





Transfer project ,Intelligent Container

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Transfer

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Definition of the intelligent container

- Monitoring of temperature
 - Main impact factor on quality
 - Additional sensors for humidity, air flow and gas
- Multiple sensors per truck or container
 - Spatial temperature supervision
 - · Sensors at the walls or inside palettes / boxes
- Automated evaluation of temperature data
 - · Warning on impending quality losses
 - Prediction of remaining shelf life
- RFID reader at container door (Option)
 - The scanning of incoming goods
 - Automated adaptation to different kind of goods

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Project Goals 1

- Prove that the concept works under real-transport conditions
- Project time
 - 2 years
 - **2008 + 2009**
- Field tests

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Starting in autumn 2008

SFB 637 Autonomous cooperation logistic processe



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Partner companies

 Two institutes of the University Bremen (Electrical Engineering)

■ IMSAS



Cooperation with four industrial partners





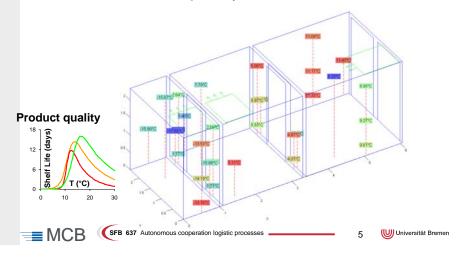




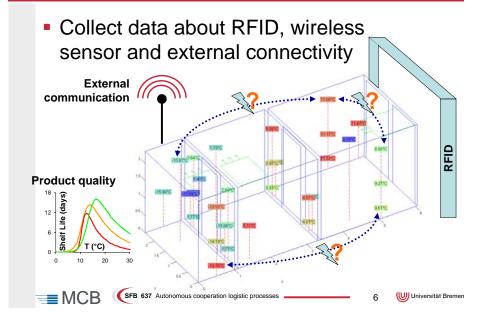


Project Goals 2

 Collect data about temperature deviations and quality



Project Goals 3



Hardware for road transports Alternate networks UMTS WLAN Sph S Truck Server T-Web-Systems Interface 802.15.4 Cargobull Telematics Gateway Unit Universität Bremen

Web-Int	terface							
	Statusanzeige	e						
🛓 UniBremen	FzgGruppe Alle	Fahrzeuge 💌	Kennzeichen		Ok			
O Trips	14.04.08 18:35 U 2518651	Position 11.04.08 10:02	Ø	Status 14.04.08 18:25	Status EBS	Temperatur 13.04.08 15:21	Kühlaggregat 14.04.08 18:23	Kühlaggregat erw.
		Entfernung (km)	4,6	😭 auf	DER	22,4	Setpoint 1 (°C)	Setpoint 2 (°C)
		Richtung	ONO	- > -	0	₽ _E 22,4	Kühlaggregat	Setpoint 3 (°C)
Tripanzeige Tripkonfiguration		Nächste Stadt	Bremen, Germany	0- aus	n‡n		Abtauzyklus	Betrieb elektrisch (h)
D-Überwachung Meldungen		Positionszeit	11.04.08 10:02	12,4	O		Status	Betrieb Diesel (h)

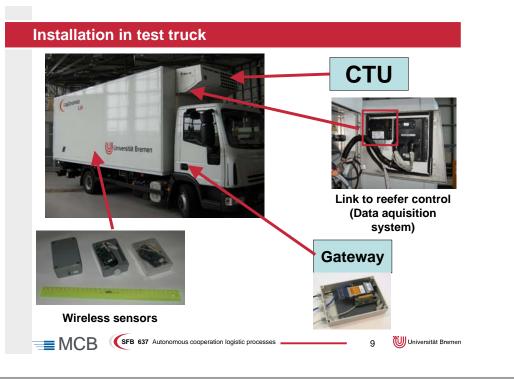
GPS position

■ MCB

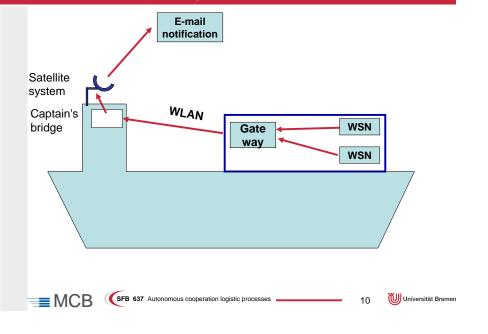
- Currently only 2 sensors
 - → Spatial supervision
 - \rightarrow Only quality warnings instead of continuous temperature data

