



# **ESAFETY WG-HMI**

Meeting Highlights

Brussels, 28/01/09



## eSafety WG-HMI Meeting January 2009

- Well attended – 45 persons – from EC, Member States, vehicle manufacturers, aftermarket and nomadic devices industry, communications suppliers, research institutes
- ESoP context and recent history presented
- ESoP is featured in the ITS Action plan (adopted Dec 08):

3.3	Development of a regulatory framework on a safe on-board <b>Human-Machine-Interface</b> and the integration of nomadic devices, building on the European Statement of Principle <sup>29</sup> on safe and efficient in-vehicle information and communication systems	2010
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# eSafety WG-HMI Meeting January 2009

## ■ OBJECTIVES:

- Review the state-of-the-art and the technological progress made since the recent adoption of the ESoP to verify whether the ESoP's scope is still suitable or needs enlargement
- Scrutinise the ESoP with respect to sufficient coverage of the different requirements induced by the variety of vehicle users
- Look in depth into aftermarket issues, specifically related to nomadic devices, and for this will work closely with the Nomadic Devices WG of the eSafety Forum
- Discuss protection against misuse and manipulation in co-operation with the eSecurity WG of the eSafety Forum
- **Agree on the desirability and practicality of including specific verification methods and criteria**
- **Identify any outstanding issues of liability issues related to HMI**
- **Consider the role of driver training**
- Discuss the need for international harmonisation, recognising the global nature of vehicle markets (e.g. UNECE activities) and include discussion of Certification issues

***Based on the consensus, the WG-HMI will conclude whether an update of the ESoP 2008 can be recommended or not.***

## eSafety WG-HMI Meeting January 2009 (2)

- ACEA basically accept the ESoP (with small issues of translation, clarification) etc.
- A key issue is verification (ie pass/fail criteria)
  - Nearly everyone wants it; the question is whether it can be delivered!
- Informal review of MS legislation concerning field-of-view and fixing to windscreen revealed a diversity of approaches
- EC will (probably) launch a contract to review regulatory position of ND in all MS during 2009
- UN/ECE WP29 was identified as a possible route to global technical regulations and international harmonisation

