Autonomous Technology for Commercial Trucks

Discussion Topics

• Progression of Autonomous Technologies
• Compelling Rationale
• 3 Megatrends and Why AT Makes Sense
Forward Collision and Avoidance Mitigation

Bendix reporting 70-90% reduction in accidents and 70% reduction in severity of remaining accidents

Bendix’s Goal is to help fleets “move over” a category

<table>
<thead>
<tr>
<th>Vehicle</th>
<th>Near Miss</th>
<th>Property Damage</th>
<th>Injury</th>
<th>Fatality</th>
</tr>
</thead>
<tbody>
<tr>
<td>All large trucks¹</td>
<td>$0</td>
<td>$64K</td>
<td>$438K</td>
<td>$10.9M</td>
</tr>
<tr>
<td>2010²</td>
<td>???</td>
<td>232,000</td>
<td>56,000</td>
<td>3,261</td>
</tr>
</tbody>
</table>

¹ FMCSA, March 2013  
² Large Truck Crash Facts, 2010

Meritor WABCO reporting 75-87% reduction in accidents and 80+% reduction in severity of remaining accidents
Demographic Trends

Sharing the Road in the Near Future

2015 Population Age Distribution (Million)

Accidents Per 1M Miles Driven

Age Categories

- 16-20
- 21-30
- 31-40
- 41-50
- 51-60
- 61-70
- 71-80
- 81+

Median Driver Age = 67

Median Driver Age = 52
The “Why”… Addressing 3 Megatrends

Fleets will demand Autonomous Technology to;

- Attract and help new drivers with reduced driving skills
- Help existing drivers with diminishing skills
- Fend off an aging population not willing to give up the steering wheel
  - +5M in 5 years
  - +10M in 10 years
  - +15M in 15 years
A “Real World” Situation

Autonomous technology integration could have prevented this

Lambright told police that she couldn’t turn the truck around because there was equipment parked in a lot and she couldn’t get turned around. Lambright says she was uncomfortable backing up the semi and didn’t think to call police or another driver for assistance so she attempted to cross the iron Paoli bridge.
Thank You!!!