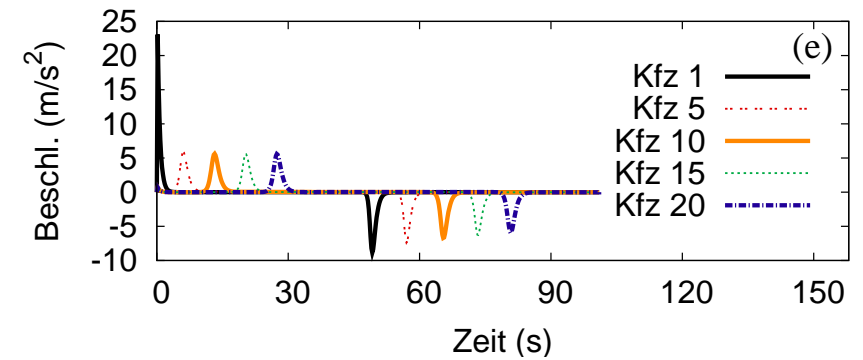
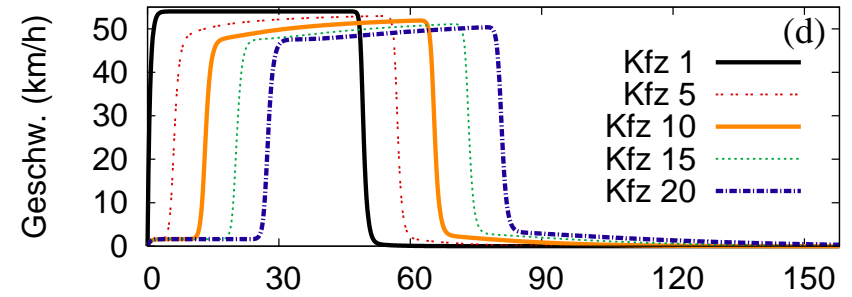
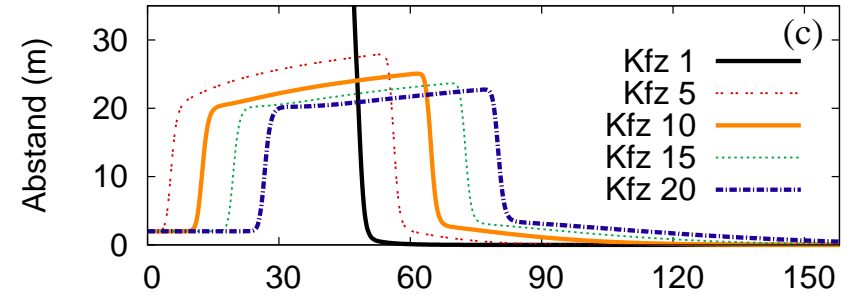
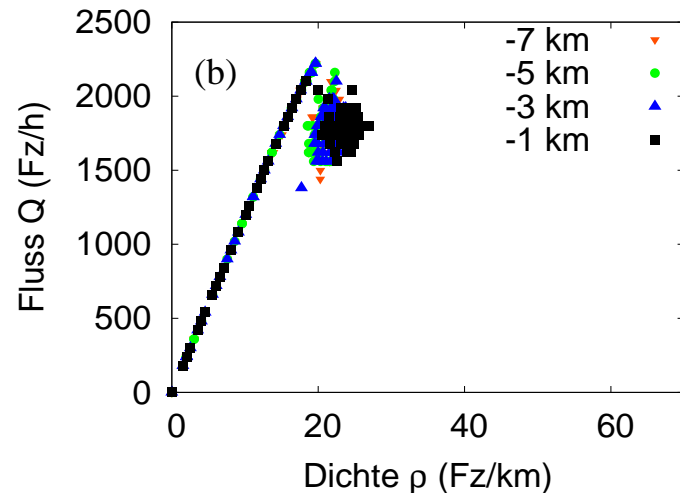
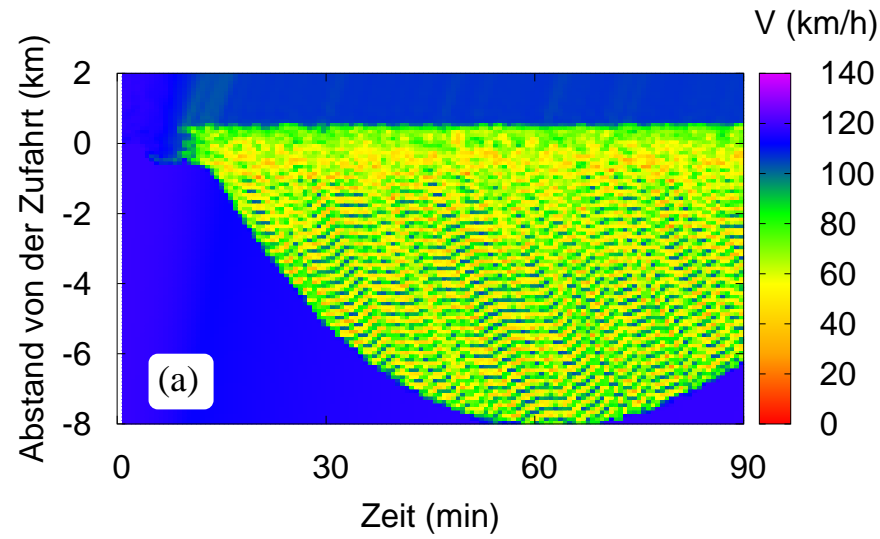
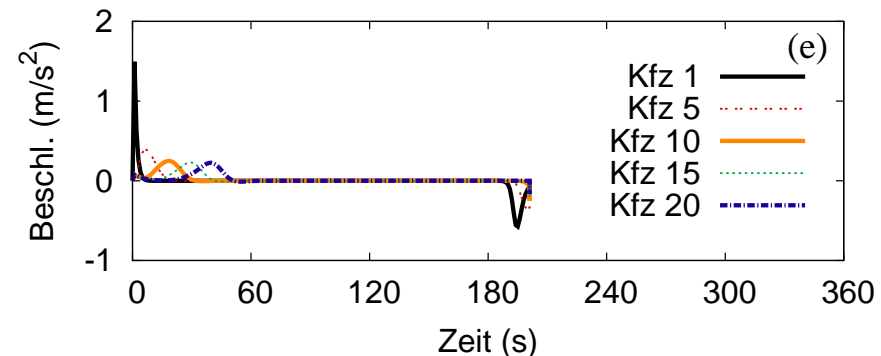
