

Duration: 13:50 - 17:50

Room: Shanghai

WF-08

Automotive Radar Measurement Solutions - For End-of-Line Purposes as Well as in Aftersales

Organiser:

Holger H. Meinel, Independent Consultant, Germany

Abstract

Automotive radar at 77 GHz is in production and thus on the road since 1998. However, only recently the production numbers have exploded. In 2015 Mercedes-Benz has reportedly installed more than 2.5 Mio. Radar units (77 & 24 GHz, respectively, in its newly delivered cars). Two of the big 4 – Bosch and Conti – have delivered more than 2 Mio. Radar sets each until today. Valeo presented a 77 GHz radar architecture based on LTCC for mass production at the EuMWeek 2016 in London.

Up-to-now OEMs just sell their cars – and that's it. In the future we will need maintenance facilities at the dealership of the different OEMs. A 77 GHz sensor on the road for 100,000 km and being nearly 10 years old must still be able to perform faultlessly!

Measurement approaches for this purpose (OTA - over-the-air) as well for end-of-line production will be reviewed here.

Programme

13:50 -14:20 Emblem Measurements at 77 GHz

Tobias Koeppel, Rohde & Schwarz, Germany

14:20 - 15:20 OTA Radar Test for Autonomous Driving based on a 77 GHz Radar Signal Simulator

Sebastian Graf, dSpace, Germany

Michael Rozmann, miro.sys GmbH, Germany

15:30 - 16:10 Break

16:10 - 16:40 Measurement of EM Radiation Through Different Bumpers

Andrea Sanna, Loccioni, Italy

16:40 - 17:10 Radar Test System 24, 77 and 79GHz Radar Target Simulators - For End-of-Line Purposes and in Aftersales

Hiroki Komiyama, Toshiki Yoshida, Takayuki Onda, Hirotsuke Suzuki, KEYCOM, Japan

17:10 - 17:40 How to Measure/Calculate Radar System MTBF?

Stefan Schneider, FH Kempten, Germany