

SAE Standards What Role?



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Global Ground Vehicle Standards

Technology by John Thornhill:

Trusting AI too much can be fatal

“It is a truism of our age that we suffer from a deficit of trust. But in some areas of technology, the opposite is true: there is a surfeit of trust.”

How to ensure safety and public trust?

...to discuss their views on the progress and the prospects for vehicles that drive themselves.

Where is this transition today and what progress will need to be made in the coming years in order to deliver on the expectations for driverless vehicles?

Recent NTSB Report - Recommendations

NATIONAL TRANSPORTATION SAFETY BOARD

Public Meeting of February 25, 2020

(Information subject to editing)

**Collision Between a Sport Utility Vehicle Operating With Partial
Driving Automation**

and a Crash Attenuator

Mountain View, California March 23, 2018

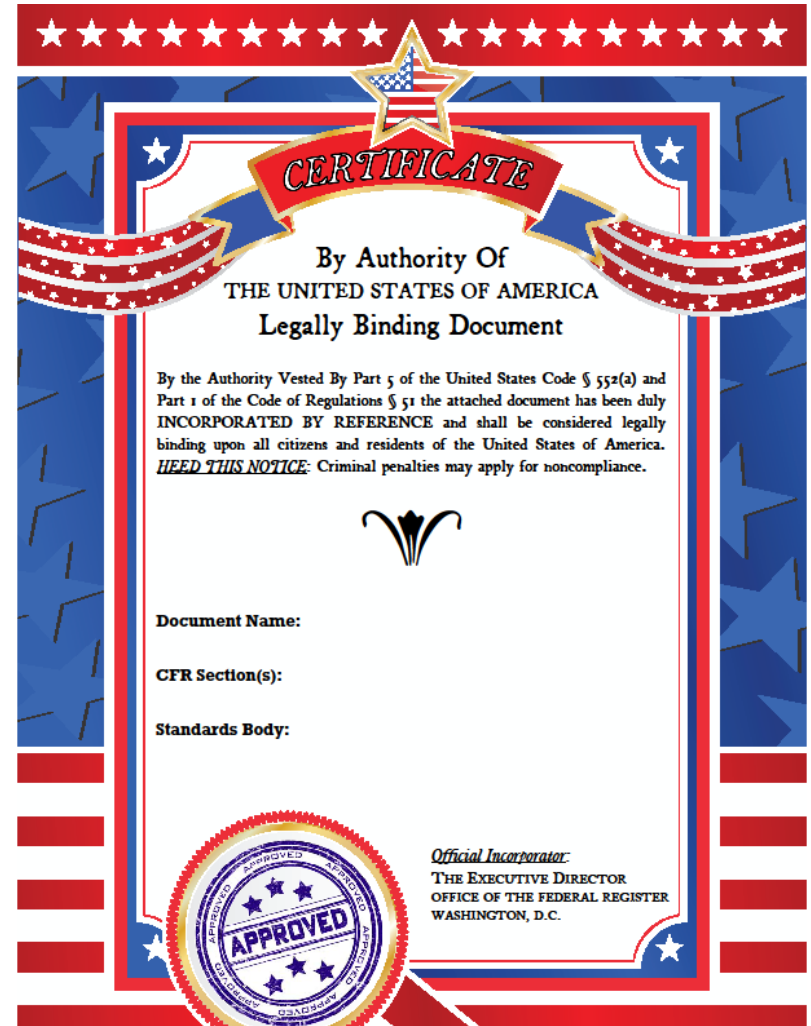
HWY18FH011

To SAE International: 7. For vehicles equipped with Level 2 automation, work with the National Highway Traffic Safety Administration to develop performance standards for 7 driver monitoring systems that will minimize driver disengagement, prevent automation complacency, and account for foreseeable misuse of the automation.

Incorporation by Reference (IBR)

FMVSS 209 – 1st

SAE J800c – Motor Vehicle Seat Belt Assembly Installations



Rulemakings and Cooperative Activities

US CONGRESS: ANPRM / NPRM's – NHTSA and FMCSA (Automated Driving, Rear Seat Occupant Sensing)

US DOT - Federal Automated Vehicle Policies, V1,2,3,&4

NHTSA – Truck Platooning, Hot Car Deaths, Consumer Information (ADAS / ADS), Quiet Car

FHWA - V2X and Cooperative Automation Standards Development

NTSB – St. Marks Florida Bus / Truck crash & fire, Mountain View, CA

Justice Department – AV Enforcement

Uniform Laws Commission – State Regulations for AV Testing

European Commission - Declaration of Amsterdam, 2016

Comments & Questions

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