

Aquaplaning, the predictive virtual sensor of the Piedmontese Easyrain on the Swiss supercar Picasso PS-01

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October 21, 2021

The Italian battle against aquaplaning is now nearing its epilogue. With his start-up Easyrain, Giovanni Blandina will equip the Swiss supercar Picasso PS-01 with the DAI, acronym for Digital Aquaplaning Information. The 900-kilogram carbon racing car with 600 horsepower is the first machine in the world to be fitted with the new predictive virtual sensor that warns the driver about the level of danger detected on a wet road surface. The Swiss manufacturer will offer the new software developed internally by Easyrain on the thirty units of the car. “The installation of the DAI will bring important results for the next market launches of our anti-aquaplaning safety systems”, commented Blandina. The technology has met the interest of other companies with which the Piedmontese start-up is already collaborating. Naturally the CEO remains buttoned on the names of the manufacturers involved, but does not hide the fact that the DAI opens up new scenarios because “it allows the development of new safety features based on the in-depth analysis of the vehicle dynamics parameters”. The technology works through proprietary predictive algorithms and, above all, does not require any other additional devices. The company is already working on sharing data through a dedicated Cloud integrated with the 5G network and Smart Cities technology.



The software detects any critical issues and warns those behind the wheel with different alarm levels made visible on the screen, also optimizing the speed of the vehicle. Only the DAI is installed on the supercar developed by the Swiss manufacturer Stefano Picasso. It means that the system can work independently of the AIS (Aquaplaning Intelligent Solution) which counteracts slippage on wet surfaces by means of a controlled spray that “cleans” the surface in front of the front wheels. The sensor activates it at the third level of alert, that is when the tires have lost grip, failing to dissipate the excessive layer of water on the asphalt. The first two levels concern “wet road” conditions: one is of potential danger with the invitation to pay the utmost attention, the other is of real risk with an important layer of water on the road surface that can cause lose control if you don’t slow down.

“Picasso Automotive wants to be a laboratory for new high-performance technologies, with the aim of maximizing efficiency, optimizing weights and obtaining extreme performance by focusing on maximum engineering innovation and composite materials”, stated Stefano Picasso.

The Easyrain was born with the AIS, refined also developed together with Bosch and Italdesign, installed first on an Alfa Romeo and then on an Audi A6. “Cooperation was crucial to achieving the project goal. The subsidiaries of the Group, VHIT and Bosch Engineering, in collaboration with Diesel Technologies and the Vehicle Components Study Center, supported the development of the project, from the concept phase to on-track tests. A good example of collaboration in such a critical period, ”said Alessandro Fauda, Engineering Application Development Manager at Bosch VHIT.