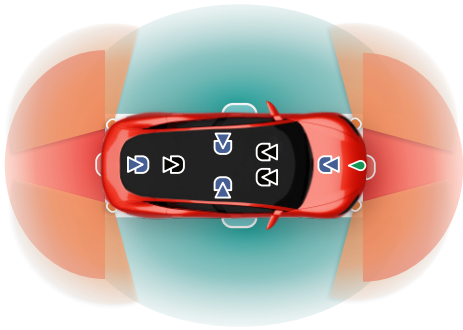
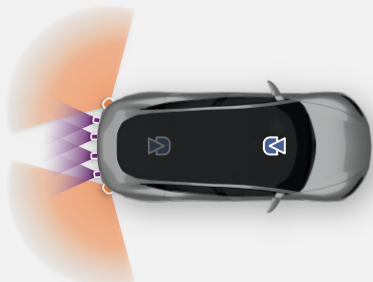
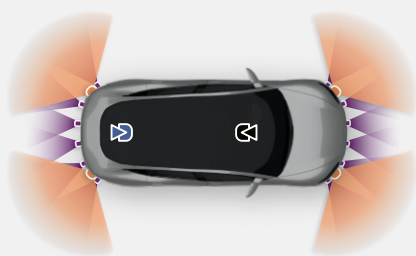
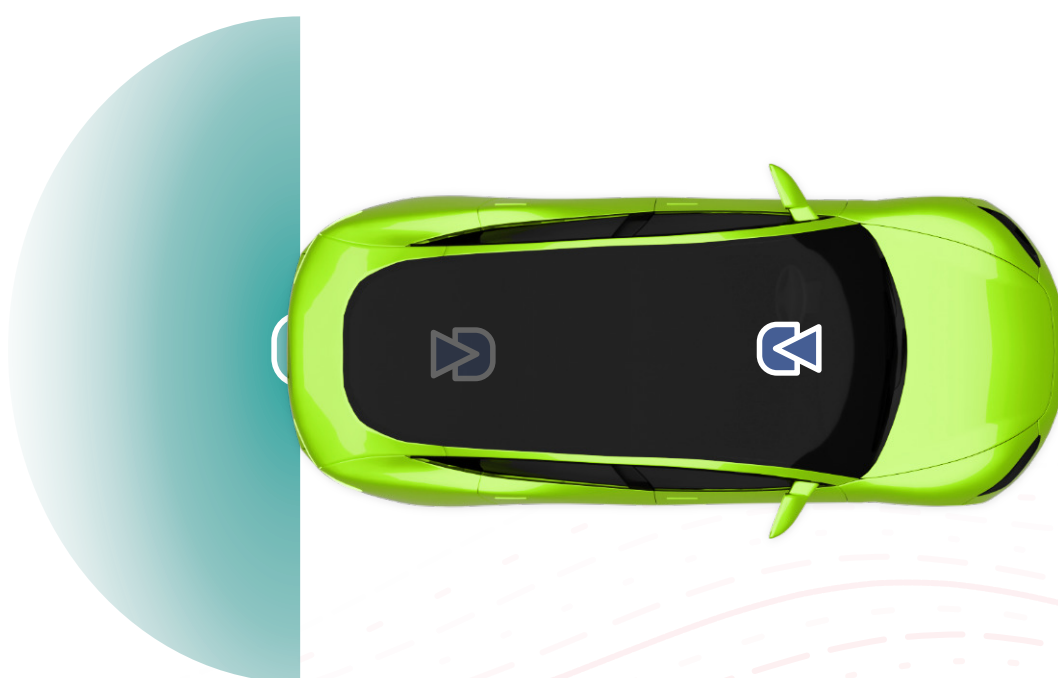


ASPER 180° radars enable streamlined sensor configurations

SEGMENT	VALUE	PERFORMANCE	PREMIUM
PROPOSED CONFIGURATION	 1 ASPER130 radar sensor 1 front driving camera 0 – 1 rear view camera	 2 ASPER230 radar sensors 4 corner radars 1 front driving camera 1 rear view camera	 2 ASPER230 radar sensors 2 ASPER130 radar sensors 4 corner radars 4 surround view camera 3 driving cameras
LEGACY CONFIGURATION	 2 – 4 ultrasonic sensors 0 – 2 corner radars 1 front driving camera 0 – 1 rear view camera	 8 – 12 ultrasonic sensors 2 – 4 corner radars 1 rear view camera 1 driving camera	 12 ultrasonic sensors 4 corner radars 4 surround view cameras 3 driving cameras 1 kick sensor
FUNCTIONS ENABLED	• Park Assist 2.0 • with low-height obstacle detection (curbs) • minimum distance of less than 10 cm • Rear Cross-Traffic Alert • Blind Spot Detection	• Park Assist 2.0 • with low-height obstacle detection (curbs) • minimum distance of less than 10 cm • Rear/Front Cross-Traffic Alert • Blind Spot Detection • Lane Change Assist (ISO 16387 Class-C) • Kick-to-open • Acceleration Control for Pedal Error (ACPE)	• Park Assist 2.0 • with low-height obstacle detection (curbs) • minimum distance of less than 10 cm • automated park assist • Rear/Front Cross-Traffic Alert • Blind Spot Detection • Lane Change Assist, with automated lane change • Lateral Collision Warning • Cyclist Dooring Prevention • Power Door Protection • Kick-to-open • Acceleration Control for Pedal Error (ACPE) • Surround Awareness

Our radar platform enables automotive OEMs to improve their ADAS feature sets in **all price segments**, while reducing the number of hardware components in the vehicle.



