

AI-based assisted driving system uses CAN data



At CES 2026, Geely (China) has introduced the World Action Model (WAM) system. Afari (China), a subsidiary of the Geely-owned Lifan Group (China) has developed the AI-based ADAS (advanced driver assistance system) software.

(Source: Geely)

The launched “intelligent” driving system is designed to accelerate the transition to high-level autonomous driving. The Chinese automaker and its partners have achieved a deep integration of vehicle-level computing power, data, and models. This “super AI brain” is capable of unified scheduling and efficient collaboration across vehicle domains. This approach enables “intelligent” systems across the cockpit, chassis, safety, and driving domains to achieve mutual access and real-time interaction.

G-ASD (Geely Afari Smart Driving) system marks a major step forward toward high-level autonomous driving. Developed as Geely’s next-generation intelligent driving system, it combines AI (artificial intelligence) processing, large-scale real-world driving data, and high-performance sensing, and computing hardware to enhance safety and driving confidence in complex traffic scenarios.

Jerry Gan, CEO (central executive officer) of Geely Auto Group, said: “AI is reshaping the automotive industry in many ways, from powertrains and components to a systematic reconstruction of mobility ecosystems and lifestyles. Geely is committed to creating safe, sustainable, and intelligent mobility for the world.” Li Chuanhai, CTO (chief technology officer) of Geely Auto Group, added: “By 2030, cars will evolve into ‘Super Intelligence’ with emotional awareness, proactive service, and continuous evolution. G-ASD and Full-Domain AI 2.0 are not distant concepts – they are tangible innovations that integrate with cockpits and chassis to deliver highly humanlike, super intelligent, and extremely user-friendly experiences.”

The first ASD revealed by Afari was called G-Pilot. It offered five variants of smart driving. The versions differ

in hardware and the utilization rate of artificial intelligence (AI). In Las Vegas, the Chinese automaker presented the revised (G-ASD) platform. It comprises the WAM system with self-reflection and evolution capabilities. The WAM allows the car to get information from various sources: in-vehicle CAN networks, web data, domain data, autonomous driving data, and cockpit interaction data. The system’s hardware analyses this information, due to the implemented large language model. The car can perform actions in powertrain control, chassis control, body electronic control, and cockpit control. The cloud-based model boasts over 100 billion parameters.

The G-ASD system utilizes the same hardware as its predecessor (G-Pilot). For example, the G-ASD H7 system utilizes 31 sensors and the Nvidia Drive Thor chip, which provides a computing power of 700 Tops (tera operations per second). And the G-ASD H9 system adopts two Thor SoCs (system on chip) for 1400 Tops. Geely aims to launch Level-3 high-speed and Level-4 low-speed functions for autonomous driving this year, enabling robotaxi operations.

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