Slippery road detection

-using different methods of polarised light

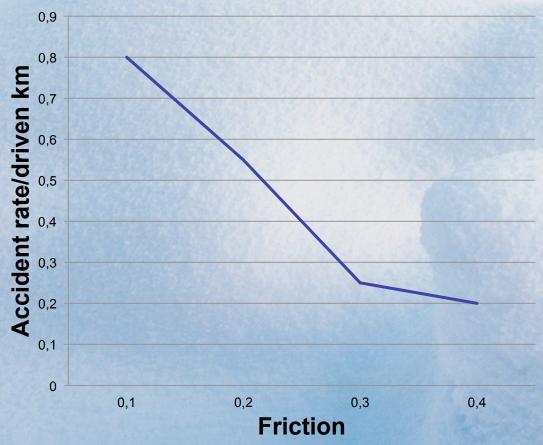


J. Casselgren, Luleå University of Technology, M. Jokela, M. Kutila, VTT Technical Research Centre of Finland





Why do we want to detect slippery road conditions?



Wallman C-G and Åström H: Friction measurement methods and the correlation between road friction and traffic safety, VTI meddelande 911A, 2001

The northernmost University of Technology in Scandinavia

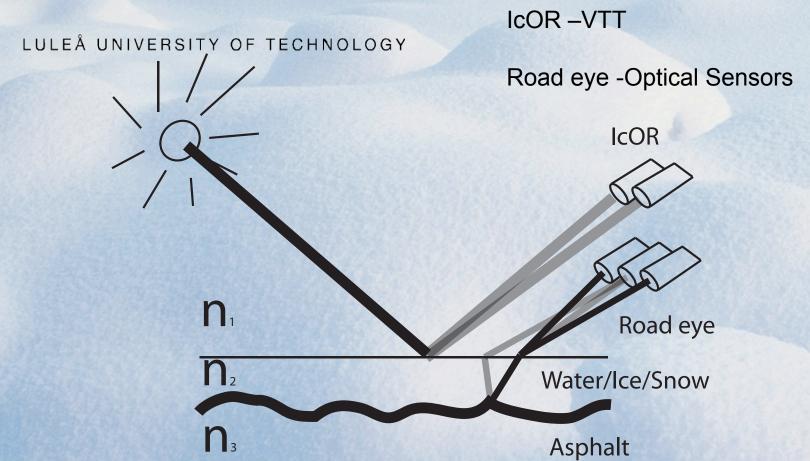
Top-class Research and Education



What could be improved knowing the road condition ahead?

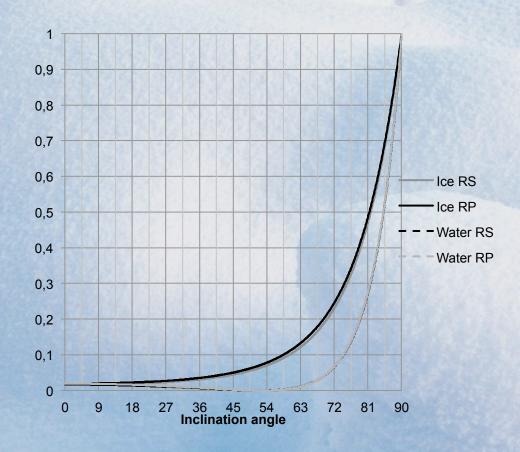
- Driver warning
- Systems as the TCS, ABS and ESP could benefit from this information

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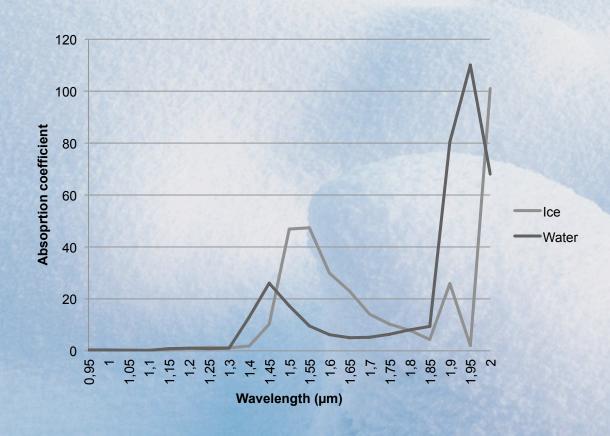


Two systems for preview detection of slippery road conditions, both exploring the polarization of light

