THE HANSEN REPORT ON AUTOMOTIVE ELECTRONICS

Editorial Notes

Dear Reader,

you have probably heard about the horrific multi-vehicle pileup of cars and tractor trailers that occurred on an icy patch of road on Interstate 35 in Fort Worth, Texas (USA). The crash involving 133 vehicles killed six people and sent 36 to the hospital. Automotive electronics technology and government regulation have done much to make driving safer but haven't yet managed to rid highways of the mayhem that can result when driving suddenly turns dangerous due to ice, snow, hard rain, dust storms or fog. Had the drivers in Texas known in advance of the looming threat, they might have slowed down and increased their distances, not only from the vehicles in front, but to the vehicles in adjacent lanes as well.

Had a sufficient number of vehicles traveling on I-35 during that dangerous morning's commute been equipped with vehicle-to-vehicle transceivers, the first vehicles to experience severe loss of traction and hard braking on that icy patch would have communicated warnings to surrounding vehicles, slowing the onrush of traffic. But as we know, V2X doesn't have a good business case and doesn't have consistent government support.

In the USA V2X implementation is further confounded by the need to transition from DSRC to cellular-V2X radios. Sadly, a solution to road pileup catastrophes like this one is many years in the distance.

Sincerely, Yours

Paul Hansen
Editor

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