



# IWG Field of Vision Assistant

## GRSG-IWG-FVA-01

09-11-2021

9:00 ~ 16:00

Nunspeet NL / MS Teams

# Draft Agenda

- > 9:00 ~ 9:30 Start of the meeting in Nunspeet, House-keeping rules...
- > 9:30 Opening of Web-meeting, welcome, roll call of attendees
- > 9:30 ~ 11:00 Review Terms of Reference
- > Proposal to work with a concept of Expert Groups for some specific discussions, e.g. HMI; administrative procedure... (others to be defined)
- > 11:00 ~ 12:00 Test drive part 1
- > 12:00 ~ 13:00 Lunch
- > 13:00 ~ 14:00 Test drive part 2
- > 14:00 ~ 16:00 Wrap up; summary of findings out of test drives. Definition of steps until next meeting and date of next meeting

1.

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# Current state of play

- › - ECE/TRANS/WP.29/2021/100e:  
to be adopted during the upcoming WP.29. This covers phase 1 and will be implemented as 02 series of amendments to R125.
- ECE/TRANS/WP.29/GRSG/2021/31e:  
was adopted during the last GRSG in October 2021 and will be submitted to the March 2022 session of WP.29 as supplement 1 to the 02 series of amendments of R125.
- › => IWG to develop stage 2.

# NL position

- › What problems do we want to solve ?

*no need to impose new requirements where there are no issues to be tackled*

- › System which you need to be able to rely on versus “gimmick”
- › Relation to other vehicle categories:

trucks/buses

- no clear defined forward field of vision
- no link to new Regulation on direct vision

- › New Regulation split off from R125 and separate from RXXX (Direct Vision) to fit the Regulation 0 strategy

# NL position

- › Make the requirements objective and measurable/quantifiable

(instead of: “*shall aim to minimize the masking of objects*”)

# NL position

## › Define at least 3 expert groups:

### 1. administrative provisions

### 2. Technical requirements:

- HMI
- size, colour
- harmonised symbols
- functioning during day and night
- different weather conditions
- %/# of information ?

### 3. checking literature

what do we know from existing literature, studies in the field of augmented reality and how it can help us define requirements and guidelines

# Phase 3

- › To extend the scope to other vehicle categories, e.g. motorcycles.
- › Typical vehicle characteristics and behaviour to be taken into consideration:
  - projections in helmet visors
  - projections on windscreens; either fixed or rotating around the steering axle
  - orientation due to leaning in the curves

# Comparison cell phone to car or truck

- › When a consumer purchases a new cell phone, no problem when he needs to get used to the new functionality, layout etc. No safety risk involved
- › With a car, taking into consideration car sharing, rental, etc. a consumer getting into a vehicle, shall be able to operate it safely right from the start.
- › Real safety risk involved when the vehicle does not follow intuition on operation of functionalities. This is a general observation, not only related to FVA.



# Thank you