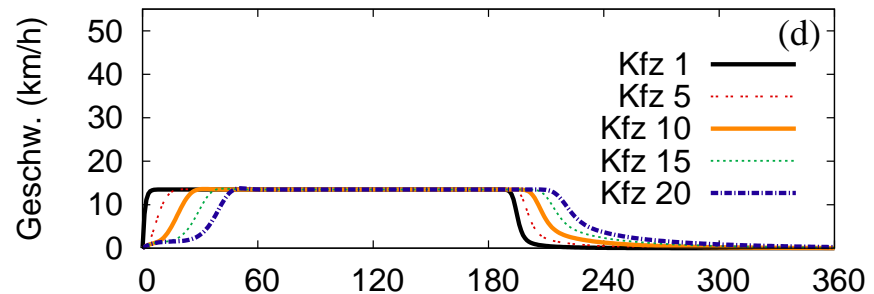
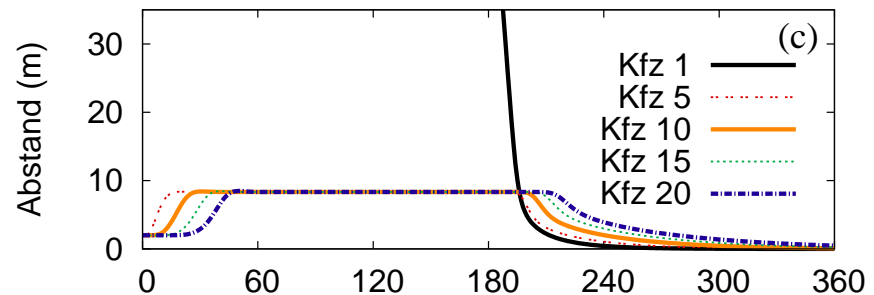
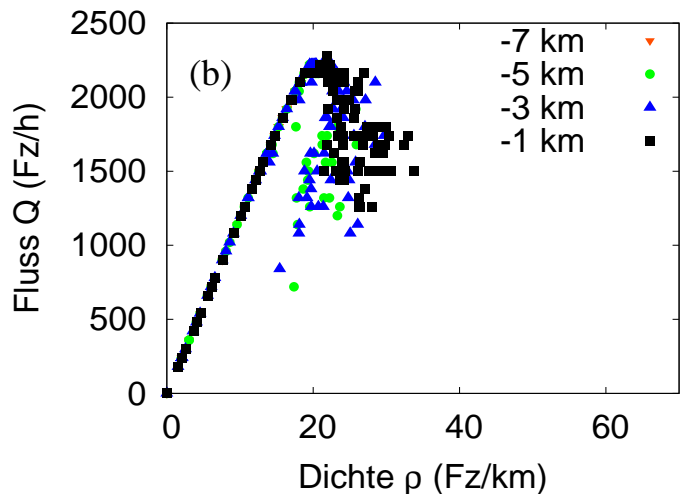
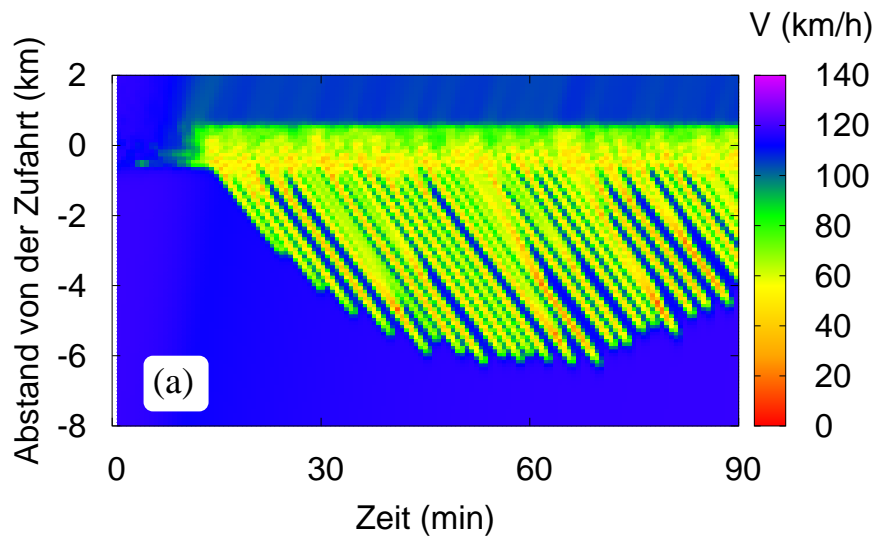


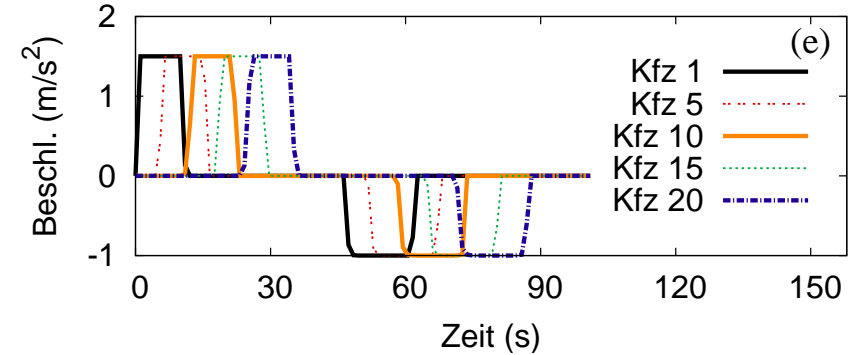
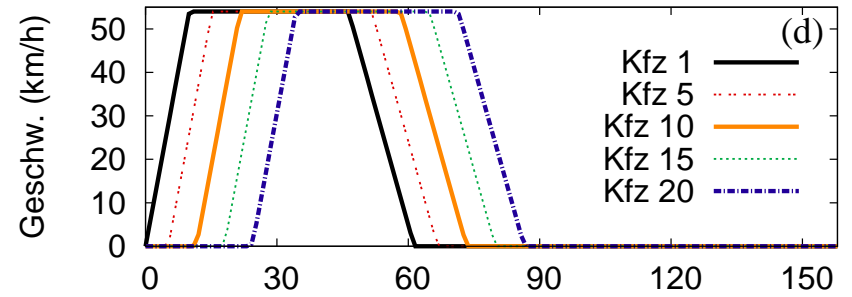
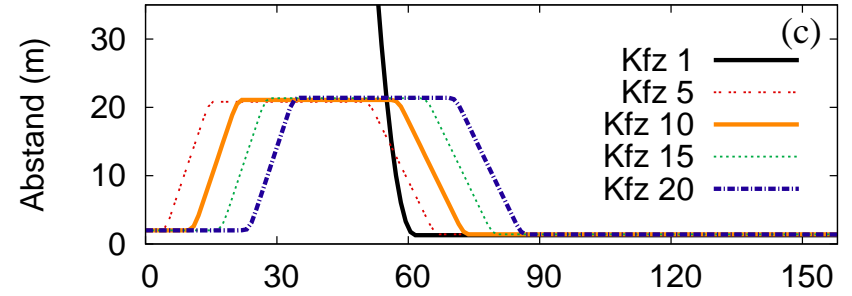
