



# <Achieving 'True Safety'>

<00 Month 2021>

# The Problem

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- Today's consumer vehicles have an ever **increasing number of sensors linked to ADAS safety systems**
- Sensors, components and hardware are subject to **change over the vehicle's lifetime**
- ADAS operating below intended performance levels has a **widespread impact on road safety**
- This **effect increases significantly** towards the tail end of the life cycle



# Fast identification of poorly performing systems would —

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Make **vehicles safer** for occupants



**Reduce accidents**, including fatalities and severe injuries



**Eliminate costs** to society associated with the accidents



**Improve risk management** for insurance industry



**Maximise** fleet operational **efficiency** for commercial vehicles



**Improve reliability** and safety of autonomous systems

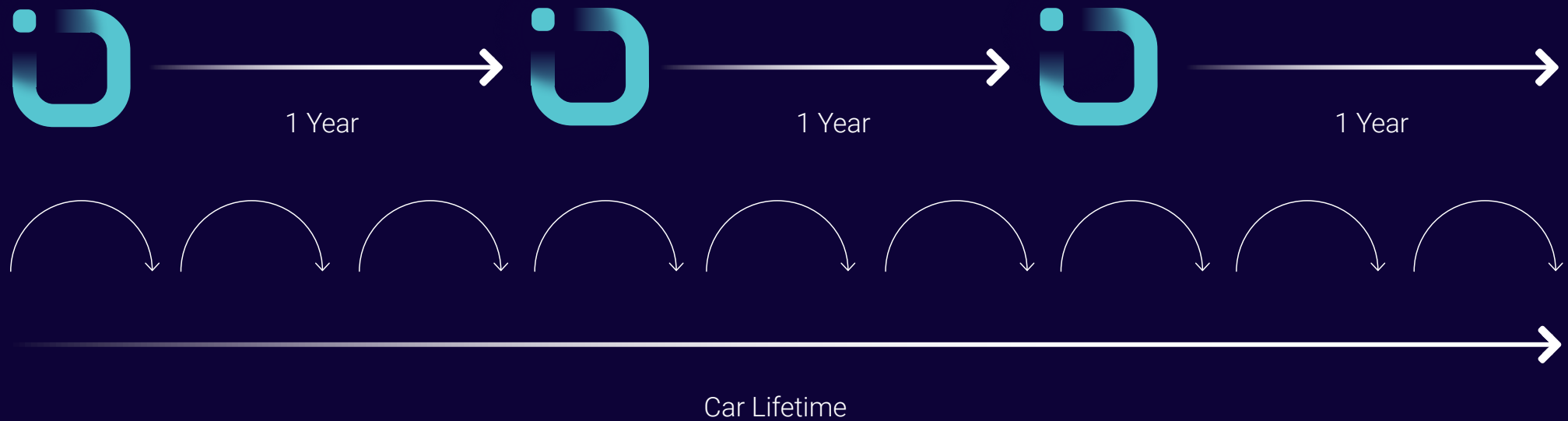
# The observer principle

**PATENT – APPROVED**

**Observer is an automotive safety protocol that ensures ADAS sensor systems are performing at the required level, and provides warning if they are not.**

This consists of an end-to-end solution to link critical sensor performance parameters with the functional domain.

# Workshop and Car inspection lifecycle



observer's patented 'true safety' approach can be implemented with both an on-the-fly monitoring approach, and workshop-based test protocol

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**Sell system IP and configuration to OEM customers** – observer technology integrated into OEM system design provides continuous diagnostics of safety system performance.

- Contributes to OEM fleet safety and associated safety certifications e.g. NCAP
  - Enhanced safety can be leveraged commercially with target market
  - Integration of observer system into autonomous vehicle development
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### **Periodic Technical Inspection**

- Giving test centres the IP to leverage as a product to improve fleet safety
- Licence out methodology when ADAS performance tests become mandated as part of annual safety checks

# Commercial Plan

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**01**

**Build strategic partnerships**  
for full market access and awareness

**02**

**Continue study** to prove significance for safety and real world impact

**03**

**Develop and refine technical solution** to optimise for both routes to market

**04**

**Be active in driving discussion** & awareness in the technical community

**05**

**Lobby** for national-level mandated tests





# Competitor analysis

- **No** direct competition
- **No** lifetime supervision functions in place
- **Unique opportunity** to bring this innovation to market