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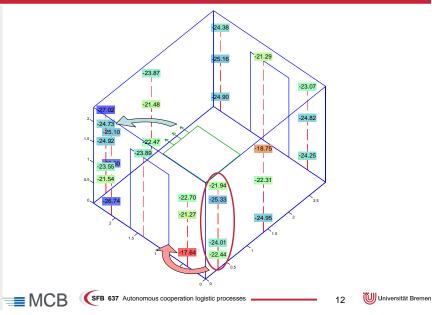
Hardware for sea transports



First results

- Update on measurements from last year
 - Delivery trucks
 - Sea Containers
- Reading range of wireless sensors
- RFID data transfer rate

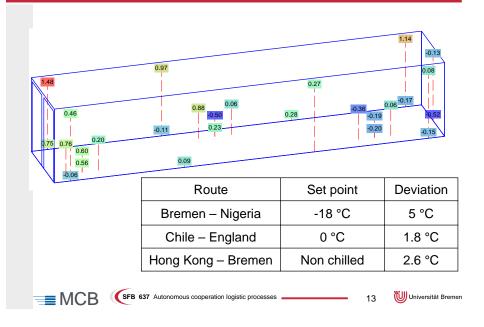
Deep freezer after 5 hours cool down



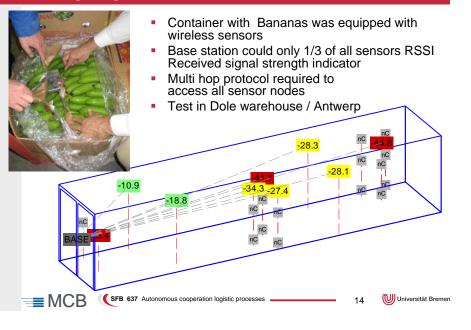


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Measurements in sea containers



Reading range of wireless sensors



The application of UHF RFID

- Just identification
 - Knowing what has been loaded and where your goods are
- Link to sensor system
 - Configuration: The sensors automatically adapt to the kind of good (temperature thresholds, type of shelf life model)
- Writing back data to the tag
 - Write a corrected expiration date to the tag at the end of transport (recalculated according to actual transport conditions)

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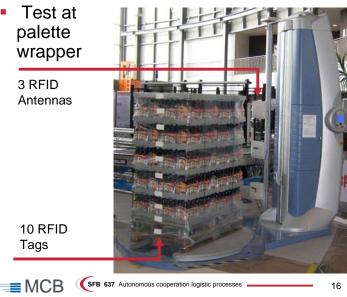
RFID temperature loggers

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Future UHF loggers and shelf life tag

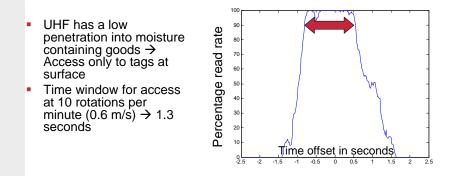
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Tests results



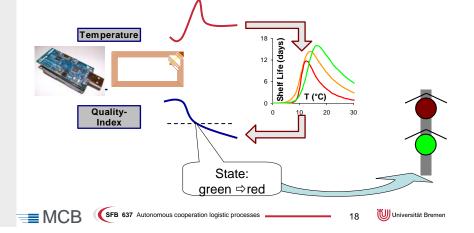
- Each tag could be identified at least 29 times per turn → uncritical
- But reading and writing data is time critical
- Reading 700 temperature values (predicted) → 0.175 seconds
- Writing 28 byte user memory (quality index + transport info) \rightarrow 0.2 seconds

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Smart active tags / shelf life calculation by wireless sensors

- Integration of a shelf life model into a sensor node
- Avoid communication bottle neck
- Planned cooperation with Ambient Systems, Netherlands



The End

Thanks for your attention www.intelligentcontainer.com

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