

Facts

- Simulation dome with 5.5 meters diameter
- Lateral and longitudinal acceleration up to 0.8 g
- Yaw, pitch, roll and heave motion, vibration
- Surround view with 12 LED projectors
- Force feedback for steering wheel and pedals
- Simulation of ADAS based on optical, radar, ultrasonic sensors, and GPS simulation

Usage

- Chassis development and vehicle handling
 - Interactively distinguish and evaluate different chassis setups
 - Easy and quick variation of parameters of suspension, tires, steering, and drivetrain
 - Integrate active chassis-control algorithms
- Human-subject research
 - Laymen drivers
 - Reproducible scenarios
 - Driver surveillance and online interview
- Automated driving
 - Interaction of drivers with new driver-assistance systems
 - Driver behavior and control in partially automated systems
 - Comfort studies in fully automated driving

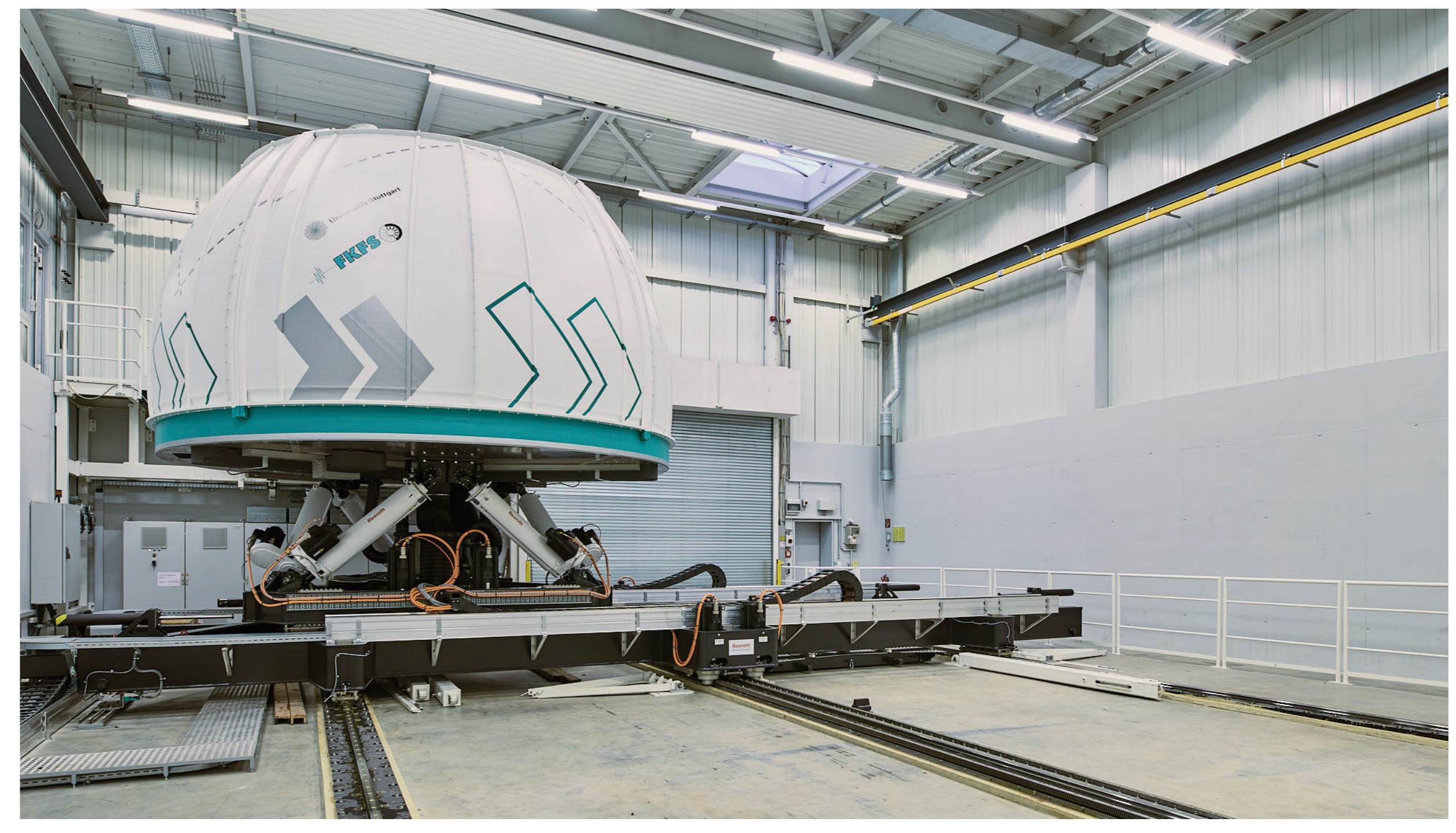


Figure 4: Outside view of the simulator (© FKFS)

Example Radar Sensor-Simulation from ANSYS

Integration of sensor simulation is crucial for real-time applications, taking into account radar physical effects and phenomena. AVxcelerate offers high-fidelity physics-based simulation capabilities to provide realistic sensor outputs.

