



## **Necessity of development**

- **ITS informal group reviewed state of the art advanced driver assistance systems, and agreed upon its importance to develop high-priority warning principles.**
  - **High-priority warning has a potential to reduce traffic casualties.**
  - **It should be in a way consistent within the different warning systems from the viewpoint of driver acceptance.**
- **Discussion has recently started in GRRF on AEBS and LDWS which are associated with high-priority warning.**
  - **For both systems, high-priority warning principles can be identified as dominant conception.**

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## **Points to deal with warning principles within the framework of WP29**

- **Principles for high-priority warnings**
- **Treatment of illustrated values**
- **Statement of each principle**
- **Status of document**
- **Other modifications**

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## **Remarks on Principles for high-priority warnings**

- **Warning Principles should deal with high-priority warnings. Cautionary warnings and other information will be out of the scope of this document.**
- **AEBS, now discussing in GRRF, has high-priority warning, and it cooperates with warning principles and recommends to use at least two modalities when displaying high-priority warnings.**

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## **Remarks on Treatment of illustrated values**

- **The illustrated values are suggested as state of the art research results and adhoc participants recognized them as reference values.**
- **It was pointed out that, when displaying high-priority warnings, care should be taken for the location and color in contrast to other controls and telltales.**
- **Even though it will be hard to accomplish 100% reliability for the warning systems, it will be effective to use high-priority warnings for safety improvement.**

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## Remarks on Statement of each principle

- Statement No.3, spatial cues to the hazard location, was recognized of its importance based on the discussion of warning on slippery road.
- Statement No.8, non-operational system status and degraded performance, should be modified as both non-operational and operational system status.
- Statement No.1, noticeability of the warnings, should be taken into account the application to infrastructure-assisted systems.

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## Remarks on Status of documents

- It was acknowledged that WP29 should have the guidelines for high-priority warnings, and WP29 will submit this document to the relevant GRs.
- EC, OICA and CLEPA were in favor of comments mentioned above. In addition, CLEPA noted that actions should be taken on the premise of not harming technology developments.
- Warning principles will be dealt with in both 58 and 98 agreements.

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