

Notes on the 10th Session of the Informal Group on “ITS”

(Transmitted by the representative from Japan^{*/})

The meeting was chaired by Mr K. Wani (Japan).

Agenda item 1 : Adoption of the Agenda

The Agenda was adopted unchanged

Agenda item 2 : Adoption of the Notes for the 9th Meeting

The notes were adopted with one correction to item (2) i) to read: "Switzerland and India asked about the sensor performance..."

Agenda item 3 : Information and discussion

1) **IHRA (Europe): “Study of Guidelines from EU, JAMA, and AAM”**

Dr Christhard Gelau of BAST (Germany) gave a slide presentation. He was assisted by Dr Kaneo Hiramatsu of JARI (Japan).

His presentation was under the title of "Recent Developments of the European Statement of Principles on HMI" and mainly covered the European Statement of Principle (ESoP) on the Human-Machine Interface (HMI) with some explanation about situations in the US, Japan and Canada.

Q&A:

Question: Dr Hiramatsu asked “What is your perspective on the European Principles – are the governments or manufacturers considering introducing their own rules in the future?”

Answer – European OEMs clearly expressed their position through the self commitment of ACEA – they are also actively involved in the Working Groups and further development of the ESoP. The position of manufacturers of nomadic systems is more problematical. It is not always clear if these devices are intended to be used while driving

^{*/}The note was originally taken by OICA.

Chairman commented that HMI is understood as an important point in the group and that today we could have Dr. Gelau's clear explanation about the HMI guidelines as voluntary commitment by industries.

Chairman invited comments especially about any action needed by WP29 in this area. In the absence of any discussion on this point, the Chairman asked members to consider this and provide any comments to him, later.

2) JAPAN (Advanced Safety Vehicle (ASV)): “Forward Collision Damage Mitigation Braking Systems on ASV”

Mr Takeshi Fujii of JARI, representing the ASV project in Japan, gave a slide presentation. █

His presentation was under the title of “Forward Collision Damage Mitigation Braking Systems on ASV” and he described the ASV Collision avoidance system which has 2 levels, first an alarm to the driver to warn him of impending forward collision; second, when the collision is unavoidable either by brake or steering and if the driver still fails to brake, the vehicle is automatically braked, thereby reducing collision severity. He described the functioning of the system and such driver assistance was developed under “concept of driver assistance” of the ASV project.

Q&A:

Question: The expert from India asked whether the system could cope with collisions from the front or rear or due to lane change, and whether it will be possible to harness the capability of GPS for such systems.

Answer: the sensors have some limitation to detect different areas – the capability of the system is limited by the condition of the sensors

The Chairman added that this system is for forward sensing. Manufacturers may use different types of sensor and the capability will depend on the type of the sensors. Anyway the system is not always perfect and in some situations, for instance a sudden approach from the side, the system cannot identify the potential collision – therefore it is important that the driver must retain attention and control of the vehicle. This is why one of the main concepts in the ASV project is to avoid excessive dependence on the system.

Mr Fujii added that standardization of the system is proceeding within ISO TC 204.

Question: The expert from Switzerland asked for clarification as to the driver's ability to check the functioning of the system and to control it.

Answer: The driver does not have the opportunity to override emergency braking at this stage when collision is unavoidable by either braking or steering. The driver can try to steer away from the obstruction but again the driver cannot avoid collision at this stage. The concept applied is that override is not necessary after the final stage for avoiding collision.

Driver will be given a final chance to control the car by warning system before the stage when collision is unavoidable.

Mr. Fujii added the system is always activated by the ignition key but driver can cut off if it wants.

Question: Mr Hyatt (OICA) noted that 12 cars were identified in the presentation and asked if they are being trialled under controlled conditions or in real road conditions?

Answer: These 12 cars are already in the market. The information in the owners manual is very important to understand the systems. The description is normally very long as the manufacturer has to clarify a lot of information.

In concluding, the Chairman asked members to consider if there is any indication for possible action by WP29 with regard to this type of system. This is a partial control system, compared to the Lane Departure Warning system, which has no control element.

In the absence of any discussion on this point, the Chairman asked members to consider this and provide any comments to him, later.

Agenda item 4 : Future Schedule

WP29-136-16 – The Chairman reviewed the draft schedule and, in the absence of any discussion, reminded delegates that the group is always open to suggestions for additional subject presentations.

Agenda item 5 : Others

No other issue was raised.