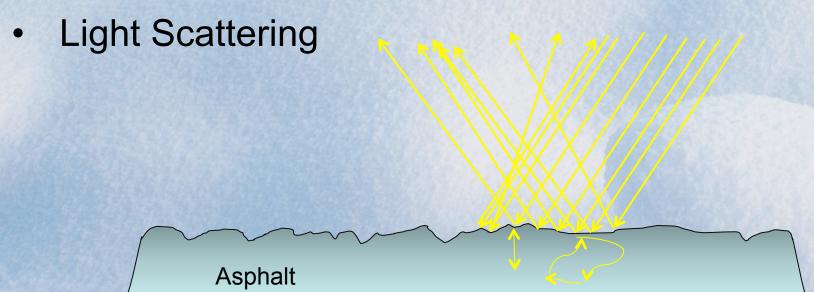
Polarisation



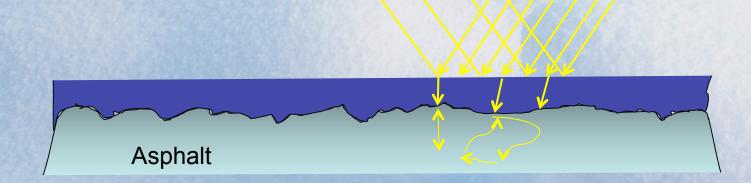
- Polarisation
- Absorption



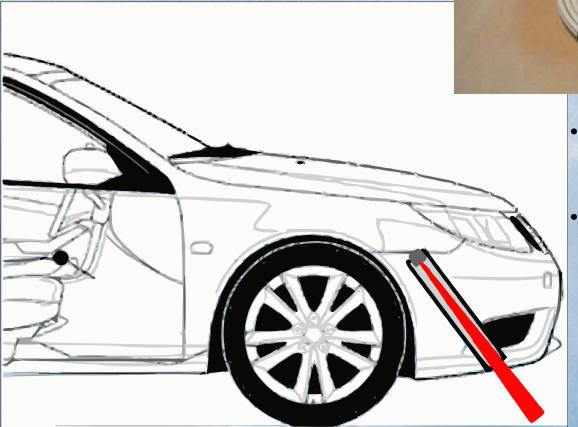
- Polarisation
- Absorption



- Polarisation
- Absorption
- Light Scattering



Road eye



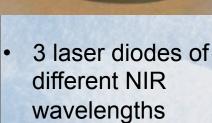


 Photo diode as a detector that samples with 20 Hz



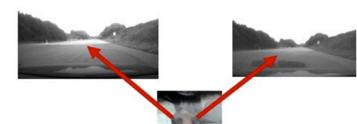
16.06.2009

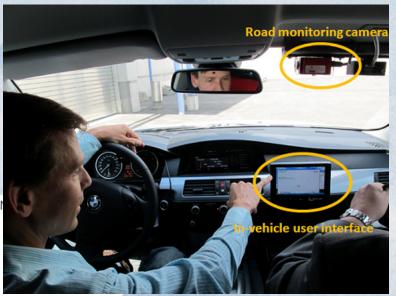
LULEÅ UNIVERSITY OF TECHNOLOGY

IcOR

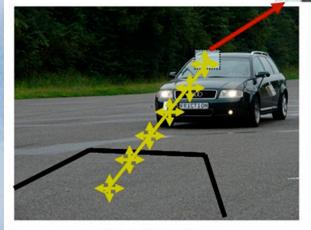
HORIZONTAL POLARISATION

VERTICAL POLARISATION





- Polarising filters in front of the optics
- Camera pair to capture polarisations synchronously
- Texture analysis to detect road graininess





GRAININESS: 0,879

GRAININESS: 0,905

Measurements



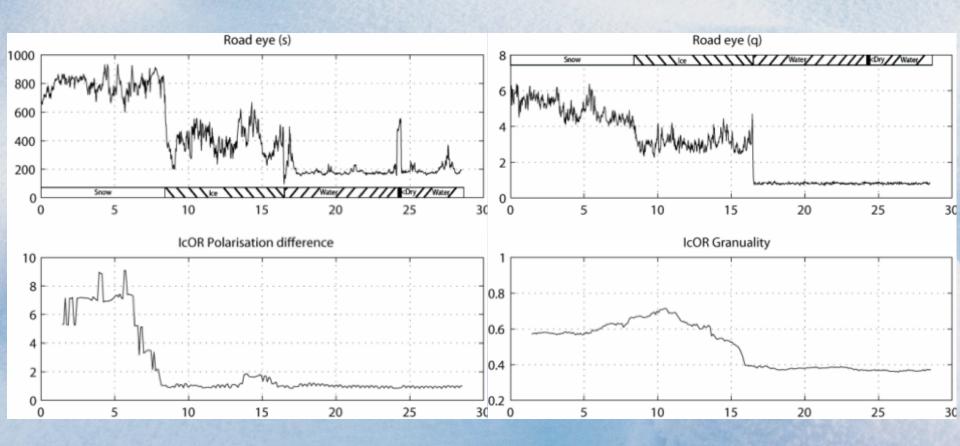


Test track in Arjeplog Consisting of:

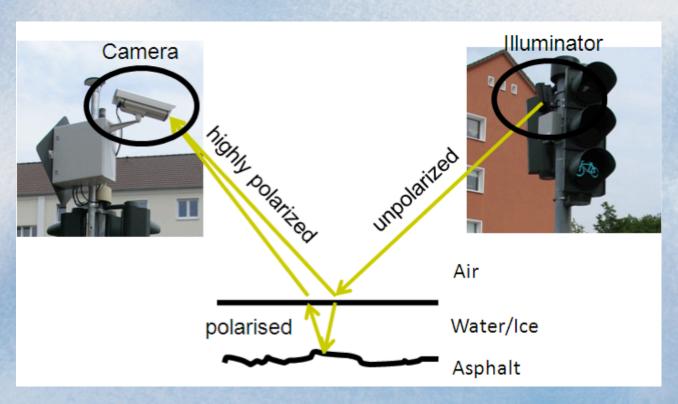
- Dry asphalt
- Wet asphalt
- Ice
- Snow



Results



Intersection surveillance



- Tests performed in Wolfsburg in the INTERSAFE-2-EU project
- Same principle as in the on-board camera system
- Relatively low price equipment for infrastructure side friction detection (< 3 k€)

Road Surface Information System



Classifications:

Yellow = Snow

Red = Ice

Blue = Wet Asphalt

Black = Dry Asphalt



Thank you for the attention

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