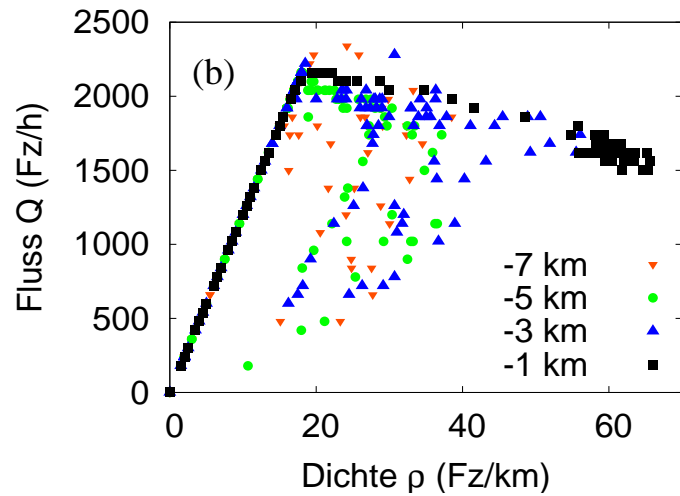
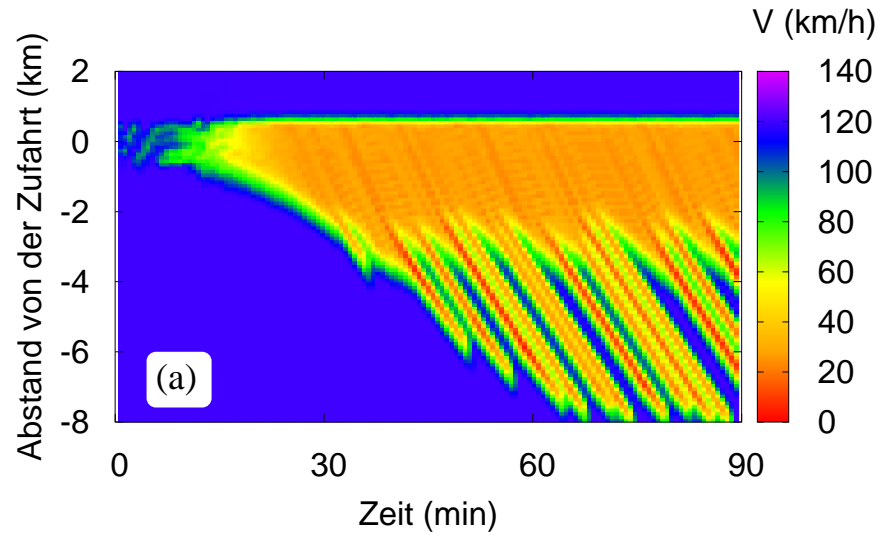
# “Steckbrief” des Optimal-Velocity-Modells



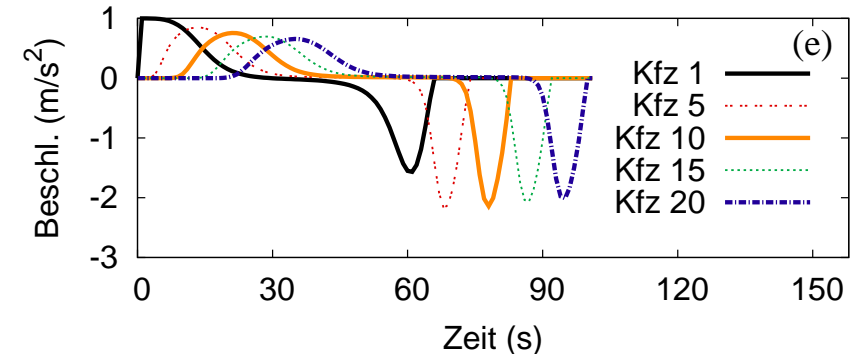
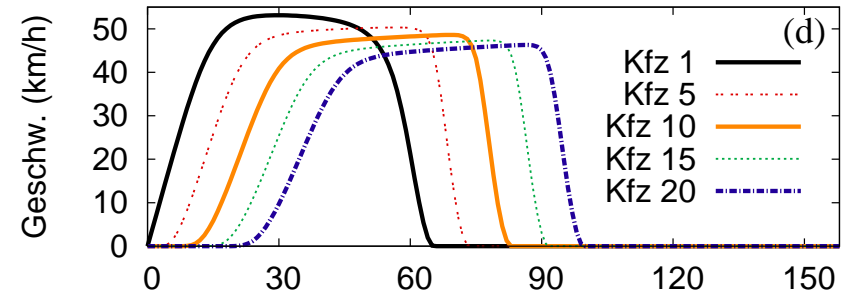
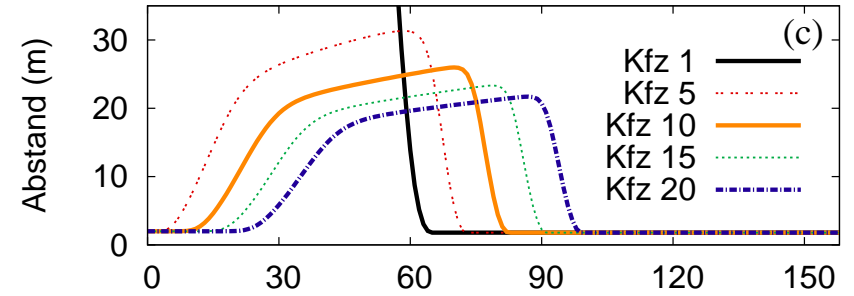
