Auto2x publishes new report "Autonomous Driving roadmaps Level 1-4 of 30 major Carmakers by 2030"

Auto2x examines the go-to-market strategy, technology, innovation, and market positioning of the world's Top-30 Carmaker Groups (45 brands) in Automated Driving

Auto2x, Autonomous Driving Roadmaps 2030

LONDON, UNITED KINGDOM, February 6, 2023 /EINPresswire.com/ -- Auto2x's new report examines the current status of SAE Level 0-Level 4 automation by driving and parking features and the outlook by 2030. It also provides a roadmap for Automated Driving deployment for 30+ major carmakers in Europe, the USA, Japan and China.

UNTAPPED ADAS REVENUE GROWTH IN THE 2020S

> Auto2x assessed the autonomous driving strategy, technology roadmaps and market share of leading carmakers to unveil leaders and followers and emerging value pools"
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> *Auto2x*

ADAS revenues in 2020 amounted to €13.87 Billion, coming mostly from the fitment of sensors (cameras, radars, lidar, ultrasonics and supercomputers) to support Level 1-2 features, found Auto2x.

Revenues from ADAS & Automated Driving will almost double between 2020 and 2025 to reach €35 Billion due to the increase in sensor content, according to Auto2x. Level 3 and 4 require enhanced redundancy, new centralized architecture, & driver-facing camera among others. This will drive demand for ADAS sensors, supercomputers, AI, high precision maps etc. It will also drive further collaboration between OEMs and Tier 1s-2s for the development of AD platforms.

But carmakers need further transformation to become mobility providers. What's more, Autonomous Driving Level 3-4 commercialization strategies impacted by regulation; rise of new innovation hubs.

LEARN ABOUT CARMAKERS' STRATEGIES & BUSINESS MODELS TO MONETIZE AUTONOMOUS VEHICLES

The approval of SAE Level 3-Conditional Automation under the UNECE ALKS regulation allows drivers to take their eyes off the road while the vehicle is driving and monitoring the road. This could lead to a greater utilization of the time spent inside the car by engaging into side tasks, such as reading. New business models arise to monetize the new opportunities, e.g., in new entertainment features, on-demand autonomous features, SOTA updates.

Auto2x_Autonomous Driving Roadmaps 2030

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However, the mass market adoption of Level 3 is uncertain given the high cost/benefit ratio, i.e., the marginal impact on safety and driver convenience from L2 comparing to the massive engineering challenge. Hence, carmakers are taking different approaches to reach L4 in an attempt to gain competitive advantage and reshape profitability.

One thing is certain though, L4/fully-automated vehicles will revolutionize transportation and mobility leading to what we call Intelligent Mobility. This includes the rising car-sharing and ride-sharing businesses as well as new vehicle ownership models in the Passenger Car market.

This report focuses on leading car manufacturers' ADAS&AD portfolio, strategies and business models to transition towards full automation and self-driving cars. Moreover, it examines the regulatory landscape and other technical challenges and their implications on deployment of higher level of vehicle autonomy. Finally, we provide a technological roadmap for the introduction of L2-4 by leading OEM and a penetration forecast of cars equipped with different levels of autonomy until 2025.

ASSESS THE STATUS OF VEHICLE AUTOMATION IN 2022 AND ITS OUTLOOK BY 2030 IN THE MAJOR CAR MARKETS:

- What is the availability of key ADAS features, such as Level 3-Traffic Jam Pilot, Level 4-Valet

Parking, Level 2-Traffic Jam Assist, L1-AEB, TSR, ACC, LKA in leading carmakers in the EU, US & China? We provide in depth analysis by SAE Level;
- What is the penetration rate of SAE Level 0-3 in European, U.S & Chinese car sales?
- Which OEMs lead L2-3 deployment and why? Which are the most prominent features?
- What changes are coming in terms of deployment of Lv.2 and L3-4 by 2025?

UNDERSTAND THE REGULATORY AND ENGINEERING CHALLENGES CARMAKERS FACE FOR THE DEPLOYMENT OF HIGHER LEVEL OF VEHICLE AUTONOMY:

- What is the status of Autonomous Driving Regulation in major car markets?
- What are the differences in the legal and regulatory framework between Europe, the United States and China? How will these differences in policy affect L3-5 deployment?
- Which geography presents the most favorable environment for deployment of Level 3?
- What breakthroughs are required in the area of SW/HW and validation for L3-4?

READ HOW CARMAKERS, TIER-1S AND NEW-ENTRANTS, INCLUDING TECH GIANTS APPLE AND GOOGLE (WAYMO), PLAN TO OVERCOME THE CHALLENGES AND COMMERCIALIZE AUTONOMOUS DRIVING

- How do leading OEMs plan to achieve L4/5 capabilities? By when?
- Analysis of OEM strategy, new business models and key collaborations
- Learn why leading Tier-1s are well positioned to monetize ADAS growth

WHO WILL LEAD AND WHO WILL FOLLOW IN THE AUTONOMOUS VEHICLE RACE?

- Discover when leading carmakers will launch capabilities of L2, L3, and L4, segmented into Driving (L2-TJA vs L3-TJP) and Parking features (e.g. L2-Self Park, L4-Valet Parking)
- What are the trends by ADAS levels in Top Premium OEMs' model range by 2025-30?
- Learn about the penetration of different levels of autonomy in European car sales?

BENCHMARK COMPETITION IN SENSORS, FEATURES AND MARKET LEADERSHIP:

- Strengths and weaknesses of ADAS&AD product portfolio, suppliers and competitiveness
- Shares in automation mix in key markets and roadmap of deployment by key carline

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