

AI影像辨識盲區暨內輪差主動警示系統



BSIS (Blind Spot Information System)

依據聯合國UNECE R151條例(BSIS)設計

- 在危險發生前必須主動提醒(非僅視野輔助)
- 保護對象係針對行人及二輪(自行車/機動車)
- 提醒方式必須是聽覺+視覺(燈號/螢幕標記)
- 保護對象即使是靜止或相對零速差仍須提醒
- 保護對象即使被公共設施短暫屏蔽仍須提醒
- 公共設施(如電線桿)不得警報以免造成困擾
- 系統失效時必須自主宣告並提醒駕駛者失效



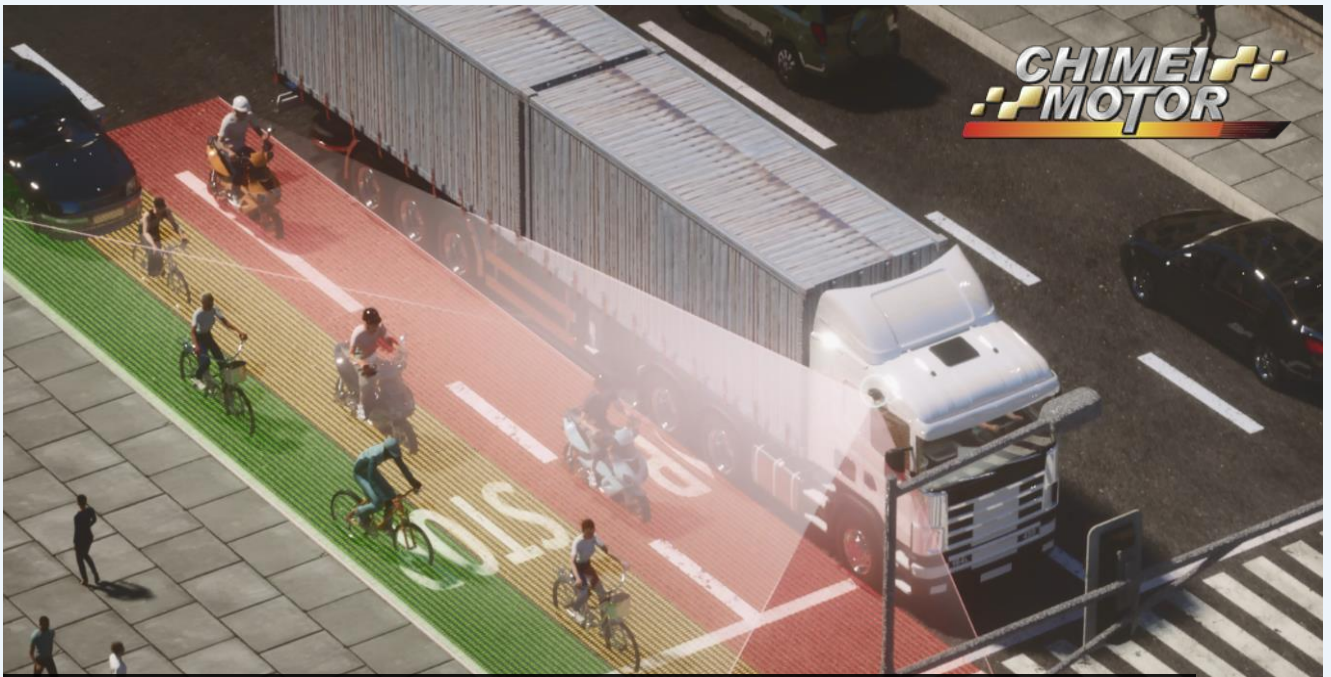
多項跨國發明專利

通過JARI日本自動車研究所效能測試pretest

100%通過台灣ARTC UNECE R151 規範項目測試

- 採用最先進的AI影像辨識技術，即時偵測/分類/分析/決策
- 係全球業界vision base最廣的“可視範圍”及“偵測範圍”
- 不受保護對象是否靜止、相對動向、被公共設施短暫屏蔽等限制
- 偵測範圍與警示機制會依據當時直行或轉彎情境自主即時切換
- 提供“燈光/音效/輸出影像標記”之警示方式，協助判斷風險程度
- 內建光學與機構設計，確保夜間無光照環境仍具高偵測效果
- AHD高解析度影像輸出，可協助錄影存證、後台分析管理
- 使用車規級晶片效能，通過台灣VSCC測試認證





Embedded AI video recognition solution for BSIS (Blind Spot Information System)



- Designed in accordance with UN R151 BSIS Regulations.
- Passed the performance test by self-test at JARI Japan Automobile Research Institute
- Obtained a number of transnational invention patents.
- Must actively remind before danger occurs, not just only video screen generates.
- The objects of protection are for pedestrians and man in two wheels vehicle, such as bicyclists & motorcyclists.
- The warning method must be auditory + visual (light indicator & OSD).
- The protection object must be reminded even if it is stationary or relatively zero speed difference.
- The object of protection must be reminded even if it is temporarily blocked by public facilities, must not be alerted to avoid driver's confusion.
- When the system fails, it must be announced and reminded to the driver.



- Using the most advanced embedded AI video recognition technology, for real-time detection, classification, analysis and decision-making.
- It is the widest FOV & detection range of the worldwide camera based solution.
- Not subject to restrictions on whether the protected object is stationary, relative movement or temporarily shielded by public facilities.
- The detection range & warning mechanism will automatically switch in real time according to the current situation of going straight or turning.
- Provide warning methods of light, sound effect & OSD to assist in judging the level of risk.
- Built-in optics and mechanism design to ensure high accuracy recognition performance even in no lighting environment.
- AHD high-resolution output, which can assist in recording evidence & for backend analysis & management.
- Using automotive grade Soc specification which passed compatibility to CISPR implementation, ISO 7637-2, ISO11452-2/-4 testing.