**DRAFT AGENDA**

**TF-Data Elements-09**

**Conference Call Meeting**

(Secretary Notes in Red)

November 19, 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

**Contact:** Mr. Scott Schmidt (Cell: +1 202 841 2139)

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**Chairpersons**: Netherlands: Mr. Tim Guiting

**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-08-01 Agenda Secretarys Notes

Secretary’s notes were approved as presented.

* 1. **Approval of the agenda**

Document: TF-Data Elements-09-01 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-09-02 Data Elements Working Document

TF-Data Elements-09-03 (OICA) DEFINITIONS of STEERING ADAS and ESS

TF-Data Elements-09-04 (EC) Proposal on lateral driving assistance function data elements

Secretary noted that he received information about CP priorities from Japan and that information was highlighted on the TF-Data Elements-09-02 working document.

OICA highlighted that it believes that the list of data elements was missing two Part 563 elements Safety Belt Status and Occupant size classification. Secretary noted the omission of the Driver Safety Belt Status and will add it into the Master document as an agreed upon data element. With respect to the Occupant size Classification element it was noted that the WG had decided to delete it and this it was not an inadvertent omission.

WG initiated discussion on the key topics of brake request magnitude and lane keeping data elements that were carried over from the previous meeting.

***Brake Request Magnitude -*** With respect to brake request magnitude, OICA proposed that pre-crash longitudinal acceleration (data format of -5s to 0 and 2 Hz in step 1 and consideration of possible higher sampling frequencies in step 2) replace brake pedal position, and pressure data elements. WG agreed to this proposal.

***Brake Request Source*** was also considered to be redundant and thus deleted from the list.

***Lane Keeping Data elements -*** EC presented its proposed options (see TF-Data Elements-09-04 (EC) Proposal on lateral driving assistance function data elements).

OICA proposed a simplification that would just note when a steering assistance function was intervening.

US indicated that it was not sure the added granularity of trying to specify each of the possible individual lane keeping assist technologies was needed. They thought they could support the simpler approach proposed by OICA.

It was suggested that the proposal under consideration was to adopt the simple “Lane Keeping Assistant Intervention” as a step 1 data element and consider more granular categorizations in step 2.

China indicated that it supported moving this element to step 2 since its industry did not have such systems that could write to the EDR. If it is included in step #1 they want it to be an “if recorded” requirement and not “mandatory”. That asked that this position be noted in the record/master working document.

EC asked for more time to consider the proposed two-step approach. This topic will be revised at the next meeting.

***Partial Driving Operating Status (driving automation system level 2) –*** Noted that this element contains lateral steering control functions and is thus related to the discussion of the Lane Keeping Data elements above. Consider this further as part of those discussions.

***Pedestrian Protection Device Deployment Status*** – WG agreed with EC recommendation to just capture time to deploy and fault status. Thus, it was agreed that this data element could be deleted.

***Pedestrian Protection Device*** (time to deploy and warning indicator status) - These data elements were renamed to ***VRU Secondary Safety System …*** WG agreed to adopt these data elements as mandatory. The warning indictor status was modified to make it more general in terms of the manner to warn the driver (not just warning light). In addition, it was agreed to add a footnote to the table indicating that multiple safety system status indications can be combined into the air bag warning indicator.

***Clipping Flag –*** It was noted that sensor clipping was typically easy to detect by looking at the data and thus recording a separate flag was not necessary. China was the only CP supporting inclusion of this DE. WG decision was to move this to step 2. China requested that their position supporting Step 1 be noted in the record.

***ECU (Hardware, Software, Serial #s)*** – OICA indicated that this information is generally available when downloading the data and thus is not needed to be recorded as a data element. China noted that the software could be changed through OTA. WG decided that it wanted to consider this further and will take this up at the next meeting.

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

Actions:

* Secretary to add Driver Safety Belt Status data element to the master working document.

Next TF Meetings:

* Wednesday, November 25, 2020 – 7-9 am US eastern time
* Thursday, December 3, 2020 – 7-9am US eastern time

Chairs to provide more info on data element completion schedule.

1. **Adjourn**