



Automated Driving Applications and Technologies for Intelligent Vehicles

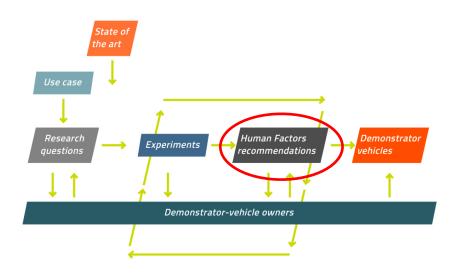
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Human Factors Recommendations in AdaptIVe

Aachen, Germany 29 June 2017



//Introduction



- Why is the design of humanvehicle integration important?
 - Who can support the designer and how?
- 4A Structure
- Human Factors recommendations catalogue
 - with an example
- Summary and outlook



// Why is the design of human-vehicle integration important?

 Think of traffic accidents with humans involved

Don't blame the human,

support the HMI designer!









// Who can support the HMI designer and how?

- Involved expert groups and tasks
 - Engineers
 - doing complicated things
 - HMI designer
 - designing HMI
 - Human Factors people
 - researching Human Factors





Provide Human Factors related recommendations



// How we organise Human Factors recommendations?

- Developed a structure for organising Human Factors recommendations
- Based on informational processing within cognitive multi-agent systems, such as driver-vehicle systems
- 4A Structure



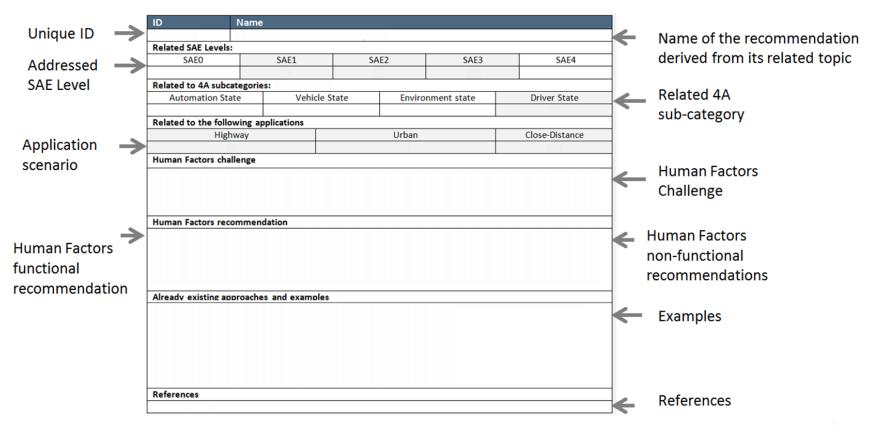
// Towards Human Factors recommendations catalogue

- Use 4A Structure for organising Human Factors recommendations
- Collect already existing recommendations from literature
- Formulate new recommendations from experiments
- Describe examples from experiments and implemented demonstrators
- Integrate all information in a catalogue





// Human factors recommendations catalogue





// A recommendation example

ID	Name	ne					
FR2A_AOA	"Availability o	ability of the automation"					
Related SAE Levels:							
SAE0	SAE1	SA	E2	SAE3		SAE4	
x	x		(x		X	
Related to 4A subcategories: AWARENESS							
Mode awareness Situation Awa		ation Awareness					
X							

Related to the following applications

Highway	Urban	Close-Distance
x	X	x

Human Factors challenge

The driver does not know if the automation is available or not.

Human Factors recommendation

The automation should display to the driver if the functionality is available for activation.

NFR2A_AOA.1: Available step-ups in automation should be restricted to the minimum possible number, and displays should reflect this

NFR2A_AOA.2 If available, use local visual feedback (blue-blinking transition button) and/or peripheral visual feedback (animation on a frontal LED Stripe) to signalize that automation is available (Reference: AdaptIVeD3.2, DLR, Exp.1)

NFR2A_AOA.3 If available, change symbol colours and use flashes to indicate that automation is available/unavailable (Reference: AdaptiVeD3.2, LEEDS, Exp.1)

Already existing approaches and examples

FR2A_AOA.E1: Automation mode display from InteractIVe



FR2A_AOA.E2: Example of DLR peripheral visual feedback on Ambient light display for automation availability (Reference: AdaptIVeD3.2, DLR, Exp.1)





FR2A_AOA.E3: Example of Leeds HMI display for showing automation availability (Reference: AdaptIVeD3.2, LEEDS, Exp.1)



References

HAVEit D33.2; InteractiVe D3.2; Gordon & Lidberg (2015); Flemisch et al. (2014); Tellis et al. (2016)



// Summary and Outlook

- 4A-categories: 4
- 4A-sub-categories: 12
- Functional recommendations: 27
- Non-functional recommendations: 80
- Examples: 364

to be continued...

- basis for future projects
- collecting further recommendations



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Thank you.

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