1 ASPER130 radar sensor
1 front driving camera
0 – 1 rear view camera

The **Value** configuration allows OEMs to bring corner radar-equivalent functionality to entry-level cars, as well as cars for emerging markets – while replacing ultrasonic sensors with better-performing, but affordable, ASPER130 radar sensors.

With its wide field-of-view, it can replace four ultrasonic parking sensors with just one module.



2 ASPER230 radar sensors

4 corner radars

1 front driving camera

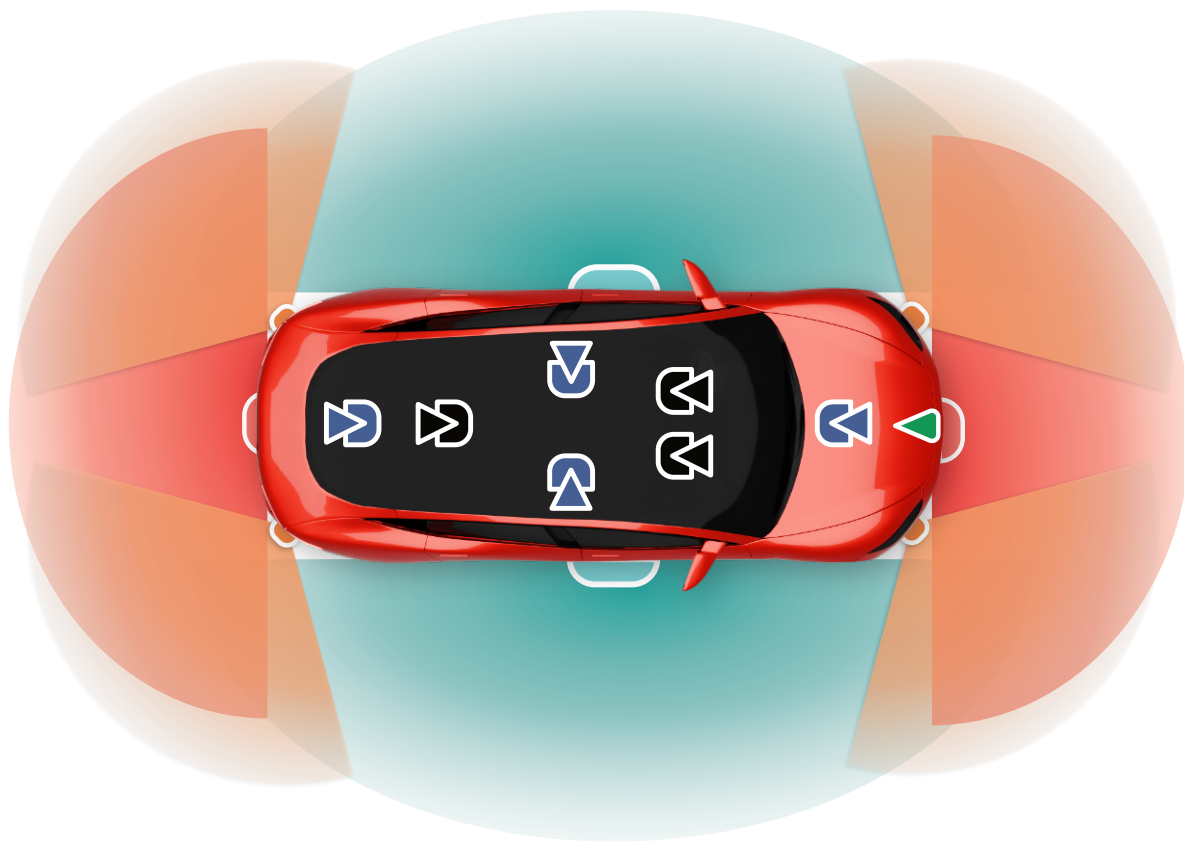
1 rear view camera

The **Performance** configuration enhances mid-range cars with pre-existing corner radar sensors, by adding redundancy and removing ultrasonic parking sensors with better-performing ASPER230 radar sensors.

The front module also fulfills ACPE* functionality, exceeding the ISO/PAS 19486:2025 requirements.

Kick-to-open, a function usually reserved for high-end cars, can now be implemented as a software feature in the rear radar sensor, if the car is equipped with a power liftgate.

** Acceleration Control for Pedal Error - an upcoming UN ECE safety regulation, intending to prevent collisions in low-speed situations due to pedal misapplication.*



2 **ASPER230** radar sensors

2 **ASPER130** radar sensors

4 corner radars

4 surround view camera

3 driving cameras

The **Premium** configuration rounds out the robust ADAS feature sets of premium vehicles, with features such as automated park assist and ACPE.

By introducing ASPER130 modules as side radar sensors, OEMs can enable features such as lateral collision warnings, cyclist dooring prevention*, power door protection, and remove the legacy kick sensors and ultrasonic sensors, allowing for sleeker designs without holes in the bumper.

** Cyclist Dooring Prevention is a low-speed collision category recently introduced in Euro NCAP 2026 protocols, intending to warn drivers of incoming cyclists before they open their doors.*



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