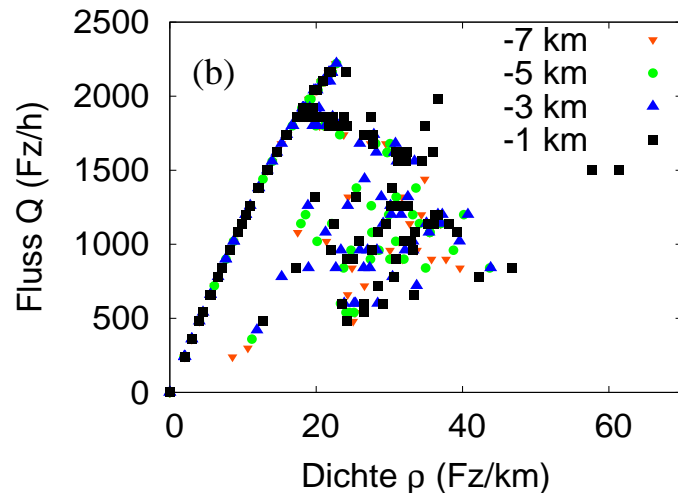
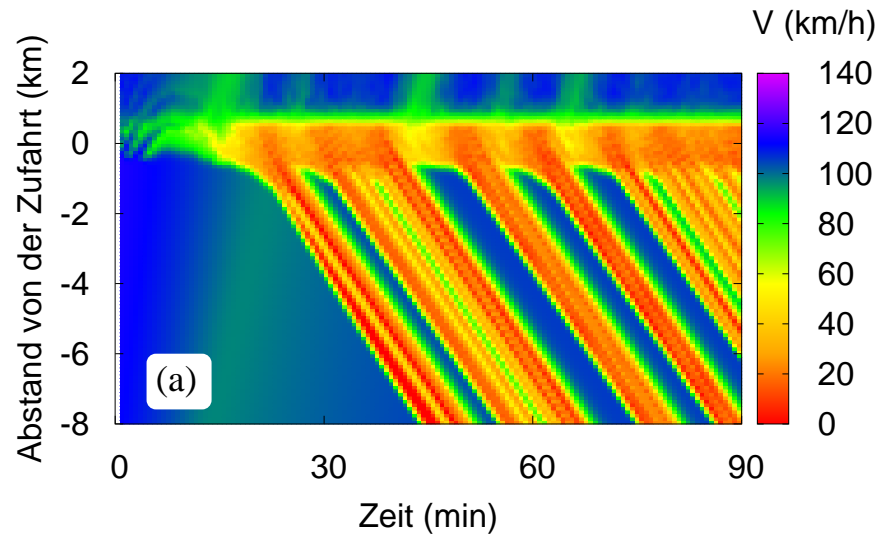
# “Steckbrief” des Full-Velocity-Difference Modells



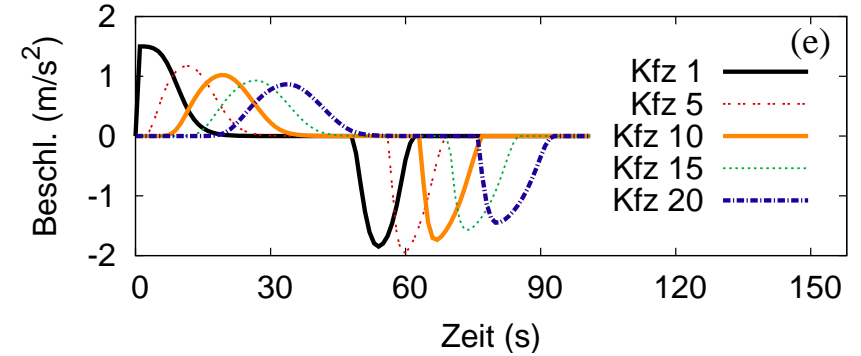
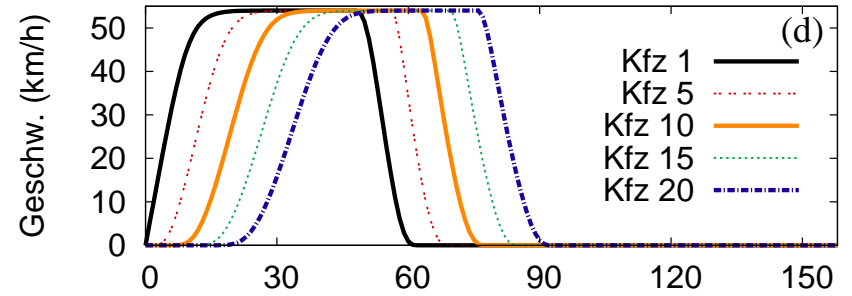
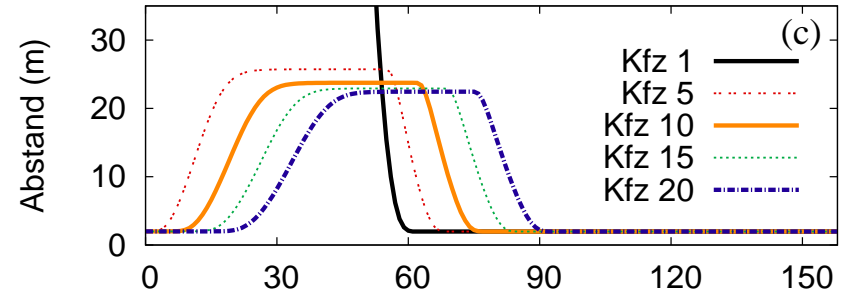
