

The use of the Mercedes Benz Actros in a Driverless role



The complete driverless control of a Heavy Goods Vehicle (H.G.V.) is no longer just a theoretical dream. In July 1999 in Papenburg Germany **Daimler Chrysler** presented to the worlds press the first H.G.V. with electronic steering control and a complete CAN-Bus for use in an automated role. CAN-Bus and Electronic Steering control are over the next couple of years to be built into the series produced vehicles. Track guidance, route controller, data communications and the central controller originated from **Götting KG**.

The "intelligence" behind the control system, on the basis of a flexible computer drive programme, is so highly developed that for example, an Actros articulated truck set up as a container carrier can in a modern fully automated container terminal or in other defined areas function practically independently of external aid. DGPS, guide wire, magnets and laser system are available for the track guidance and for obstacle recognition radar laser and ultra sonic systems are available.

The positional accuracy, dependant upon the systems used, is between 1 and 20 mm; the reverse shunting of a vehicle with trailer has an accuracy of approx. 30mm. In enclosed environments (no personnel) it is possible for the vehicles to reach speeds of up to 100 Km/h, in other areas for safety reasons the typical speed is 5 to 10 Km/h.

Driverless transport is of advantage when

- a high degree of accuracy and reliability is required (the technology doesn't tire).
- the operational area is too dangerous for personnel, for example, a health risk is involved (dust, toxic, radio active environments).
- cost reduction uses, especially in companies working multiple shifts.

