

IWG on FVA Status Report

April 2024

Status Update IWG-FVA

1. See [GRSG-126-22](#)
2. Since then, 5 more meetings:
 - 23/24 November 2023 @TUV Rheinland Cologne
 - 12 December 2023 MS Teams
 - 16 January 2024 MS Teams
 - 6-8 March 2024 @OICA Paris
 - 5 April 2024 MS Teams
3. Experts from NL, DE, FR, JP, China, OICA, CLEPA
4. All information available on the UN-ECE webpage:
<https://wiki.unece.org/display/trans/FVA+Informal+Working+Group+Meetings>

Status Update IWG-FVA (Cont.)

10. Items under discussion where consensus is reached:

- **brightness:** provision not needed (not primary source).
JAMA guideline exists.
- **obstruction:** JAMA guideline to be used as the starting point
- **distraction:** has to be covered by the safety concept
- **readability, optical quality, latency, eyebox size:** as FVA is not primary source of information, no need to define provisions at this stage
- **visibility from outside:** no issue with current systems.
If it becomes an issue in the future, it will have to be addressed

Status Update IWG-FVA (Cont.)

10. Items under discussion where consensus is reached (cont.):

HMI:

- symbols used: UN R121 alt. ISO 2575; mirrored from cluster
- colour codes: follow UN R121
- information not covered by UN R121 or ISO 2575: follow the logic provided for in UN R121
- virtual image distance and eye point
literature study shows that it helps to define a good virtual image distance that prevents drivers having to refocus between the projected images and the real view. This is not further defined but assumed to be covered in the safety concept.

Status Update IWG-FVA (Cont.)

10. Items under discussion where consensus is reached (cont.):

- provisions for standstill and during parking while engine running (trucks)

“The information displayed by the FVA shall be driving related only and submitted to the provisions of paragraph 5.3.1 to 5.3.7, except:

- as long as the vehicle is parked or
- if the vehicle is performing the dynamic driving task (DDT) as described e.g. in UN Regulation 157.

In the latter case, non-driving related information shall disappear within 500ms upon initiation of a transition demand.”

Status Update IWG-FVA (Cont.)

10. Items under discussion where consensus is reached (cont.):

- definition of FVA area for heavy duty vehicles
two general areas have been defined; area 1 and 2, independent of the vehicle category. Angle “X” defined based upon Area S logic in UN R125
- interaction with other Regulations: R10, 46, 48, 121, 151, ...
- allowing non-driving related information to be displayed in area 2 ?
Discussion within the IWG about the difference between “safer” versus “maybe less dangerous but still dangerous”.
Conclusion: at this stage, only driving related information may be shown with one exemption: an incoming phone call.
For next stage, more research data needed to reconsider

Status Update IWG-FVA (Cont.)

Draft proposals:

- GRSG-127-22 superseding GRSG/2024/23 (proposal for 03 series to UN R125)
- GRSG-127-20 superseding GRSG/2024/27 (proposal for new Regulation on FVA)

Original terms of reference

D) WORK PLAN AND TIME SCHEDULE

- April 2021 Finalization of proposal for ToR during the 121st session of GRSG
- June 2021 Ask for mandate to start IWG in WP.29 and AC.2
- **December 2022 Finish the work of the IWG-FVA**
- **April 2023 Submit proposal for a new Regulation (and/or an amendment of the existing UN Regulation 125) to GRSG**

The IWG-FVA kindly requests to WP.29, to extend its mandate to April 2024

Thank you for your attention !