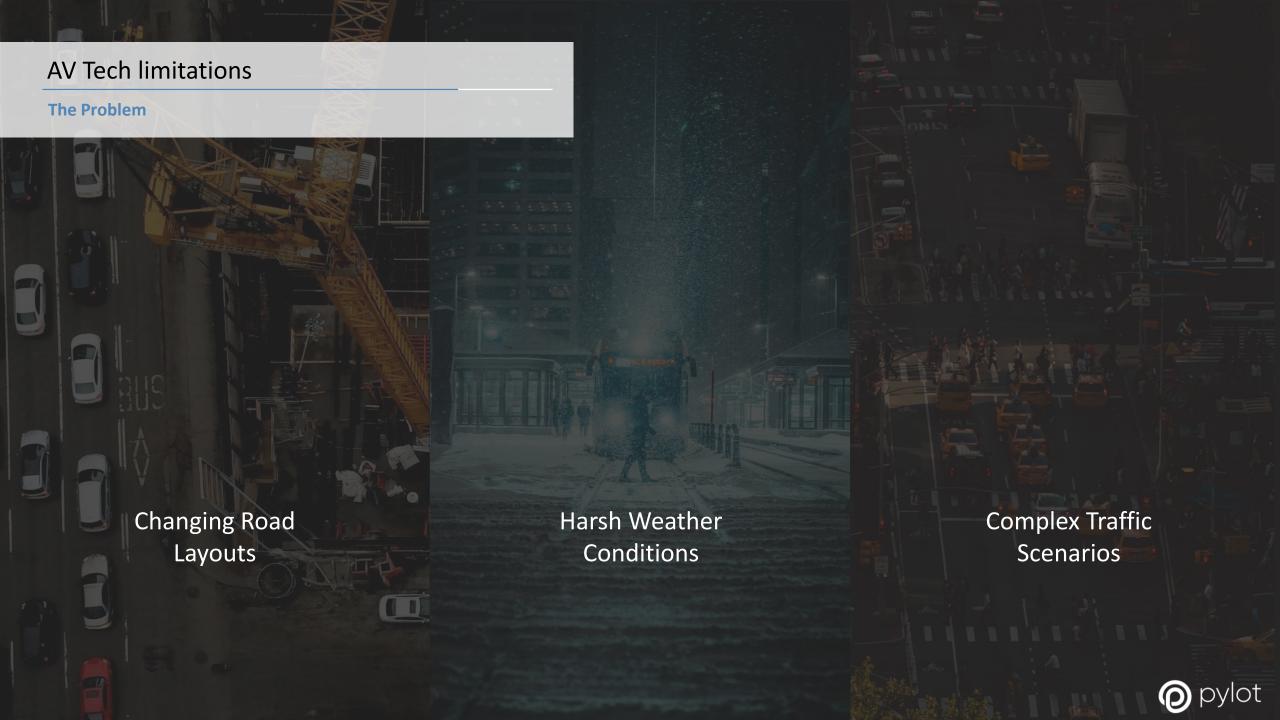




"Autonomous cars won't ever be able to drive in all conditions."

CEO Waymo, Nov'2018





Current Solutions?

The Problem



Keeping Safety Driver on board



Limit Operational Design Domain (ODD)