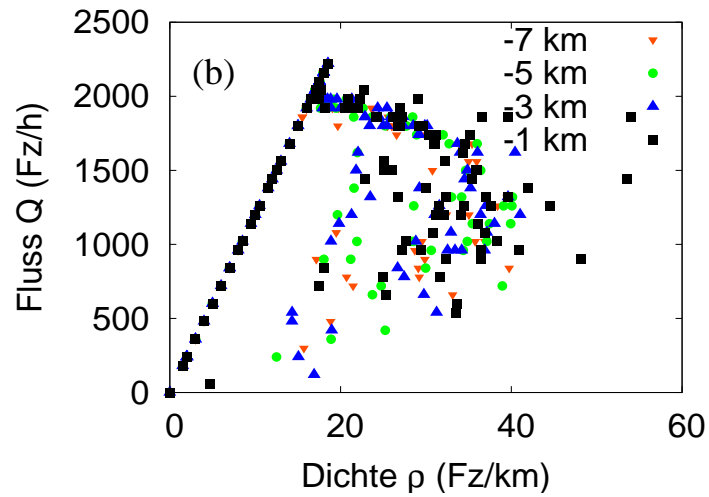
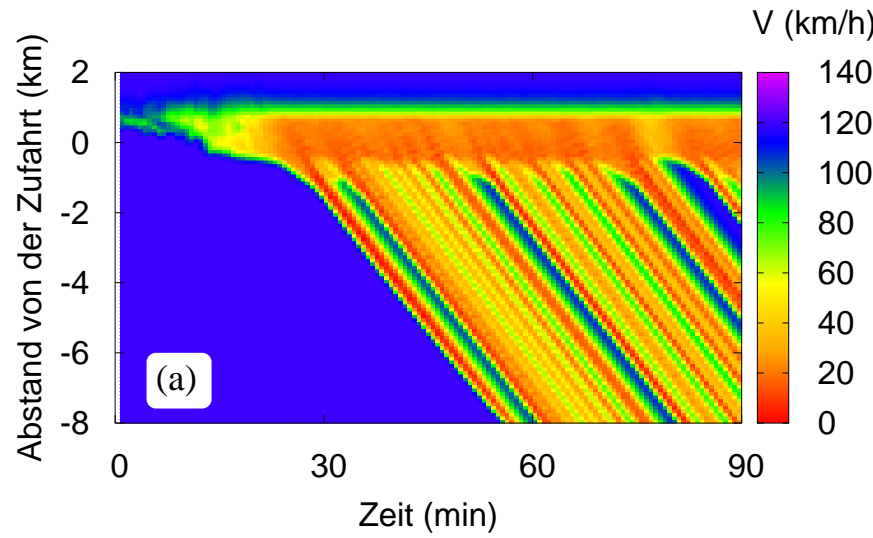
# “Steckbrief” des (vereinfachten) Gipps-Modells



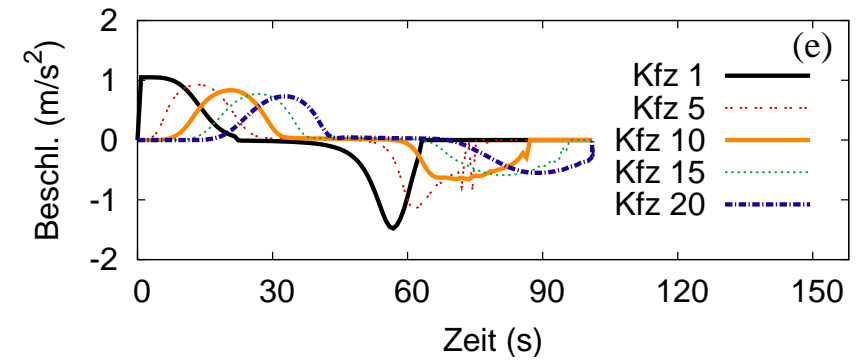
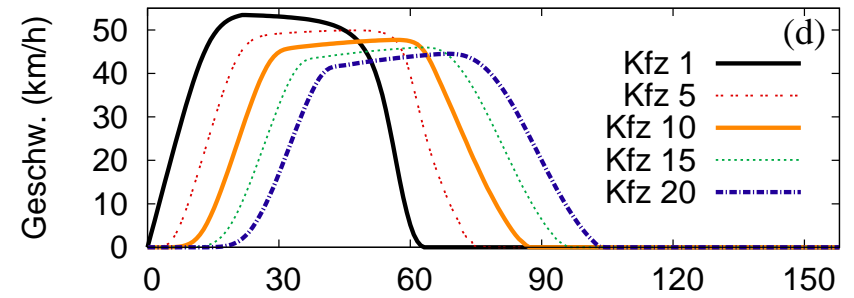
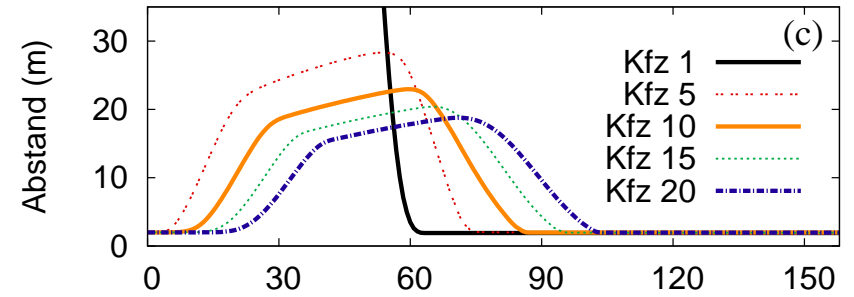
