

Report of the TF on ADAS to the 13th GRVA Session

Status after the 12th GRVA session

- Two online meetings (March, April) + one planned for 1 June
- Five online meetings of the Drafting Group
- Two proposals for UN R 79 are kept on hold
- Link to the TF documents: <https://wiki.unece.org/display/trans/ADAS>

Outcome on the pending proposals for UN R 79

Document	System	Objective of the proposal	Status
GRVA/2021/09	ACSF C	Introduce a tolerance of 10% to the critical distance.	Pending a revised proposal.
GRVA/2021/10	ACSF C	Extend allowed time to start a LCM to 7 s (or more).	Pending a revised proposal.

Progress with drafting the DCAS UN Regulation

- The Drafting Group (DG) was set up at the 11th ADAS TF session
 - The DG members: RUS, EC/JRC, AVERE, OICA, CLEPA, AAPC, NL(?)^{*}
 - * NL indicated interest but did not join the DG meetings
- The DG:
 - Developed and agreed DCAS key principles, which were further agreed by the ADAS TF at the 12th session
 - Developed the method of reviewing the Master Document (The latest version ADAS-13-02 was prepared by the TF Secretary and circulated within the DG)
 - Started such consideration and revision of the Master Document

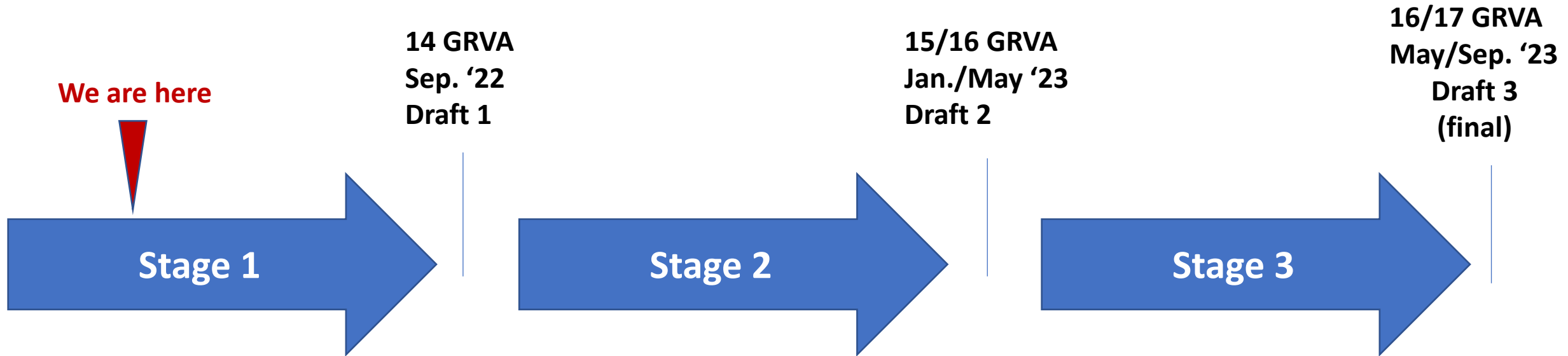
Agreed DCAS Key Principles

1. **“Driver” refers to a human being driving a vehicle.**
 - 1.1. A DCAS does not replace the driver (ADS); a DCAS assists the driver (ADAS).
 - 1.2. A DCAS does not change the driver’s responsibilities for control of the vehicle.
2. **A DCAS is a driver-operated vehicle system.**
 - 2.1. A DCAS must prevent reasonably foreseeable risks of driver misuse or abuse.
 - 2.2. A DCAS must have means to evaluate continuous driver involvement in and supervision of the vehicle operation.
 - 2.3. A DCAS do not aim to permit driver activities other than driving in addition to those permitted for manual driving.
 - 2.4. A DCAS must provide sufficient information to enable the driver to supervise its motion-control assistance.
3. **A DCAS assists the driver via sustained lateral and longitudinal motion-control support.**
 - 3.1. The DCAS support must not adversely impact road safety.
 - 3.2. The DCAS support must not adversely impact driver control over the vehicle behavior.
4. **The availability of a DCAS to the driver is constrained by defined system boundaries.**
 - 4.1. The manufacturer must describe the system boundaries.

DCAS Master Document Review Process (Stage 1)

- Take each headline/sub-headline in the Master Document
- In each headline/sub-headline, review each requirement, validate side comments and discussion points
 - Does each requirement comply with key principles?
 - Does each requirement match with all type of DCAS?
 - Is it redundant with another one?
 - Does it need to be moved in another place?
 - Is side comment/discussion point relevant for this headline/sub-headline?
 - Should additional paragraph(s) be introduced to address such side comment/discussion point?
- Review key principles
 - Is each key principle well covered by the requirements?

DCAS Master Document Review Process Stages & Timing



Stage 1

- **overview and restructuring**
- identify issues (redundancies, contradiction with principles, interpretation...) to be solved on the Stage 2

Stage 2

- **detailed review**
- Agree on content of the requirements

Stage 3

- **fine tuning**
- finalize wording and definitions

Next Steps

- 13th ADAS TF session → 1 June 2022
 - The DG progress report
 - The interim results of review of the Master Document (the updated Section 6 and the header/sub-header restructuring)
 - The approach for validation of ADS in the new EU ADS Regulation, its relevance to NATM and possible and recommended implementation in the Master Document for the assessment of DCAS
- 14th ADAS TF session → Mid-July 2022 (TBC)
- 15th ADAS TF session → End of August or beginning of September 2022 (TBC)
- The DG meetings:
 - 2nd half of June 2022 (TBC)
 - Mid-July 2022 (TBC)
 - End of August or beginning of September 2022 (TBC)

Thank you for your attention!

Back-up

Background

- GRVA adopted at its 9th session in February 2021 the terms of reference for the Task Force on Advanced Driver Assistance Systems (ADAS).
- The Task Force (TF) focuses on Advanced Driver Assistance Systems (ADAS), and shall address the simplification of UN Regulation No. 79 and if needed, develop a new ADAS UN Regulation with a focus on ADAS systems up to of level 2 (as defined in ECE/TRANS/WP.29/1140).
- The TF on ADAS agreed to start developing a new UN Regulation

Two Parallel Workstreams of the TF

Working on the pending proposals for UN R 79

Development of the provisions for the new ADAS use cases

