

CMC with new members is widening its focus

CMC work is supported now by seven world leading motorcycle manufacturers. The Italian make Ducati has joined the consortium recently, following KTM from Austria, next to Japanese makers Kawasaki and Suzuki. BMW Motorrad, Honda and Yamaha remain the core members and have been the driving force to establish CMC.

Luca Zanovello, Development Safety Engineer from Ducati says: “For many years Ducati has been focusing on innovation and is aware of the potential of C-ITS in improving riders’ comfort and safety. The possibility to join CMC, and therefore to start a precompetitive work with other partners, regarding topics like the use cases analysis and the definition of minimum requirements, is considered by the company as an important element of an all-round approach to such systems.”

Autotalks as key supplier supports motorcycle work

CMC can now also welcome a major player in automotive connectivity. Autotalks is known for its top end developments in vehicle communication systems and will actively support CMC as Development Member. Autotalks is a fabless semiconductor company devoted to vehicle-to-vehicle (V2V) communications in autonomous driving. Founded in 2008, the company is privately held with strong financial backing from leading global venture capital funds. Company headquarters are in Israel with offices in North America, Germany, France, Sweden, Japan and Korea.

Yaniv Sulkes, Vice President Business Development and Marketing says: “As an early innovator in motorcycle to vehicle communication, Autotalks is excited to be part of CMC and help set an interoperable, unified and practical framework for connected motorcycles which starts with safety.”

HMI studies become integral work of CMC

Under its WG Unification & Interoperability, CMC has established a special task group dedicated to evaluation of HMI criteria in the context of C-ITS messages. The requirements for displaying messages to a motorcycle rider differs to requirements in car dashboards. A motorcycle rider had limited view, wears a helmet and needs to receive messages in a manner which does not distract from his riding tasks. Together with CMC member WIVW (Würzburg Institute for Traffic Science) 2 riding simulators are used to investigate the optimal information strategy and evaluate warning timing for



Advanced dynamic motorcycle riding simulator DESMORI at WIVW is being set up by project leader Sebastian Will

various C-ITS functions. further investigation of visual warning characteristics (i.e. blink rate) are supposed to make information/warnings more salient.

Universities to further support CMC

Several Universities (details see CMC-info.net) are currently supporting CMC work. Next to accident and technical studies carried out by VUFO and Technische Universität Dresden, particular Technische Hochschule Ingolstadt will be looking into simulation issues for motorcycle applications. One of the oncoming topics are the improvement of the motorcycle localisation. Since motorcycles are narrow and therefore enjoy more flexibility in using their lane, localisation accuracy as of today is not sufficient for safety critical C-ITS applications. Studies will be carried out to define necessary requirements for motorcycle localisation via GPS and other supporting technologies.