



5GAA vision for 3GPP Rel-17

C-V2X and intelligent transport systems

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5GAA brings together automotive, technology and telecommunications companies to work closely together to develop end-to-end connectivity solutions for future mobility and transportation services



AUTOMOTIVE INDUSTRY

Vehicle Platform, Hardware
and Software Solutions



TELECOMMUNICATIONS

Connectivity and Networking
Systems, Devices and
Technologies

End-to-end connectivity solutions for
intelligent transportation, mobility
systems and smart cities



5GAA Rel-17 requirements

- ❑ Important that 3GPP has C-V2X continuous work in Rel-17 and beyond
- ❑ UE enhancement, e.g., power saving enhancement for UE of vulnerable road users, DTX, ...
- ❑ Sidelink evolution, e.g., positioning level of accuracy, capacity enhancements, improve reliability, baseline for operation with 2TX/2RX antennas, FR2, ...
- ❑ Architecture gap closure and enhancement, e.g., Uu Multicast, groupcast enhancement, network based positioning accuracy enhancement, etc ...
- ❑ MDT and SON automotive enhancement, e.g., Sidelink QoS Measurement report, ...
- ❑ Further work on the prediction of QoS parameters for sidelink modes 1+2 and Uu if needed

5GAA Rel-17 requirements (cont.)

- ❑ 3GPP should ensure robustness of the system e.g. highly congestion, message sizes and trigger conditions (as defined in TS 22.185 and TS 22.186), effective and flexible Doppler compensation at high speed, recipient mixture (Unicast, Multicast, Broadcast), ...
- ❑ 3GPP to keep Rel-16 assumptions on coexistence with other ITS Technologies in the same frequency band
- ❑ Proven support of the capability to support the requirements of TS 22.186
- ❑ As Market Representation Partner of the Automotive industry the 5GAA will encourage the 3GPP effort on C-V2X



Thank you!

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