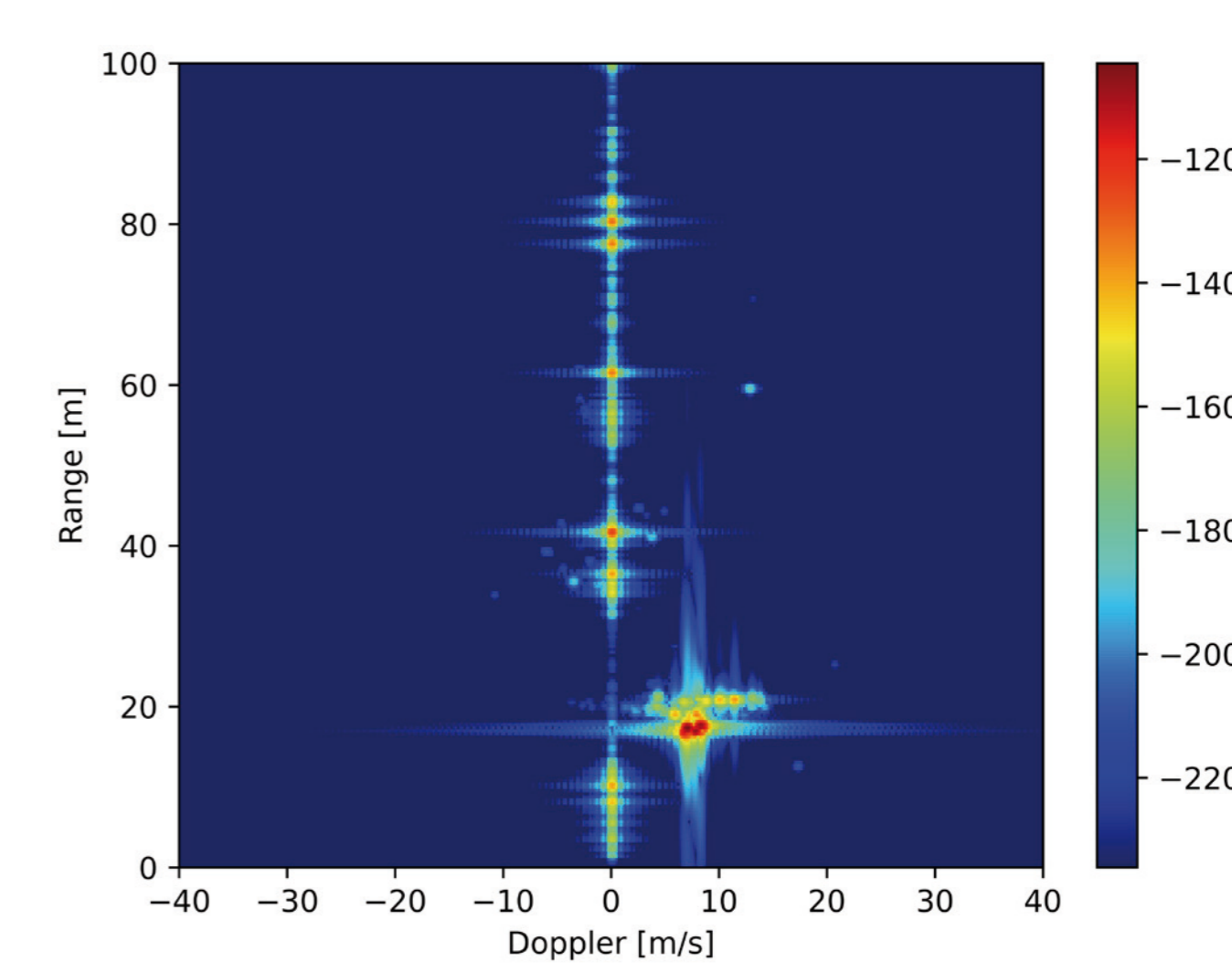