Wait until Tech arrives

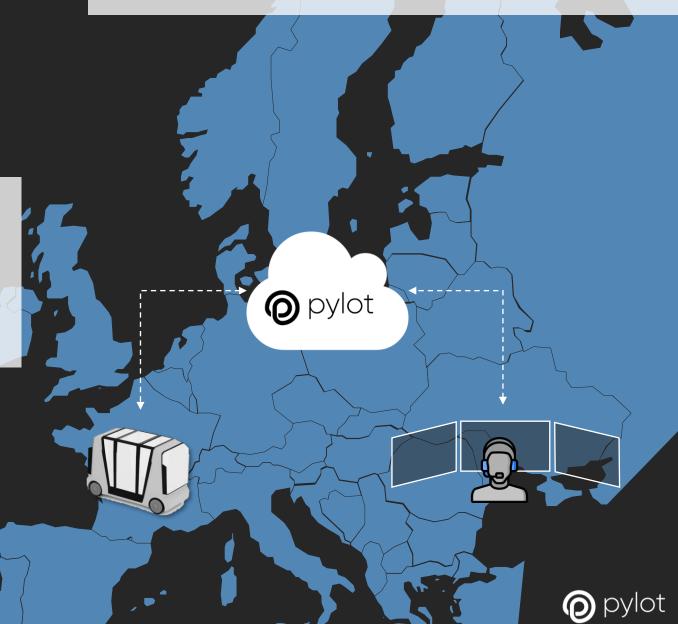




Remote control of vehicles over the cellular network

THE 2 USE-CASES FOR TELEOPERATION

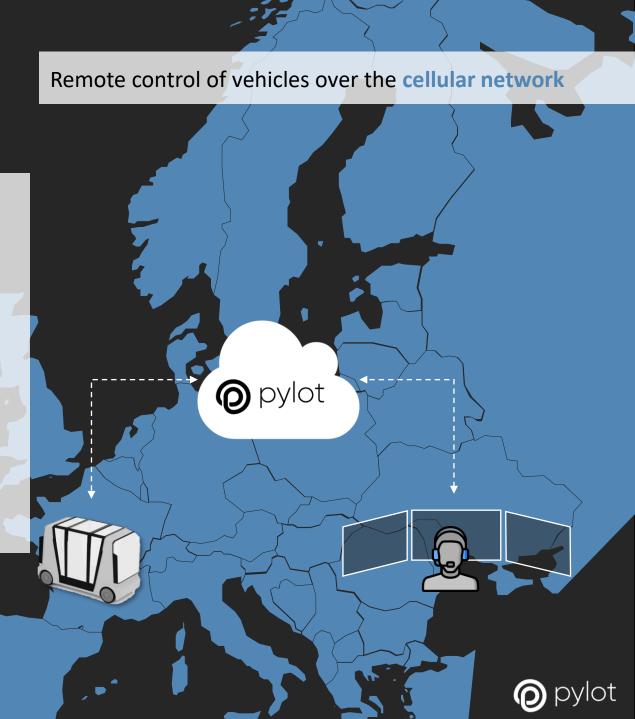
- 1. Teleoperation as primary driving mode (up to 100%)
- 2. Teleoperator as Backup of the AV (down to 0.001%)



The Approach of Teleoperation

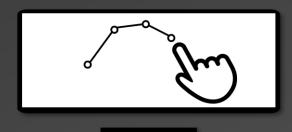
EFFICIENCY LEVERS FOR N:N-FLEET OPERATIONS IN 3 STEPS

- 1. "Driver on Demand" increases driver utilization (up to 3X) through 100% teleoperation as the primary driving mode
- 2. Latency improvements allow safe Teleoperation from low-income countries (up to 10X)
- 3. Full automation of some routes and tasks (up to 50X) by combination of Teleoperation & AV



THE CONCEPTS BEHIND

INDIRECT CONTROL VS. DIRECT CONTROL



Remote Assistance





Real-time Remote Driving

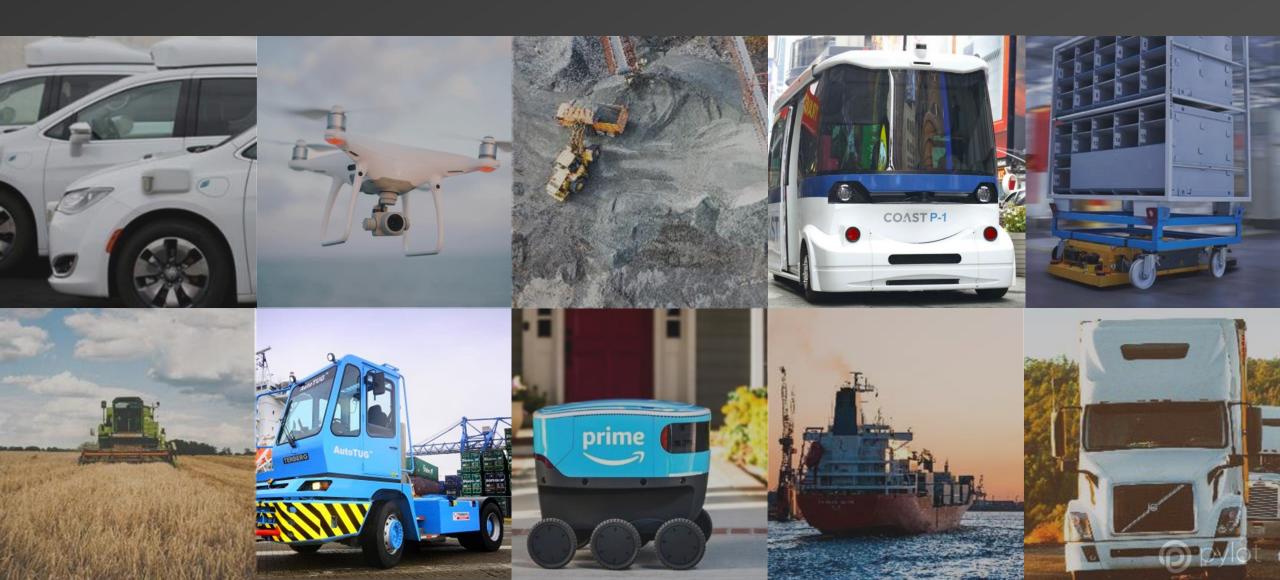


YES, THERE ARE LIMITS

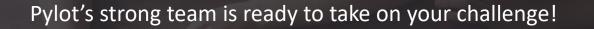
- ODD for Teleoperation defined by
 - Latency
 - Network Coverage
- Misconception: No "On The Fly" Takeover at High Speeds
- Legislation



THE USE CASES FOR OUR N:N TELEOPERATION PLATFORM













FLY VENTURES







esa

Our Founders

Proven teleoperation technology

- Multiple PoCs with OEMs
- Deployment at a leading German logistics provider
- Deployment of Shuttle Buses in different locations in Europe

Ask us for references!



Our Support









Dr. Maximilian Fisser PhD Distributed Sensor Systems



Amir Roughani Entrepreneur of the Year 2014





















ENABLING AUTONOMOUS FLEETS THROUGH TELEOPERATION



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