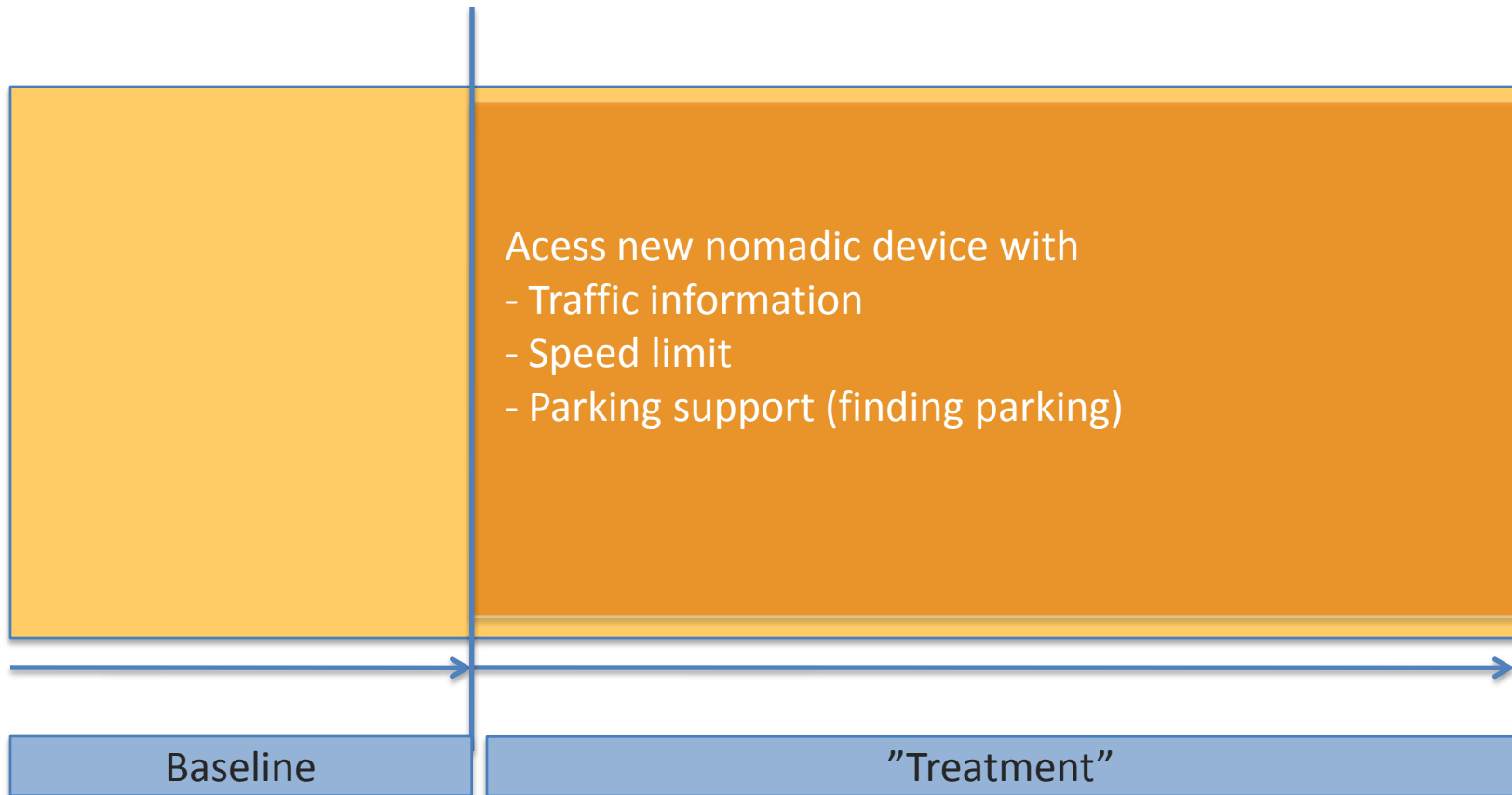


# The issue of integrated functions: Three cases

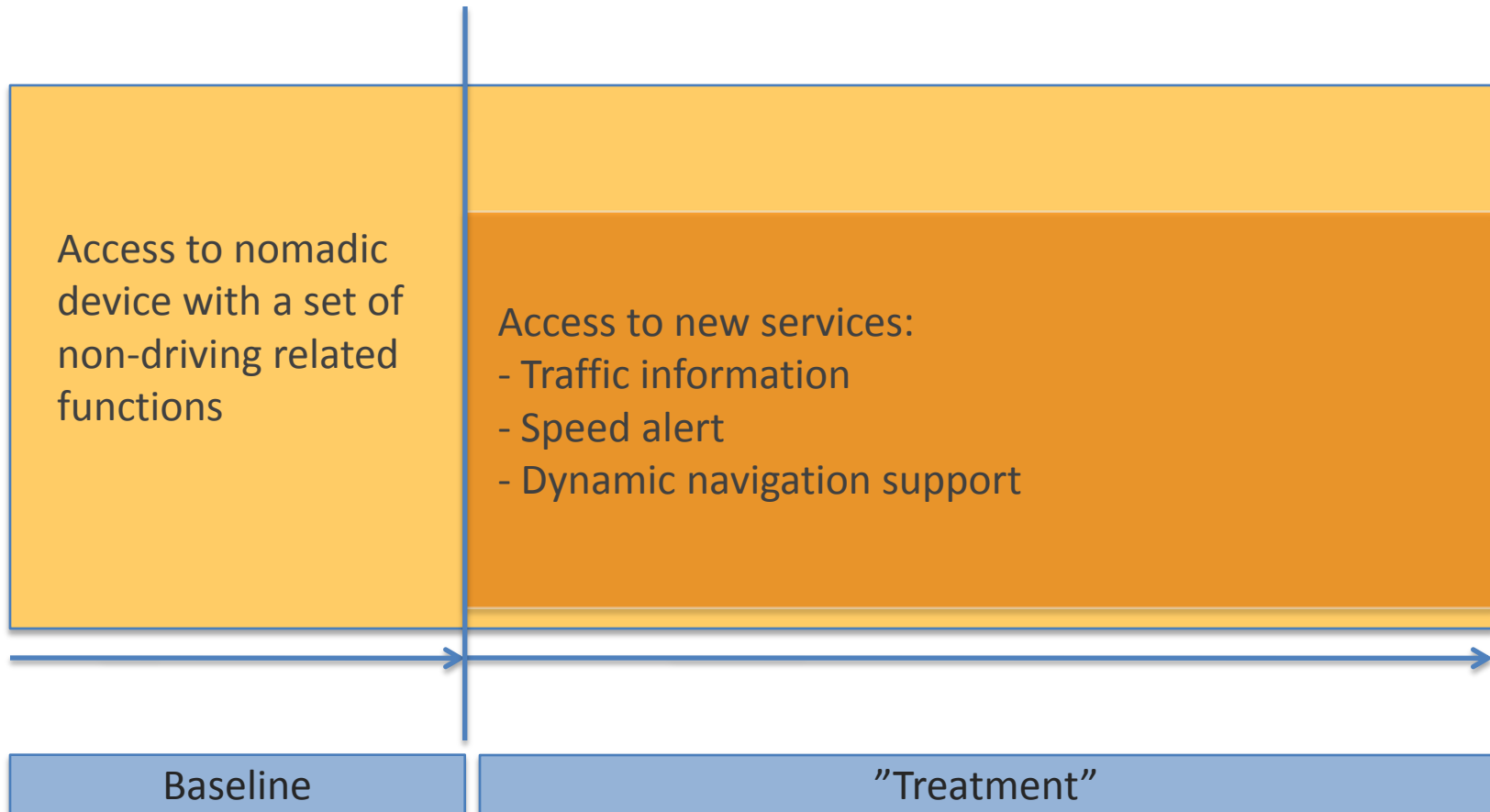
MariAnne Karlsson

Stig Franzén

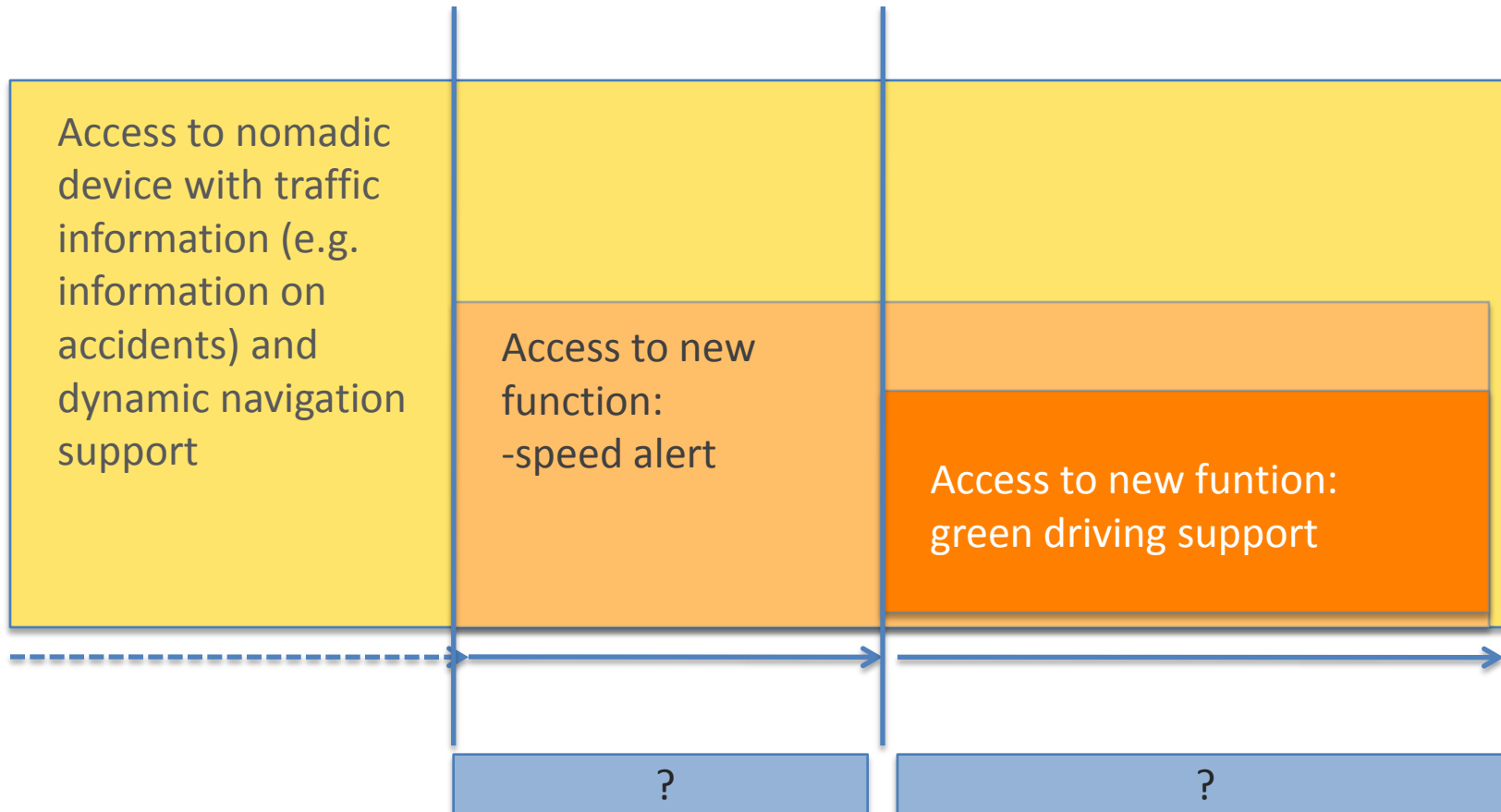
# Case A



# Case B



# Case C



*"I would consider buying the navigation support system but parking support ... never!"*

- TeleFOT impact areas include
  - business models
  - efficiency
  - environment
  - mobility
  - user uptake (adoption, acceptance)
  - safety
  - overall transport system
- Even though it is not possible to consider integrated functions as separate functions for one impact area, is it possible that one could for other areas?
  - E.g. if it is not considered possible from a safety, could it be possible for user uptake?

- In some projects, the system boundaries are typically limited by the driver – vehicle - road.
- In TeleFOT, the system boundary must be extended to the larger context of traffic, transport and travelling
  - i.e. address the user in different roles, as traveller, passenger, driver, etc.
  - i.e. address the use of functions and services in relation to pre-trip, during trip, and post-trip
  - i.e. data must be collected on use beyond in-vehicle use
    - i.e. data must be collected on choice of transport mode given access to information on traffic situation etc.
- If some integrated functions only concern pre-trip, other during trip, and again other functions only post-trip, can the functions them be treated as separate functions?