EDR-DSSAD-01-07-r2 (CLEPA-OICA)

Differences between EDR & DSSAD

Key: CLEPA-OICA inputs are indicated green

	EDR for	EDR for ADS	DSSAD for ALKS
	conventional		
System	venicies		
Purpose (wh the contracti parties want introduce thi function into vehicle?)	y do ng to s the the the the the the the the	onstruction of the dynamic the vehicle fter an impact of the the occupant estems	 Clarify if the system or the driver Was in dynamic control of the vehicle and/or Was requested to be in dynamic control of the vehicle, at a certain time.
What it shall not do	 Detect who i [Identifying t user/owner/ vehicle on th stored data.] Provide any i about the su the vehicle 	s driving he holder of the e basis of the nformation rroundings of	 Provide data aimed at accident reconstruction that are already available in the EDR Identify the user/owner/holder of the vehicle
PTI	TBD		TBD
	No specific need because: 1- There are no indicating difficu- the EDR data aft 10 years of usag 2- As there is no before a PTI, the the EDR at PTI. 3- checking EDR would then need and read' inside safety related E0 vehicle, which is with the needs of and brings a risk the restraint sys	I for PTI feedback Ilties to reach er more than e in the USA. accident ere is no data in function at PTI essitate 'write the internal CUs of the contradictory of cybersecurity a of triggering all tem.	No specific need for PTI because DSSAD will be internally (by ALKS) self- diagnosed and it will be indicated in the ALKS regulation that ALKS does not work and can't be engaged if DSSAD does not work. As so, a malfunction of DSSAD will be visible in PTI through the dedicated information from the ALKS
Recording Pe	eriod Just before & du Reference: "5s bej 300ms after even	iring crash fore events t" in Part 563	Records timestamped flags while ALKS operates (there is no need for any sampling of any continuous parameter for DSSAD)

	EDR for	EDR for ADS	DSSAD for ALKS
	conventional vehicles		
System storage capabilities	1+ 1subsequent "EDR event" (multi event during 5 sec only if main (12V) battery not out of order)		Records "ALKS/driver interactions after ALKS is turned ON until it is turned OFF ("disengaged")", With a dual limitation of [X.000 of timestamped flags / X months], first to be achieved. (TBC according to ACSF) (regardless to crash)
System crash survivability	For vehicles in the R94: Resistance to test for a minimu milliseconds (EDF have to record an than 300 ms after crash) For other vehicles with Technical Se	e scope of o R94 crash m of 300 does not oything later r that kind of s: agreement rvice.	No recording required after an EDR is triggered (for vehicles in the scope of R94): there is no "driver/ALKS interaction" after a R94 crash
	For all vehicles: n to immersion of f	o survivability ire (as in CFR)	For all vehicles: no survivability to immersion of fire (as in CFR)
Battery restitution Data survivability after a crash event	All data mandato table, must be sto retrievable after	ry per the ored and R94 crash test.	All the data mandatory per DSSAD regulation must be stored and retrievable after R94 crash test ACSF to confirm what they expect.
"event" definition	"Event" means a physical occurren the trigger thresh or exceeded, or a non-reversible re to be deployed, w occurs first.	crash or other ce that causes old to be met n airbag a straint system vhichever	[Event: e.g. change of HAD system status, TD emission, MRM engagement/end, TO]. DSSAD does not record any trace of that kind of "event" that triggers EDR, and is not triggered by any "event" of this kind.
	-		
Environmental robustness (vibrations, etc.)	Out of this regula the vehicle is cras data are stored, a to any specific vib	tion scope: thed when and not subject prations or else	Self-diagnosis system: if the DSSAD does not work, ALKS is not available. (= no specific risk related to DSSAD itself)
Malfunction	There are no feed	lback	Input from ACSF is expected:
detection	Indicating difficul	ties to reach	DSSAD will be internally (by