## ESoP Sections:

Design Goals

Installation

Information

Interaction

System  
behaviour

Information  
about

## WG-HMI Expert Teams

Scope

Vehicle  
Categories

Safe Fixing:  
ND Forum activity

Verification  
& Criteria

Misuse/  
Manipulation

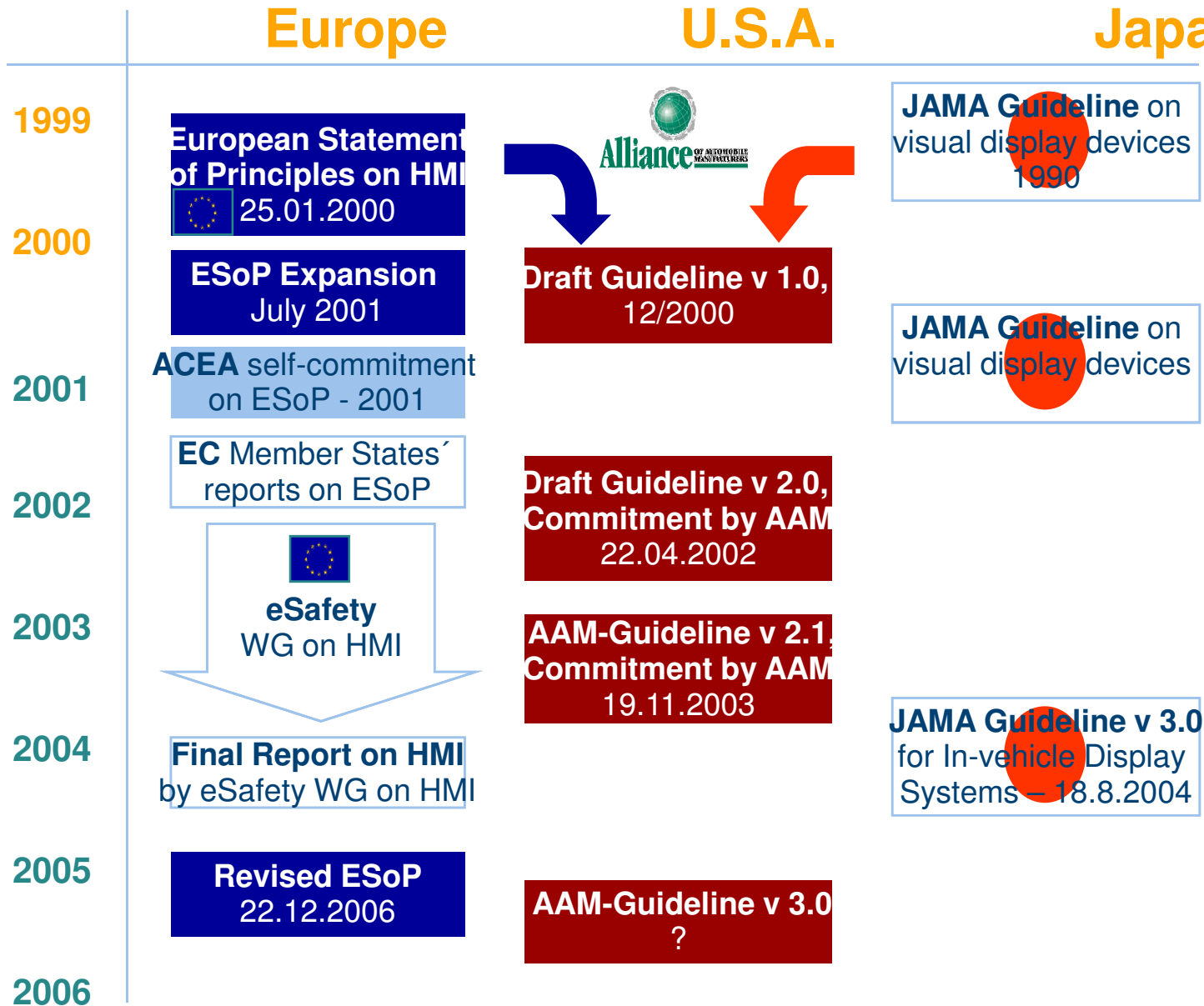
*(Liability)*

International  
Harmonisation

*(Recommendations  
on Safe Use)*

Driver Training

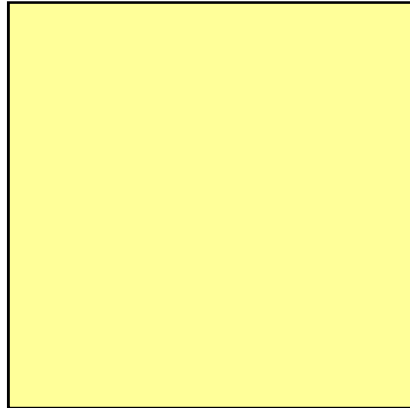
# International Guidelines Initiatives



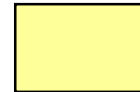
# HMI Issues according to system function

<b>FUNCTION</b> <b>ISSUE</b>	<b>In-built</b>	<b>Informing</b>	<b>Warning</b>	<b>Assisting</b>
<b>Example</b>	ABS ASC Collision mitigation	Route guidance Mobile phone	LDWS ISA Advisory	ACC
<b>Typical human interface</b>	None (or via existing controls)	Screen + Audio	Buzzer, Symbol	Button Small display Existing controls
<b>Service</b>	Vehicle stability	Information to the driver	Warning the driver	Aspects of longitudinal and lateral control
<b>System supplier</b>	OEM	OEM aftermarket Nomadic	OEM aftermarket	OEM
<b><u>Driver's locus of control</u></b>	None	Full	Depends	Driver can override function
<b><u>Safety issue</u></b>	Technical	Distraction	Understandability	Controllability

Not Driving  
-  
Related



Not applicable



IVIS



Defined as ADAS

Driving  
-  
Related

	INFORMING	WARNING	ASSISTING
STRATEGIC	Maps Congestion warning		
MANOEUVRING	Route Guidance DRG	Blind Spot Driver fatigue	ACC LKA
CONTROL			ABS ESP DSC