

## Challenges for the IWG-FVA

We struggle with 2 phenomena: **obstruction** and **distraction**.

### Obstruction:

1. What amount of data projected do you consider as obstruction and what would you consider appropriate ?
2. What transparency level do you consider appropriate for the information displayed ?!

### Distraction:

1. What experience do you have with regard to information causing distraction ?  
For example: arrows projected on the road indicating where to turn left or right (augmented reality) versus a list of contacts to make a phone call
2. What is your opinion on: "safer" versus "less dangerous". For example, is it safer to display content like a contact list in the forward field of vision, versus displaying it on a digital screen in the instrument panel, or, should one not display this kind of information to begin with and certainly not in the forward field of vision ?!
3. What is your opinion on systems like ADDW (Advanced Driver Distraction Warning) versus information displayed in the forward field of vision ? Would you consider the FVA to become a potential loophole for information which actually causes distraction, but cannot be distinguished as such ? (i.e. can a system like ADDW distinguish whether a driver is paying attention to the road versus looking at displayed information in the same area ?)

### General:

1. Currently we only allow driving related information to be displayed in the transparent forward field of vision. Information that helps the driver to perform his driving task. The industry would like to extend the information projected with information related to e.g. entertainment and communication with the outside world. Would you consider this appropriate ? Under what circumstances, conditions ?
2. We are currently distinguishing area 1 versus area 2. The lower part of area 2 covers the area which is commonly known and used for the classic HUD (Head Up Display) and typically used for "static" information like vehicle speed, settings of certain controls etc. Area 1 is the area intended for displaying augmented reality like navigation information, highlighting road markings etc. (dynamic information)  
What is your idea about this ? What would you consider an appropriate border, if any, to distinguish between static and dynamic information !?
3. Currently, the information to be displayed shall be "secondary" information only; i.e. either mirrored information which is also available in the instrument panel, or information which is not required to perform the driving task. Also, the driver needs to have the possibility to easily switch off the FVA, e.g. in case the information is bothering him/her while performing the driving task in difficult weather conditions. What is your experience/point of view on this ?