# The observer team

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## Sven Fleck

- ADAS projects for leading OEM with several first to market features
- Worldwide recognize technical expert
- Key relationship into imaging community worldwide
- Advisor to leading ADAS conferences
- Vice-chair IEEE2020 automotive image quality and founding member
- Germany based



## Benjamin May

- ADAS projects since 2004 for leading automotive companies worldwide
- Technical and business experience and responsibility with >20 successful serial projects
- Key relationship to ADAS players worldwide
- Advisor to leading ADAS conferences
- IEEE founding member
- Germany based



## Rob Stead

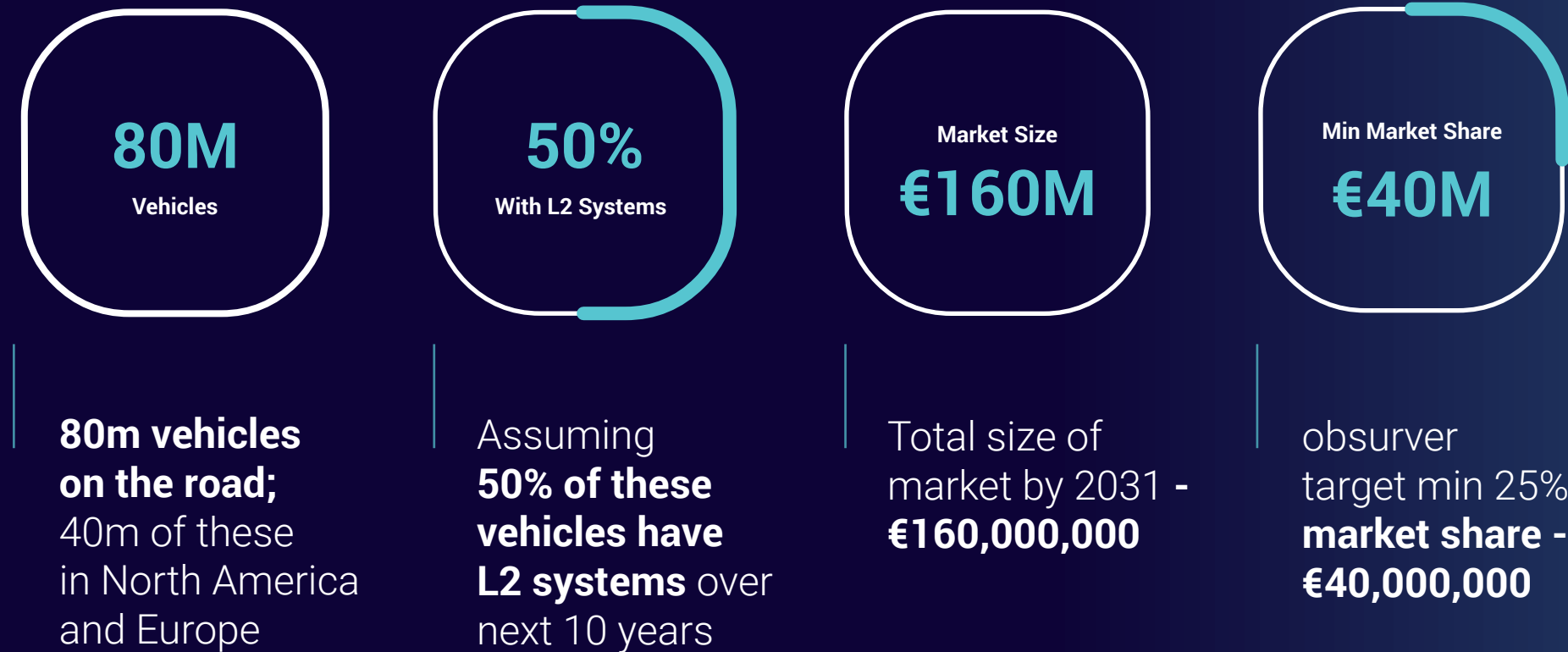
- Media influencer in digital imaging sector since 2008
- Founder of AutoSens global engineering community
- Former Chair of IEEE Standards Association P2020 Working Group
- Writer and contributor to EE Times publications
- Entrepreneur and advisor to start ups and SMEs
- UK and Spain based



