**DRAFT AGENDA**

**TF-Data Elements-08**

**Conference Call Meeting**

(Secretary’s Notes)

November 5, 2020

**Time:** Start: CET 13:00, EST 7:00, WET 12:00, JST 21:00

End: CET 15:00, EST 9:00, WET 14:00, JST 23:00

**Venue:** GoToMeeting Conference Call ONLY

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**Chairpersons**: Netherlands: Mr. Tim Guiting (Meeting chaired by Ms. Jane Doherty)

**Secretariat**: OICA: Mr. Scott Schmidt

1. **General:**
   1. **Welcome and Introduction**
   2. **Anti-trust rules**

Secretary provided antitrust guidance to the industry delegates.

* 1. **Approval of Minutes**

Document: TF-Data Elements-07-01 Agenda Secretarys Notes

Secretary’s notes were approved as presented.

* 1. **Approval of the agenda**

Document: TF-Data Elements-08-01 Agenda

Agenda was approved as presented.

1. **Review of additional Data Elements to identify elements and lead-time requirements appropriate for inclusion in UNECE Performance Elements Appropriate for Adoption in 1958 and 1998 Agreements document Step 1 and Step 2.**

Documents: TF-Data Elements-08-02 Data Elements Working Document

OICA reported out on its action items regarding brake request magnitude data element and AEB and emergency steering data element lead-time and driver override format recommendations.

***Brake Request Magnitude Data Elements –*** OICA detailed issues with each of the brake request magnitude data elements noting that there is no consistency with respect to actual braking deceleration for pedal % or brake line pressure between vehicles. TF members considering using vehicle acceleration as a surrogate for brake request magnitude data elements since pre-crash acceleration levels are by their nature directly comparable between vehicles. OICA took an action to consider this further providing more information and guidance including lead-time time requirements.

***AEB Status Data Element*** – OICA explained that driver override information signals for AEB system data element was not currently available for most vehicles. The TF decided to remove “driver override” from the resolution section of the data format. China wanted to keep “OEM defined”. Other contracting Parties indicated that it was not needed for their jurisdictions since OEMs are already free to provide additional operating mode information. However, it was noted that it since it did not add any additional requirements China could add that language to their national requirements without diminishing harmonization.

***Emergency Steering Function Status Data Element*** – OICA explained that the same issues exist regarding the need for lead-time and removal of “driver override from the resolution section of the data format. Given that it is not immediately feasible China and US want to consider this for step 2. EC believes it is feasible for step 1 but will require lead-time provisions. No consensus achieved.

***Intelligent Speed Assistance (ISA) Status*** - TF decided to move this to step #2.

***Intelligent Speed Assistance (ISA) Road Speed Limit -*** TF decided to move this to step #2.

***Traffic Sign Recognition -*** TF decided to move this to step #2.

***Cruise Control System –*** TF decided to adopt this as mandatory in Step #1. “or Driver Override” was deleted from the resolution section of the data format.

***Adaptive Cruise Control Status (driving automation system level 1) –*** TF decided to adopt this as mandatory in Step #1 “on but Not Controlling” was added to the resolution section of the data format.

***Blind Spot Monitoring Status -*** TF decided to move this to step #2.

***Lane Departure Warning Status –*** No consensus on whether to do this as step #1 or #2. TF decided to remove “Intervention left/right” since it is a warning system that cannot intervene. Come back to this element later once CPS have more time to consider.

***Lane Keep Assist Status/Emergency Lane Keeping Status/Lane Centering Assist Data Elements*** – TF considering recategorizing these to align with R79. However, given issues with referencing 58 Reg categories in 98 agreement documents, TF will develop “generic” definitions for these technologies (CSF, ESF, ACSF and L2 that are compatible with those in R79. OICA tasked to provide copy of UN 79 definitions for systems to secretary for circulation to TF. EC to further flesh out its proposal for these data elements for next meeting.

***Forward Collision Warning Status –*** If this signal recorded in AEBS status then this data elements is redundant and can be deleted. Need to confirm if it can be deleted.

***Emergency Stop Signal Status –*** OICA indicated that the rules for triggering are not well defined or consistent/comparable among manufacturers and would be redundant if pre-crash acceleration recorded.

EC thinks this element may be helpful to understand safety performance of different manufacturer thresholds and prefers to make it mandatory at this time. However, it will consider OICA’s position regarding precrash acceleration.

OICA will send a copy of R13H to secretary for distribution to TF to highlight triggering conditions and system definition.

CN needs more information before taking a position.

***Multi collision brake -*** TF decided to move this to step #2.

The results of the above discussions are also captured on the revised master working document:

TF-Data Elements-08-02-Data Elements Working Document rev1

China asked to have time set aside for them to make presentations regarding their previous proposal on Acceleration multi-event numbers. Chairs will discuss when the best time will be for China to present their proposals.

1. **List of conclusions, action items, and schedule of future TF-Overwrite meetings**

TF scheduled future calls for:

November 19, 2020, 7-9am (US eastern time)

November 25, 2020, 7-9am (US eastern time)

December 3, 2020, 7-9am (US eastern time)

Action items:

* Chairs requested contracting parties to provide highlighted positions (as mark-ups to the latest master working document) to the secretary for compilation no later than 4 days before the November 19th meeting (Noon (US eastern time), Monday, November 16, 2020.
* OICA was tasked to further consider its recommendations and lead time requirements regarding the Brake Request Magnitude Data Elements.
* OICA was tasked to provide copy of UN 79 definitions for systems to secretary for circulation to TF.
* EC was tasked to further flesh out its proposal for lane keeping data elements for next meeting.
* OICA was tasked to send a copy of R13H to secretary for distribution to TF to highlight triggering conditions and system definition.

1. **Adjourn**