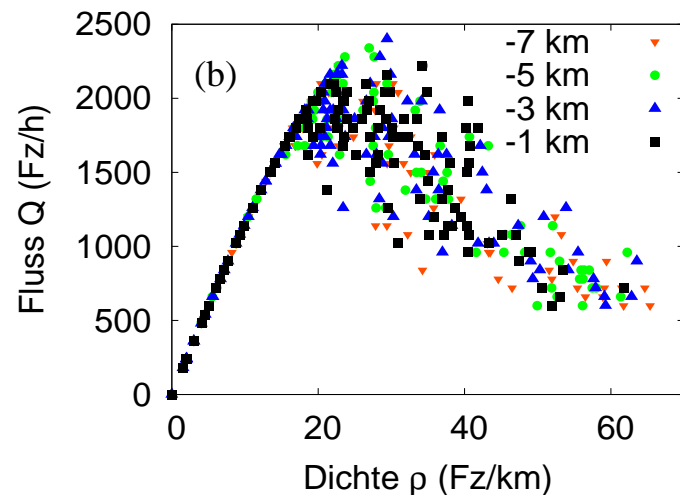
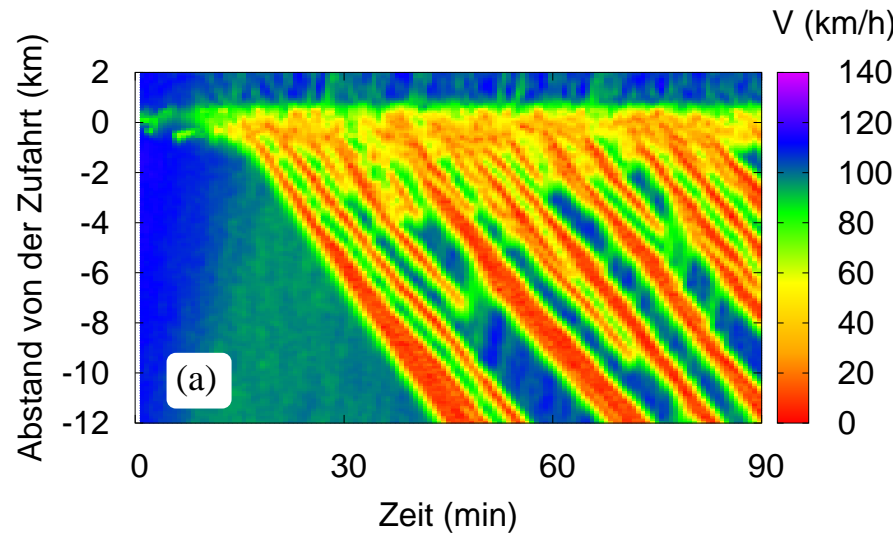
# “Steckbrief” des Intelligent-Driver-Modells



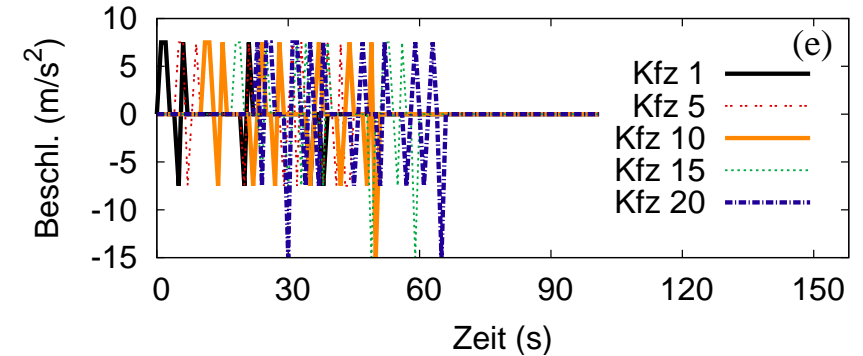
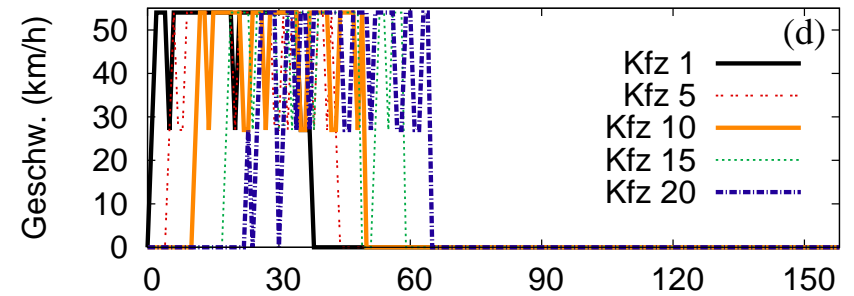
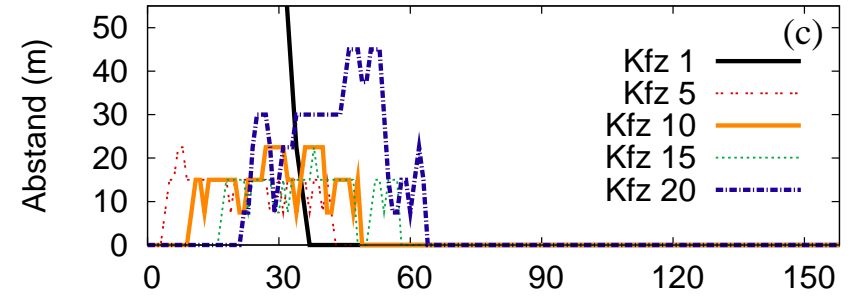
