TF-ADAS # 17

Presentation of the results from a

Study on L2-Hands-Off

19-Jan-2023

L2-Hands-Off Driving - Introduction and Market Demand



Introduction in different markets:

US: 2018 Canada: 2018 China: 2018 Japan: 2019

- Customers are widely using L2 Hands-Off driving systems in major markets since 2018
- Growing number of manufacturers are offering these systems
- ISO PAS 11585 (Conditional Hands Free Driving Systems) describes State of the Art, expected to be ready mid 2023
- Example Cadillac: "Over 34 million hands-free miles driven with Super Cruise" since market introduction*
- Example Ford: "More than 10 million miles hand-free in just one year"

Level 2 Hands-Off - Background

- 2018: The informal group ACSF (16th session) ...
 - started to develop provisions for Automated Lane Keeping Systems, ALKS (ECE-R157)
 - invited industry to start directly with GRVA the discussion on what needs to be changed /added to ECE-R79 to allow for Hands-Off/ Eyes On Lane Keeping Systems under a SAE Level 1-2 assumption.
- 2020: GRVA-07-23: OICA/CLEPA submitted a proposal to amend R79 ACSF B1 to allow Hands-Off in specific conditions.
- 2021: GRVA established a TF-ADAS to develop a new UN-R with the focus on systems of Level 2 (DCAS)
- 2021-Sept: TF-ADAS-07: OICA/CLEPA announced an independent research project on level 2 Hands-Off in order to ...
 - answer the concerns and questions raised at GRVA and at TF-ADAS
 - enable a fact-based discussion in the TF-ADAS
- 2023-Jan-19: GRVA-TF-ADAS -17: Presentation of the study results & recommendations

TF-ADAS Agenda 19-Jan-2023

L2 Hands-Off Study Results

Introduction

Methodology incl. Q+A

Prolonged Transition Time (CQ2)
Detailed presentation + incl. Q+A

Break

Remaining 4 challenges / questions (CQ1, CQ3, CQ4, CQ5)

Summary & Outlook

Q+A