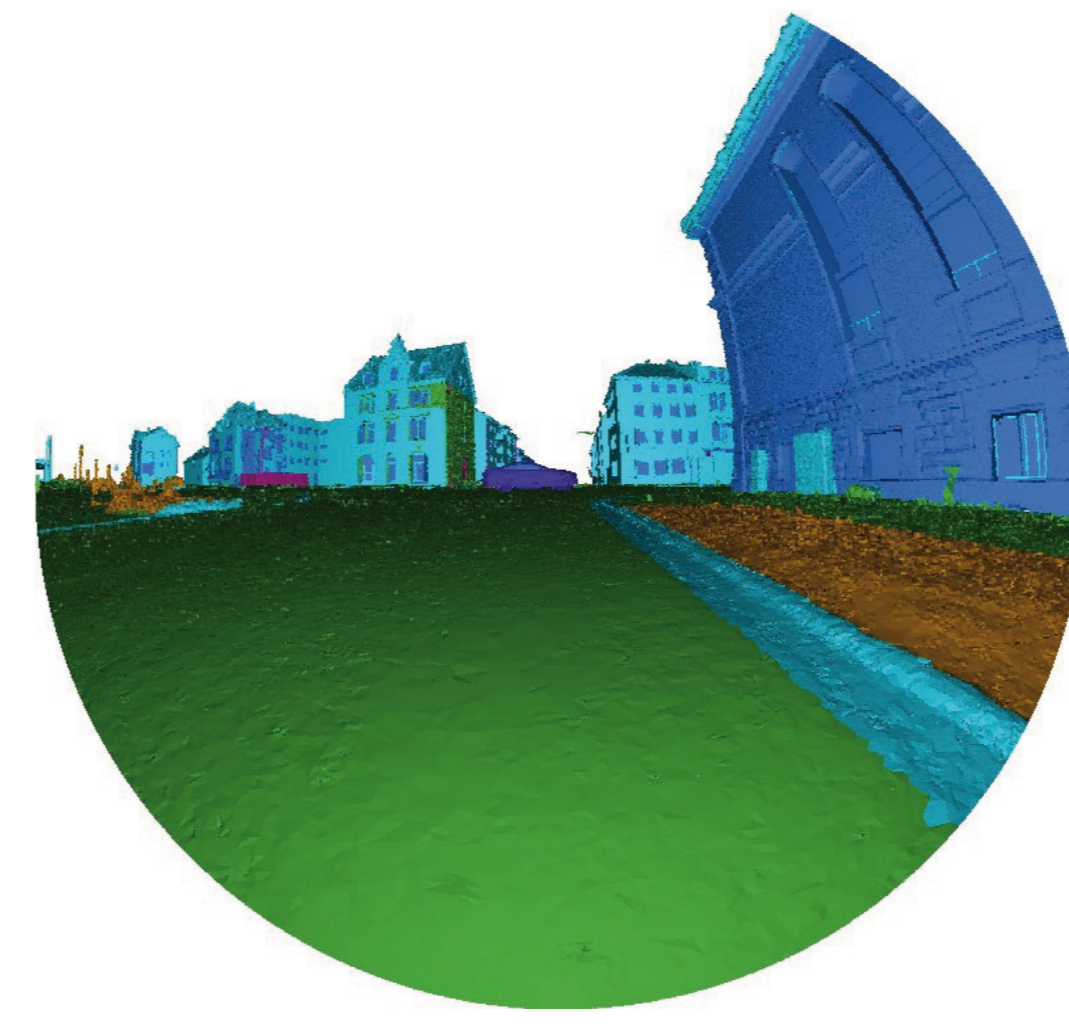


