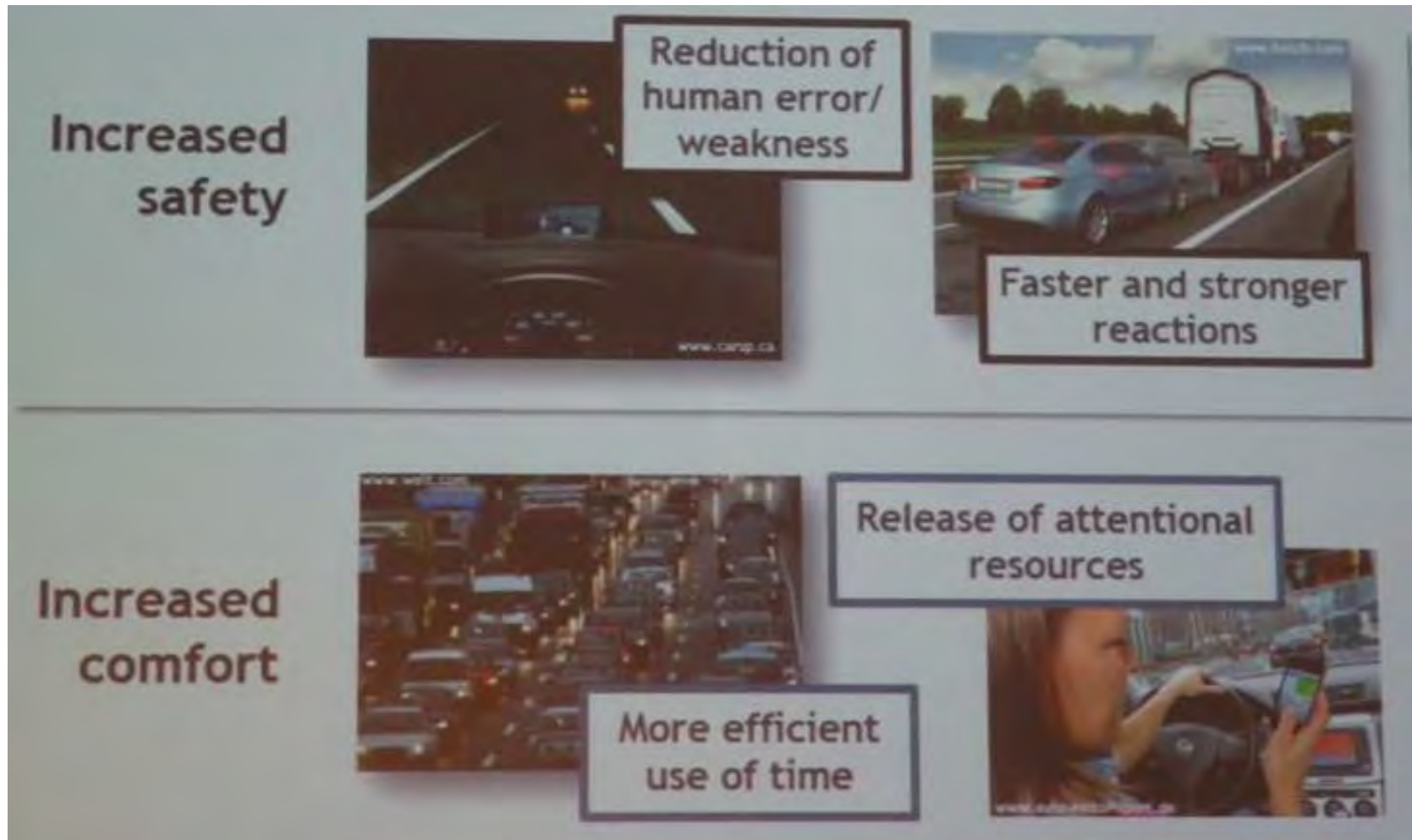




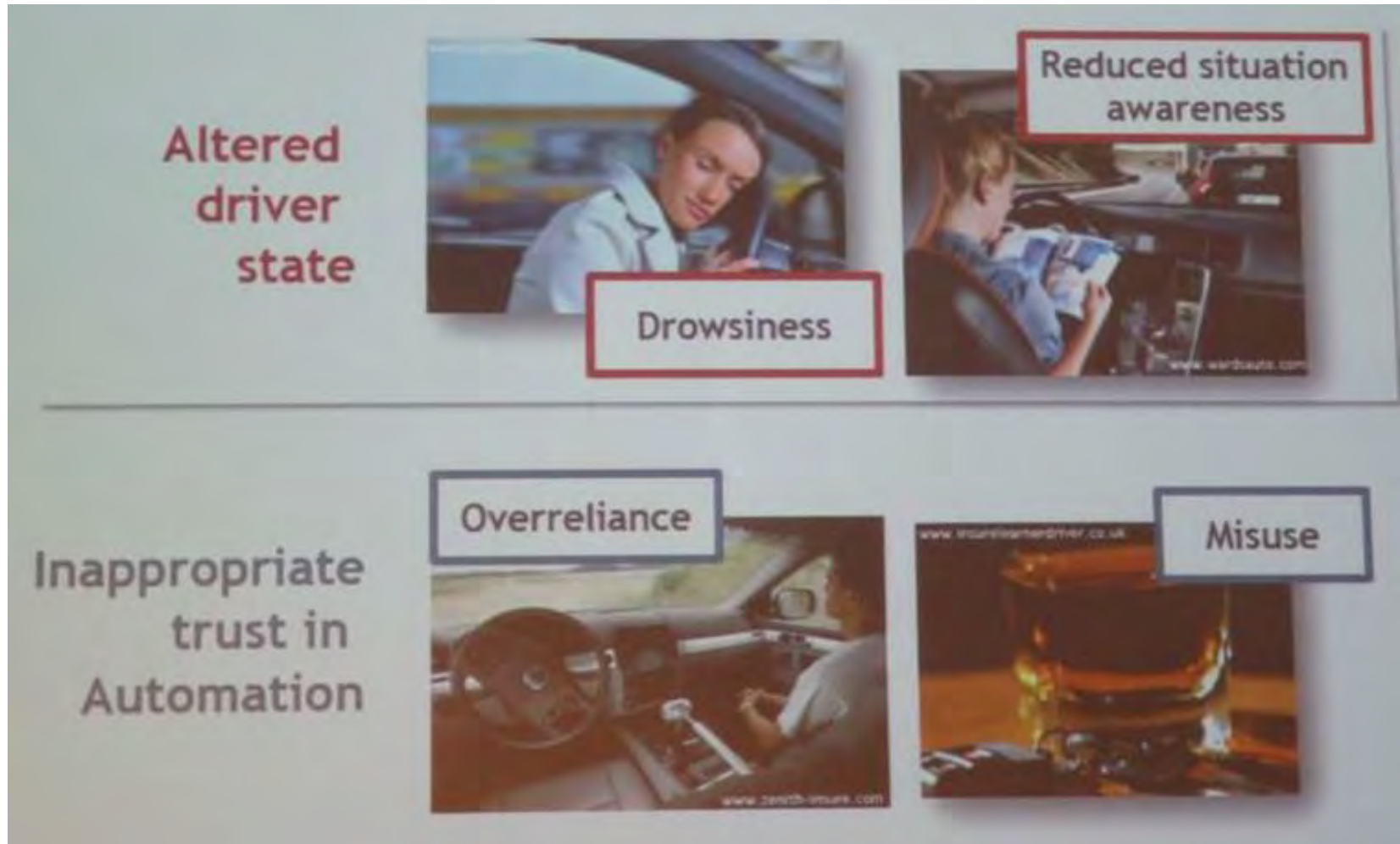
- Human Factorの観点
 - 自動運転による効果





■ Human Factorの観点

➤ 自動運転によるマイナス面も存在





■ Human Factorの観点

- 自動運転によるマイナス面も存在

System understanding

Mode confusion

Mental model

Long term effects

Loss of skill

Behavioural adaptation



■ Human Factorの観点

- 自動化と運転者の操作の移行: 効果的方法の確立





■ Human Factorの観点

➤ 人間中心な設計

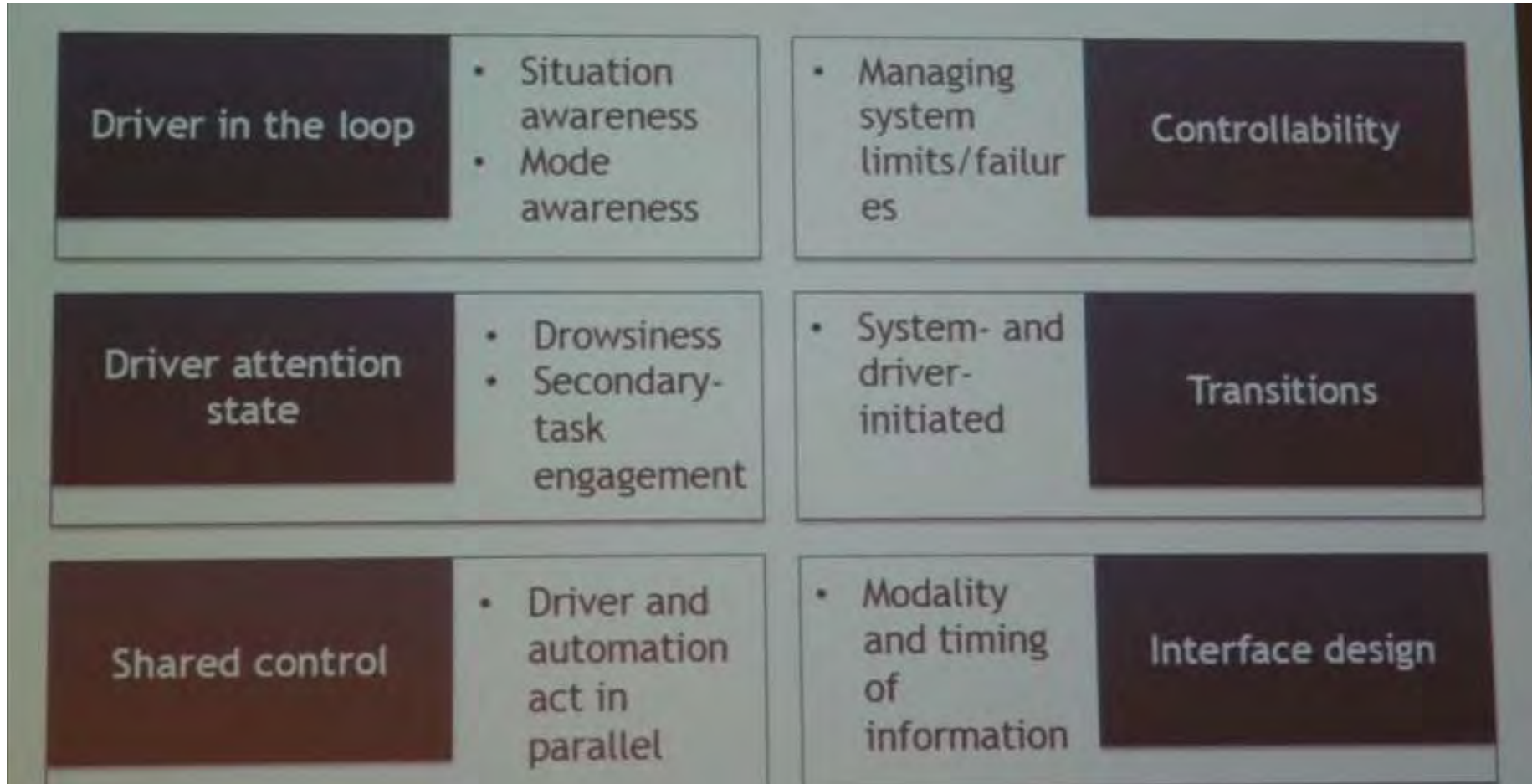
- Finding suitable strategies to hand back vehicle control to the driver
- Prevention of automation surprises in order to:
 - Increase system understanding
 - Increase reliance
 - Increase acceptance



Positive automation effects will only affect traffic safety if the automation is actually used.



- Human Factorの観点
 - AdaptIVeにおける開発課題





■ Human Factorの観点

➤ Use caseの定義

Close distance maneuvers	• Activation/Deactivation with/without driver in car • Parking in/out • Drive to parking lot • Pass through construction site
Urban scenarios	• Activation/Deactivation • In lane lateral and longitudinal control • Lane change (driver/system initiated) • Handling of traffic lights/intersections/roundabouts
Highway scenarios	• Activation/Deactivation • Lane Following • Lane Change • Enter/exit motorway • Cooperative Use Cases (using C2X-Technology) • Driver State



■ Human Factorの観点

➤ 各種試験評価の実施



Leeds driving simulator



DLR driving simulator



WIVW driving simulator



FORD fixed based simulator



AB Volvo truck simulator



VCC fixed based simulator



DLR FASCar



END