



**Event Data Recorder  
(EDR)**

**&**

**Data Storage System for Automated Driving  
(DSSAD)**



## The foundations of this “2-step” strategy

➔ Time is **short** until March 2020 and November 2020 for **deciding of which data for DSSAD and which new data for EDR (format, sampling rate, ...) or trigger is pertinent.**

➔ Time is **short** until May 2022 for Industry to **deeply change the technical definitions** of already **existing EDRs** of current vehicles with **existing E/E architectures.**

(Memory capacities are limited, and DSSAD must be incorporated too)

➔ What **opportunity** with addressing the « **new trigger** » in **step 2** ?

- “Intervention of AEBS” could be an additional candidate for triggering the EDR.

but : EU will mandate **AEBS for Pedestrians & Cyclists** in **2024 for NT / 2026 for AR.**

*(AEBS introduced in 2022/2024 only address Car-to-Car collisions)*

- **EU** will mandate EDR on Heavy Duty Vehicles (M2, N2, M3, N3) in **2025 for NT / 2028 for AR**
- It would be **beneficial** to evaluate the **pertinence and feasibility** of any other « **new trigger** » on **both Light** (M1, N1) and **Heavy Duty Vehicles** (M2, N2, M3, & N3) before mandating.



# A dual “2-step” strategy for EDR & DSSAD

	EDR (step 1 = M1/N1)	DSSAD (All vehicles with ALKS)
<b>Purpose</b>	Accident analysis	Legal responsibility, liability (research, monitoring)
<b>When</b> (text finalized)	<b>2020, November</b> (step 1)	<b>2020, March</b>
<b>When</b> (application date)	<b>2022 NT / 2024 AR</b> in EU <b>Already exists in USA &amp; South Korea</b> <b>Draft in China</b> (2021/2023 to be confirmed)	Same time as <b>ALKS</b> (end of 2020 ?) and for <b>ALKS</b>
Reference	FMVSS 49 CFR Part 563	Concept as proposed by OICA & JAPAN
<b>Must</b> incorporate in <b>step 1</b>	Requirements of texts already enforced <b>(prioritize harmonization on existing)</b> Same requirements for “conventional” & “AD (ALKS)”	Answers both questions : <b>Was Driver or System requested to drive ?</b> <b>Was Driver or System actually driving ?</b> Uses definitions given by ALKS
<b>Can</b> incorporate in <b>step 1</b>	Inputs from <b>recent ADAS</b> (if covered by UN ECE) <b>Revisiting format</b> of some <b>existing elements</b> if justified by <b>field experience</b>	<b>Only</b> parameters that establish the answer to the dual question above
<b>Will</b> incorporate in <b>step 2 (EDR)</b> (2025 NT / 2028 AR)	<b>New “trigger(s)”</b> (for <b>Heavy Duty Vehicles</b> ) <b>New trigger(s)</b> (for <b>Vulnerable Road Users</b> ) <b>New data</b> (after field <b>feedback</b> of step 1 & <b>application</b> of Chinese regulation)	<i>(no schedule yet for step 2 today)</i> New parameters if needed for systems “ <b>after ALKS</b> ” New parameters after field experience feedback