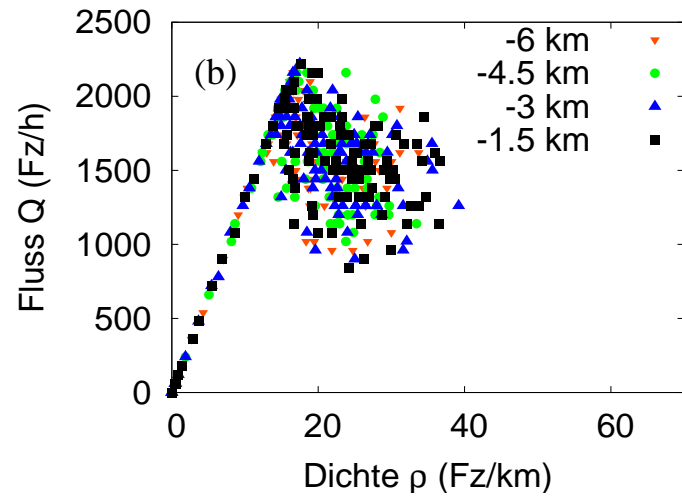
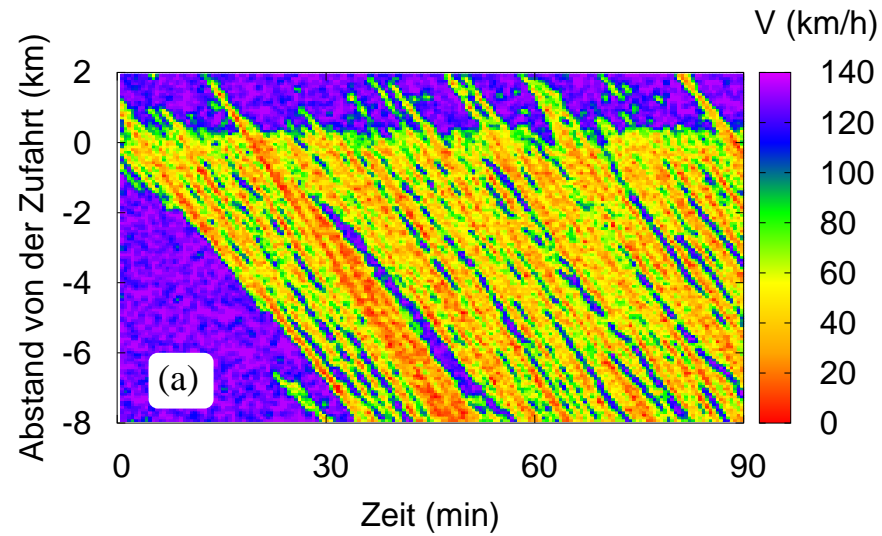
# “Steckbrief” des ACC



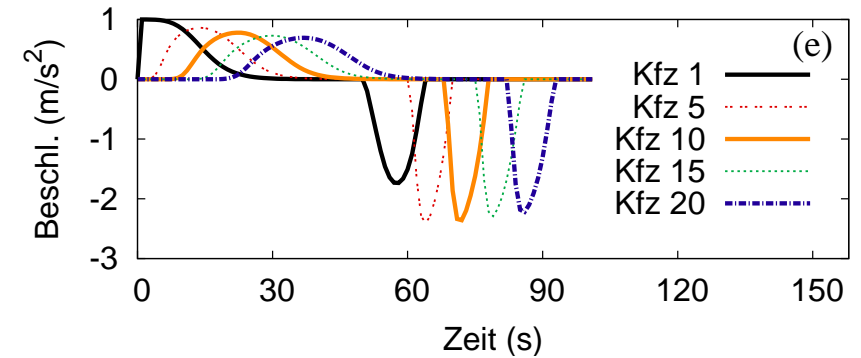
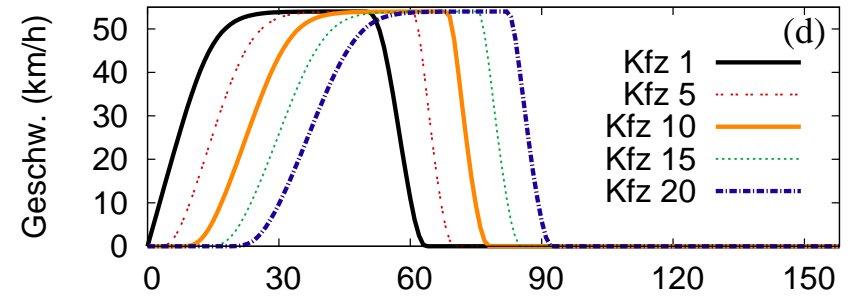
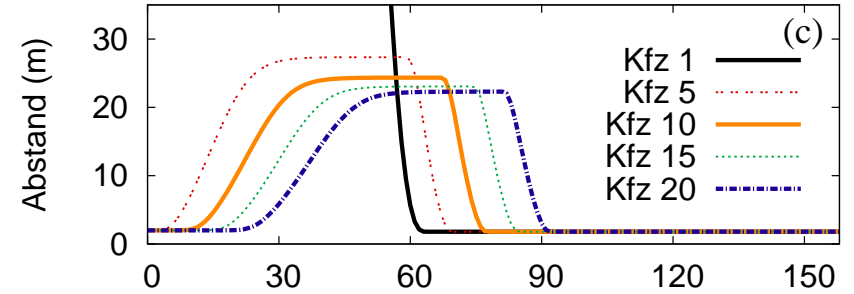
