAS function.



(3)**Computational load management** for on-board ECU by controlling planning range.

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