Comparison between EDR/DSSAD

2019/07/08 Japan

Information Relevant to Events

e.g.: Driver's Input

- In order to reconstruct accidents, a variety of information is used such as EDR data or police report etc. which could show vehicle status and accident configuration.
- As for the event related to automated driving, "who was driving " is the unique information and DSSAD is used for this data.

unique information and DSSAD is used for this data. < Necessary Information> <Purpose> Off-board E.g. Police Report **Environment/Physical evidence** e.g.: Signs, Road Condition, slip mark, vehicle deformation, injury To determine **EDR** vehicle status/ accident **Vehicle Behavior** e.g.: Vehicle Speed, Braking configuration Crash Severity On-board e.g.: Delta-V **DSSAD** Unique information necessary for automated driving vehicle To determine **System Status** e.g.: On/Off、Transition Demand who was driving **Driver Status**

The Coverage of EDR/DSSAD

	Data relevant to	
Target Vehicle	Accident Configuration	Who was driving
Vehicles	EDR	_
Automated/ Autonomous Vehicle		DSSAD

<Submission Schedule to WP29>

Nov.2019	Clear objectives, deadline and the identification of difference between EDR/DSSAD
Mar.2020	DSSAD requirements for ALKS
	Review of the existing national/regional actives & a proposed way forward for EDR/DSSAD
Nov.2020	Technical requirements on EDR



Tasks:

- Defining study items, process, schedule.
- (e.g. identifying unique study items of EDR & DSSAD, how to draft (e.g. sub WG), how to coordinate two streams.)
- Defining difference between EDR/DSSAD
- Review existing activities/proposal for future steps
- Delivering DSSAD for ALKS & EDR requirements

EDR/DSSAD IWG Schedule(TBD)