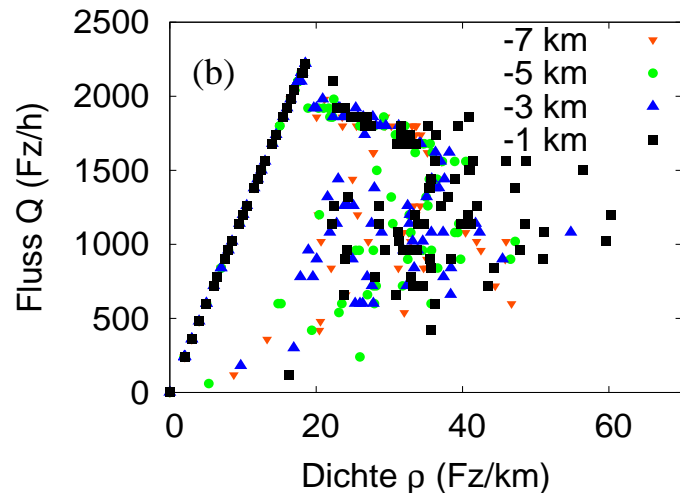
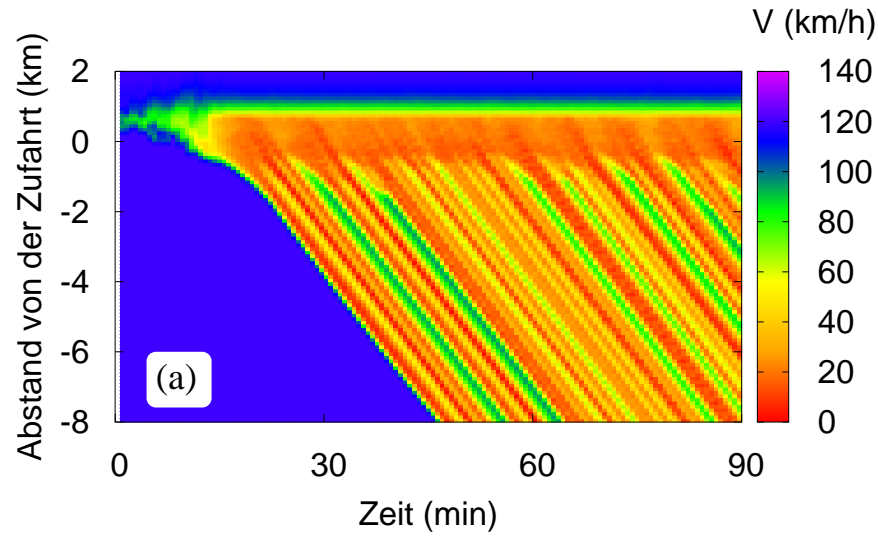
# “Steckbrief” des Human-Driver-Modells



# “Steckbrief” des Nagel-Schreckenberg-Modells



# “Steckbrief” des Barlovic-Modells (NSM mit “Slow-to-Start-Regel”)





# “Steckbrief” des KCA

