



WP.29-174-08-Rev.1

1998 Draft programme of work WP.29/2018/34

OICA comments

Submitted by OICA

WP.29 - 174th session - March 2018

Agenda item 17

EDR & DSSAD : 2 different functions

	EDR (M1/N1)	DSSAD (All vehicles with ADS)
Purpose	Supporting crash analysis and reconstruction	Support legal information needs on vehicle control (Driver/System)
How	Record data when triggered (momentaneous)	Store data over a longer period
What data	Data relevant to crash analysis <ul style="list-style-type: none"> - Vehicle speed - Vehicle speed reduction - Engine throttle - Service brake - Ignition - Airbag deployment - ... 	Data relevant to vehicle control: <ul style="list-style-type: none"> - AD system ON/OFF - Transition Demand - Take Over - Minimum Risk Manoeuvre - Respective data timestamps
Reference	FMVSS 49 CFR Part 563	To be discussed (OICA proposal available)
Application		
“conventional vehicle”	Applicable	No need
“vehicle with Automated Driving function” (LEV3, 4 & 5)	Applicable	Applicable

Driver Availability Recognition

GRRF GRRF-86-36 (GRRF Recommendation to IG ACSF)	WP.29 ITS/AD ECE/TRANS/WP.29/2018/2 (AD level definitions)	1998 Agreement Draft programme of work (PoW) ECE/TRANS/WP.29/2018/34
ACSF B2 Level 3: - Driver monitoring - Driver availability recognition	Level 2: driver engagement detection function Level 3: Driver availability recognition	Driver availability recognition
	Level 2: Evaluate the driver's involvement in the monitoring task and ability to intervene immediately (could be realized, for example, as hands-on detection or monitoring cameras to detect the driver's head position and eyelid movement etc.) Level 3: Ensure the driver is in the position to take over when requested by the system. Potential technical solutions range from detecting the driver's manual operations to monitoring cameras to detect the driver's head position and eyelid movement.	Should be compatible with highly automated vehicle requirements

Can we assume that the 1998 agreement POW refers to level 3 Driver availability recognition of ITS/AD and IG ACSF?

Other comments

Item	OICA position
<p>Framework Regulation on automated/autonomous vehicles</p>	<p>Support for Level 3-5 systems (e.g. covering longitudinal and lateral control). However, GTR development process should not slow down the process for UN Regulation.</p>
<p>Cyber Security</p>	<p>Support. It is an important issue because need of harmonisation also outside of 1958 Agreement</p>
<p>Advanced Emergency Braking Systems (AEBS)</p>	<p>Support. It is an important issue because need of harmonisation also outside of 1958 Agreement</p>
<p>Lane Keeping Assist Systems (LKAS):</p>	<p>Support. It is an important issue because need of harmonisation also outside of 1958 Agreement</p>
<p>Longitudinal Control (ACC, preventive braking)</p>	<p>Not supported. The examples given refers to systems which are per definition Level 1 (e.g. ACC). A new regulation to cover level 1 longitudinal control systems is not necessary.</p> <p>If the draft 1998 agreement POW refers to level 3 longitudinal control, the issue should be handled under the framework regulation for automated driving Level 3-5 (see above).</p>