

## Data Storage Requirements for Draft ALKS Regulation

NOTE: Text in brackets will be discussed at IWG's January 2020 meeting in Tokyo.  
Terms in yellow will need to be defined by the group.

Specifications:

Each vehicle with a DSSAD shall meet the requirements specified below:

### 2.2. Data elements

Each vehicle equipped with a DSSAD shall store the data elements listed below: [only one time stamp is allowed if the time stamp would be identical for more than one [significant] interaction]

- ✧ Time stamped switches of the ALKS from a status to another status
- ✧ Time stamped Transition Demand by the ALKS
- ✧ Time stamped Minimal Risk Maneuver engagement by the ALKS
- ✧ Time stamped Override through steering, brake, and accelerator control by the driver
- ✧ Time stamped Driver not available
- ✧ Time stamped System failure
- ✧ [Other data elements?]

Additional elements may be required at the national level.

### 2.3. Data format

Each data element listed in paragraph 2.2 shall be recognized without any possible confusion by the [standardised format **China**: chosen by the manufacturer]. Each timestamp attached to this data shall enable to determine when the interaction occurred with [specified time stamp accuracy requirements].

### 2.4. Data storage

2.4.1 DSSAD shall be able to store [minimum number OR minimum] time stamped interactions or [minimum number OR minimum] period of use, whichever is achieved first.

Once these storage limits of DSSAD are achieved, additional data storage may erase the previous data.

2.4.2 Notwithstanding paragraph 2.4.1. data shall be stored according to national or regional law.

2.4.3 The DSSAD [shall/may] be fitted with an embedded hardware, allowing authentication and access to the over the air (OTA) interface.

#### 2.5. Data retrievability

The data shall be retrievable by [commercially available tool or electronic communication interface If the main on board vehicle power supply is not available, it shall be possible to retrieve stored timestamped data from the DSSAD.

Even after an impact [test procedures to be named], it shall be possible to retrieve timestamped data stored from the DSSAD.

#### [2.6. Protection against manipulation

It shall be ensured that there is adequate protection against manipulation of stored data such as anti-tampering design.]

#### 2.7. Information to the [driver OR vehicle owner]

Information provided to the [driver OR vehicle owner], if any, will be an issue of national law.

#### 2.x Definitions:

[Interaction is defined as xxxx]