

Mobileye REM Aggregates Observations Without Solicitation

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What Mobileye REM Provides

Mobileye REM is a fleet-perception architecture: vehicles equipped with Mobileye's vision systems contribute observations of road geometry, lane markings, signage, and traffic patterns to a shared cloud-based map. The map is consumed by other Mobileye-equipped vehicles as crowd-sourced HD-grade road information. The deployment scale is significant — Mobileye reports millions of equipped vehicles contributing.

REM's value comes from the cumulative observation effect. No single vehicle observes a road thoroughly; the cumulative observation across millions of vehicles produces detail that no single observation pass can match. The architecture is operationally mature for the aggregation pattern it serves.

Why Aggregation Alone Has Limits

REM aggregates what fleets happen to observe. The aggregation pattern is bottom-up: vehicles drive their normal routes, observe what they observe, contribute. The architecture has no mechanism for top-down solicitation — for the cloud aggregation to request that contributing vehicles observe specific things in specific places.

The limitation matters operationally. When aggregated forecast uncertainty grows in a specific region (a road segment with unusual traffic patterns, a construction zone with rapidly-changing geometry, a weather-affected segment with shifting conditions), REM has no architectural mechanism to request that nearby contributing vehicles increase observation density there. The fleet's collective observation capability is under-utilized for forecast refinement.

How Solicitation Composes With REM-Style Aggregation

The architectural primitive treats REM-style aggregation as one half of fleet-scale active perception and solicitation as the other half. REM continues to aggregate what vehicles observe in normal operation. The solicitation primitive adds: when forecast uncertainty exceeds threshold, the cloud-aggregation authority issues credentialed solicitation observations to vehicles in the high-uncertainty region.

Vehicles consume the solicitation through their own admissibility framework. A vehicle whose admission policy allows responding may divert toward the high-uncertainty area, may increase observation rate while passing through, or may simply continue normal operation. Each response is itself a credentialed observation. The composition extends REM's aggregation with active-perception solicitation.

What This Enables for Mobileye's Fleet Position

Mobileye's commercial position benefits from extending REM with active-perception solicitation. The fleet that contributes today through happenstance observation can contribute through solicited observation when forecast uncertainty demands. The map quality in high-uncertainty regions improves faster than passive aggregation alone produces.

Cross-fleet contribution becomes structurally tractable. Multiple fleet operators (Mobileye-equipped, non-Mobileye-equipped, emerging robotaxi fleets) can contribute under credentialed cross-recognition, with solicitation reaching contributors across fleet boundaries. The patent positions the primitive at the layer where fleet-perception aggregation evolves into fleet-scale active perception.