



Addition Paper ADVANCED DRIVER ASSISTANCE SYSTEMS

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A WORLD IN MOTION

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2.3. We support AAPC -Driver means human, but this seems no longer relevant after the description from the Chairman driver vs. human (into level 2) the human driver.

5.1.1.4. We support OICA-CLEPA

5.1.54 We do agree with OICA-CLEPA

5.2.1.1 Contrary to OICA-CLEPA we would keep this passage.

5.2.1.2.1 The Instruction manuals do not describe which systems are and are not available in the vehicle- which conflicts, we recommend a more detailed description for each model even though it entails more work.

5.2.1.2 Requirements for driver education and information should be kept in this regulation, details are discussable, 5.2.1.2.2a and 5.2.1.2.2.b are important.



- 5.3 If the hazard analysis part will be deleted here, it has to be included in an Annex (E.G like proposed as 3.5 in Annex 4(, though we recommend an analyze.
- 5.3.2. We agree with OICA-CLEPA's comment, that the driver does not need to take back the control, because it was never out.
- 5.3.2.3 Comment from NL well described and lights the issue.
- 5.3.3.3 CO-Chair. Deleted same as Assistance to a driver in executing the DDT-?? Page 9, what does this exactly means? Will there be no self-diagnostic on sensor malfunctions etc. (has this been moved to other part? Related to page 23 (new 5.4.3) should be taken into account.
- 5.5.1 We would prefer that the driver will be able to decide the status of the systems after a new ignition cycle, but support OICA-CLEPA.
- 5.5.2.2. We prefer, that (ADAS) informs the driver about a system initiated driving maneuver.
- 5.5.3.4 We prefer to original text.



Annex 3

4.1.2 Why the limitation, not to test multiple simultaneous failures?

Annex 4

3.6.4 For any event data recording (EDR) provisions the UNECE GRVA Informal Working Group on Event Data Recorder / Data Storage System for Automated Driving (IWG EDR/DSSAD) should be consulted



**To meet the demands of the future,
we should ensure the
shortcomings and limitations of
existing systems from a safety
perspective.....**



Thank you for your attention