Figure 4: 3. Radar simulation output of Aschaffenburg crossing. Left: Radar Debug Viewer, Right: range-Doppler plot (© FKFS | ANSYS)

Simulation Framework

Integration of:

- 1) Driver interaction
- 2) Traffic simulation
- 3) Real-time graphics output
- 4) Environment simulation with standards like OpenDRIVE and OpenSCENARIO
- 5) Sensor simulation; AVxcelerate Radar
- 6) Vehicle movements



Figure 4: Inside view and simulation view (© FKFS)

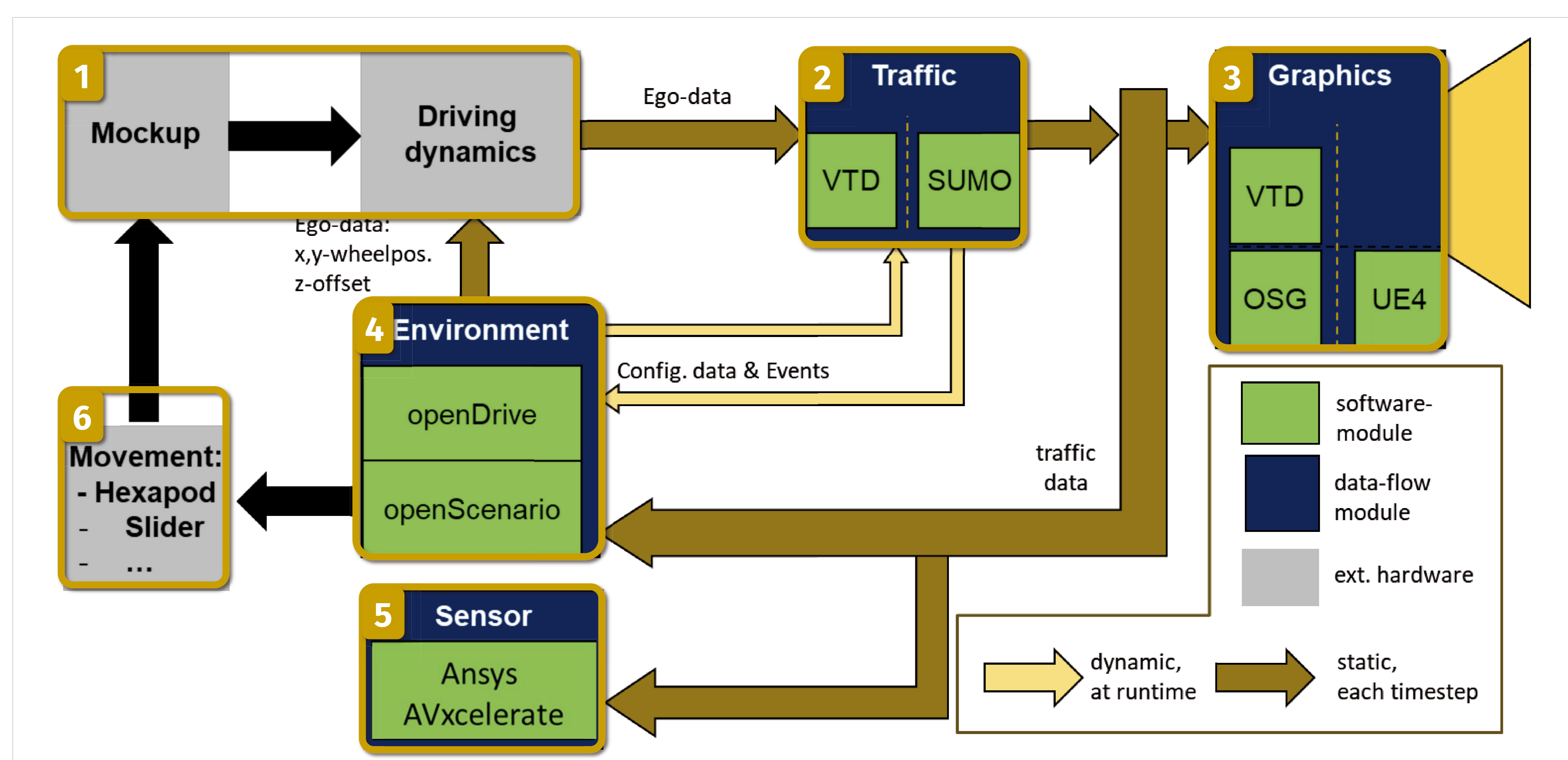


Figure 4: FKFS driving-simulation framework with sensor simulation (© FKFS)

Partners



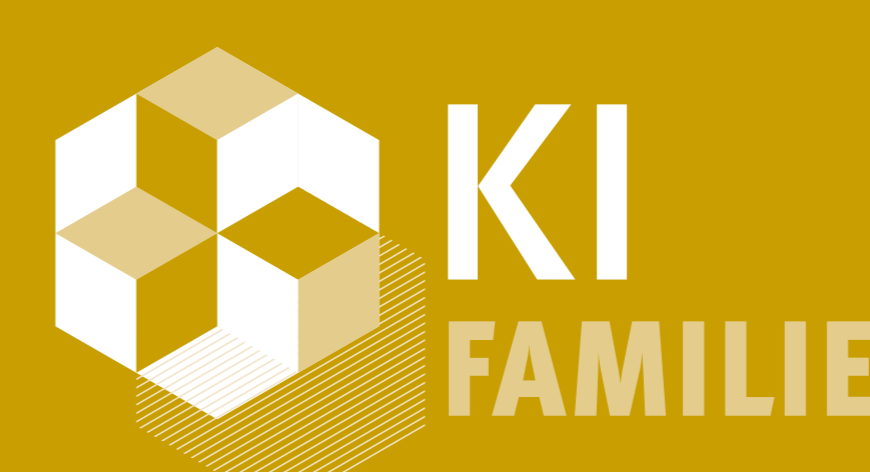
External partners



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Supported by:



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