



# **eSafety WG Human Machine Interface**

## **Report on work performed by the Scope Team**

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## Goal



- To consider the range of technology currently covered by the ESoP and to analyse possible extensions of the scope, bearing in mind the state of knowledge.

# Revised ESoP 22.12.2006 - Scope



- *... apply to **in-vehicle information and communication systems** intended for use by the driver while the vehicle is in motion...*
- *... **not intended to apply** to systems that are **voice controlled** or to systems providing **vehicle braking stabilization** (such as ABS and ESP) or to system functionality providing information, warnings or support that requires immediate driver action (e.g. Collision Mitigation Systems, Night Vision) sometimes referred to as **Advanced Driver Assistance Systems (ADAS)**...*
- *... excludes **head-up displays**...*
- *... apply specifically to **vehicles of class M and N**...*
- *...apply to both **portable and permanently installed systems**. The principles are intended to apply to systems and functionalities in OEM-, after-market-, and nomadic systems...*

## Discussion on possible new items

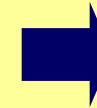


- Head-up Displays?
- Voice controlled systems/functionalities?
- Haptical components (steering wheel, seat, ...)?
- Night vision systems?
- Warning systems/functions?
- Driver assisting systems/functions?
- Collaborative systems?
- Ecodriving functions?

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Code of Practice  
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*Informing driver  
already included*

# Recommendations

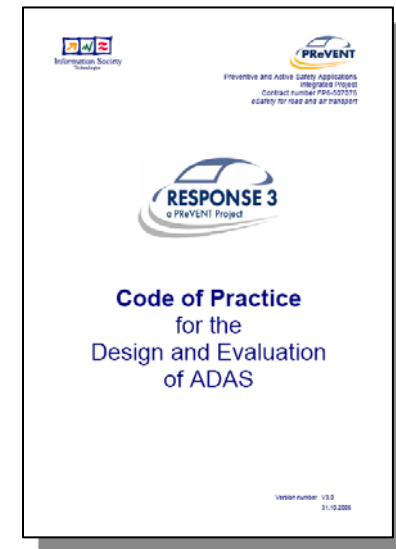


- It was clearly stated that ESoP has to refer to functionalities instead of systems. Since the current ESoP is a little bit inconsistent in this regard, **it is recommended to make clearer the scope**, in order to avoid possible misunderstandings and ambiguities.

# Recommendations



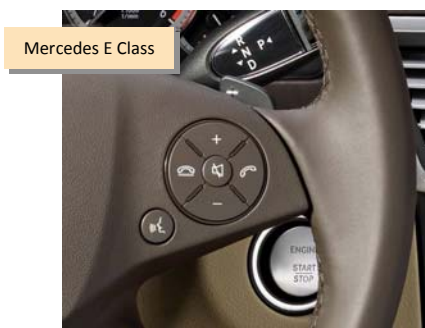
- Regarding **Advanced Driver Assistance Systems (ADAS)**, it was agreed that different HMI considerations are required for ADAS than for information systems, but it was also highlighted that the existing “RESPONSE Code of Practice for the Design and Evaluation of ADAS”, could be a reference to cover that point. Thus, **it is recommended to keep ADAS outside the scope of the ESoP**. (Maybe, it would be interesting to include a reference in the ESoP to RESPONSE Code of Practice for ADAS).



# Recommendations



- Regarding **voice controlled** systems, **head-up displays**, **night vision** and **haptical elements**, despite they are already available on the market, for the moment there is not enough proven research and scientific results that can be considered to clearly include them in the scope. For this reason, **it is recommended not to broaden the scope to include such technologies.**



# Recommendations



4. According to the letter from Mr. Reinhardt dated May 29th, *“ACEA does not support a complete revision of the Principles only 2 years after its official publication, in particular as ACEA members have adopted the principles in their planning processes and need continuity and consistency due to long industry lead times.”* A period of 2 years does not provide the industry and stakeholders with enough experience. Which period would be appropriate for considering again broadening the scope of the ESoP? If there is a consensus, this could be a clear recommendation for future work.