conventional vehicles ALKS) self-diagnosed and it will be indicated in the ALKS regulation that ALKS does not work and can't be engaged if DSSAD does not work. Data ATechnical Regulation should be technology neutral. The request is that "Data are available and retrievable" according to the request (For EDR = "after event" / For DSSAD = "when requested, including after an event that triggers EDR") Data format The final authorized user (will be defined by each National Legislation) must get data in comprehensive format, without any risk of corruption. Data element Refer to text proposal by OICA (NB: any significant interaction between the ALKS and the driver the ALKS and the driver Storing duration not less than 10 days after EDR (to be checked at Type Approval) Retrieval means A Technical Regulation should be technology neutral. The request is that "Data are available and retrievable" according to the request (For EDR = "after event" / For DSSAD = "when requested, including after an event that triggers EDR") Data format The final authorized user (will be defined by each National Legislation) must get data in comprehensive format, without any risk of corruption. Data element Refer to text proposal by OICA (NB: any significant interaction between the ALKS and the driver storing duration not less than 10 days after EDR is not triggered (to be determined according to storing capacity) Approval) "not less than 10 days after EDR is triggered" (same as EDR is triggered" (same as EDR is triggered" (same as EDR is triggered"	Image: second			EDR for	EDR for ADS	DSSAD for ALKS	
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Image: the EDR data after more than 10 years of usage in the USA. ALKS) self-diagnosed and it will be indicated in the ALKS regulation that ALKS does not work and can't be engaged if DSSAD does not work. Image: Data technique Where to store (in the vehicle vs. the cloud) A Technical Regulation should be technology neutral. The request is that "Data are available and retrievable" according to the request (For EDR = "after event" / For DSSAD = "when requested, including after an event that triggers EDR") Image: Data format The final authorized user (will be defined by each National Legislation) must get data in comprehensive format, without any risk of corruption. Image: Data element Refer to text proposal by OICA (NB: any engagement/disengagement of ALKS is visible through the DSSAD data as well as any significant interaction between the ALKS and the driver Image: Storing duration not less than 10 days after EDR is triggered (to be determined according to storing capacity) Approval) Retrieval means A Technical Regulation should be technology neutral. The request is that "Data are available and delivered in the MER and the driver	Image: Storing duration the EDR data after more than 10 years of usage in the USA. ALKS) self-diagnosed and it will be indicated in the ALKS regulation that ALKS does not work and can't be engaged if DSSAD does not work. Image: Data technique technique technique cloud) A Technical Regulation should be technology neutral. The request is that "Data are available and retrievable" according to the request (For EDR = "after event" / For DSSAD = "when requested, including after an event that triggers EDR") Image: Data format The final authorized user (will be defined by each National Legislation) must get data in comprehensive format, without any risk of corruption. Image: Data element Refer to text proposal by OICA (NB: any engagement/disengagement of ALKS is visible through the DSSAD data as well as any significant interaction between the ALKS and the driver Image: Storing duration not less than 10 days after EDR (IX) months if EDR is not triggered (to be checked at Type Approval) Retrieval means A Technical Regulation should be technology neutral. The request is that "Data are available and delivered in due time" according to storing capacity) Approval) Retrieval means A Technical Regulation should be technology neutral. The request is that "Data are available and delivered in due time" according to the request (For EDR = "after event" / For DSSAD = to be determined) Accuracy Refer to table incorporated in the draft • Accuracy of timestamp to be determined and indicated in the text						
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indicated in the text						indicated in the text	
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be stored in the order of						be stored in the order of	
occurrence.	be stored in the order of					occurrence.	
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		EDR for	EDR for ADS	DSSAD for ALKS		
		conventional				
		vehicles				
		In the case the data are "outboard", the VIN number of the				
		vehicle that provides the data will be incorporated in the data set,				
		and the management of the data will be compliant with the local				
		rules applying to "road safety related data privacy" (GDPR or				
		else).				
	Triggering	See "event defini	tion"	Records permanently a set of		
	parameter			timestamped significant		
		interactions between the Al and the human driver, after				
				ALKS is engaged, and until it is		
				disengaged, with no need for		
				any other trigger.		
Data						
usage	Data ownership	Out of the scope	of a technical re	gulation		
	Data protection	Out of the scope	(legal aspects co	overed nationally / security		
	(privacy)	covered by regula	ation for cyberse	ecurity)		
	Information to the	See text proposal	by OICA	To be determined		
	user (driver, vehicle					
	owner)					
	Who must access	Out of the scope	(but important t	to know because of technical		
	which data?	Impact)				
	Plausibility	Not feasible to challenge the reliability of the				
		Inputs. Keep current practise with current EDR: "data coming				
		from vehicle sensors/information"				
	Authorization	Out of the scope	(probably cover	ed on a national basis)		
	process					
	How fast to deliver	Out of the scope	(it will be covere	ed by the same national law that		
	the data to a third	will establish "wh	o is authorized	to get the data")		
	party					
	Cybersecurity	Covered by anoth	ner Technical Re	gulation under establishment		