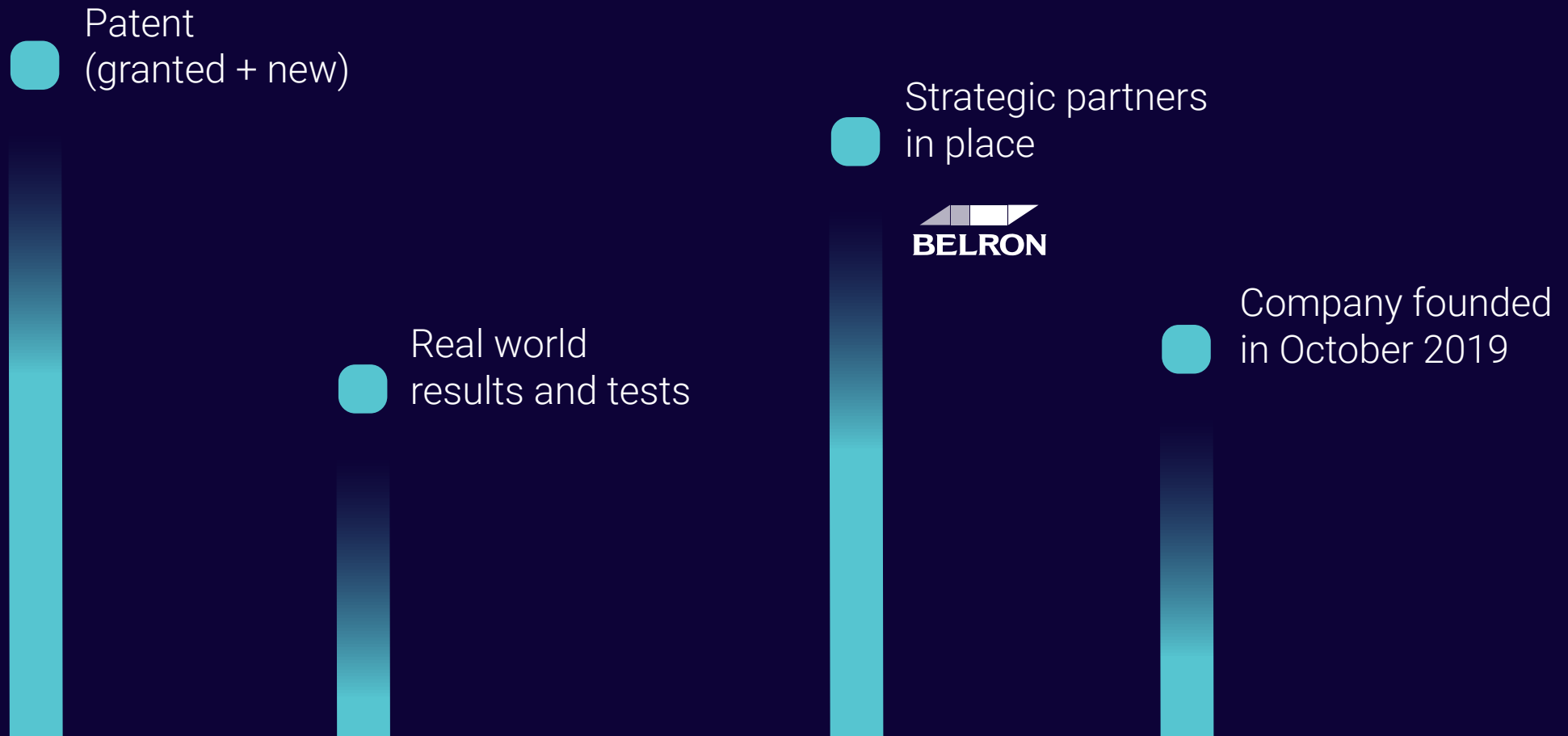
## Gerhard Steininger

- Automotive E/E Architecture related projects since 2004 at major OEMs in Europe and Asia
- Worldwide recognized expert on Security and Regulation in Automotive E/E Technologies
- Responsible for global Model Based System Engineering (MBSE) Business at a leading IT Tool Vendor
- Successful implementations of E/E PLM Systems to large R&D organizations
- Germany based

# Total Addressable Market



# Achievements so far







<Thank you for  
your time>

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