ADAS Performance in the Context of Typically Encountered Scenarios

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Educating consumers on the effectiveness of emerging vehicle technologies

Blind-spot warning
Automatic emergency braking (AEB)
Active parking assistance
Active driving assistance (L2)

Rear cross traffic warning
Lane departure warning
Adaptive cruise control
AEB with pedestrian detection

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Testing goals

Common vehicle-pedestrian interactions

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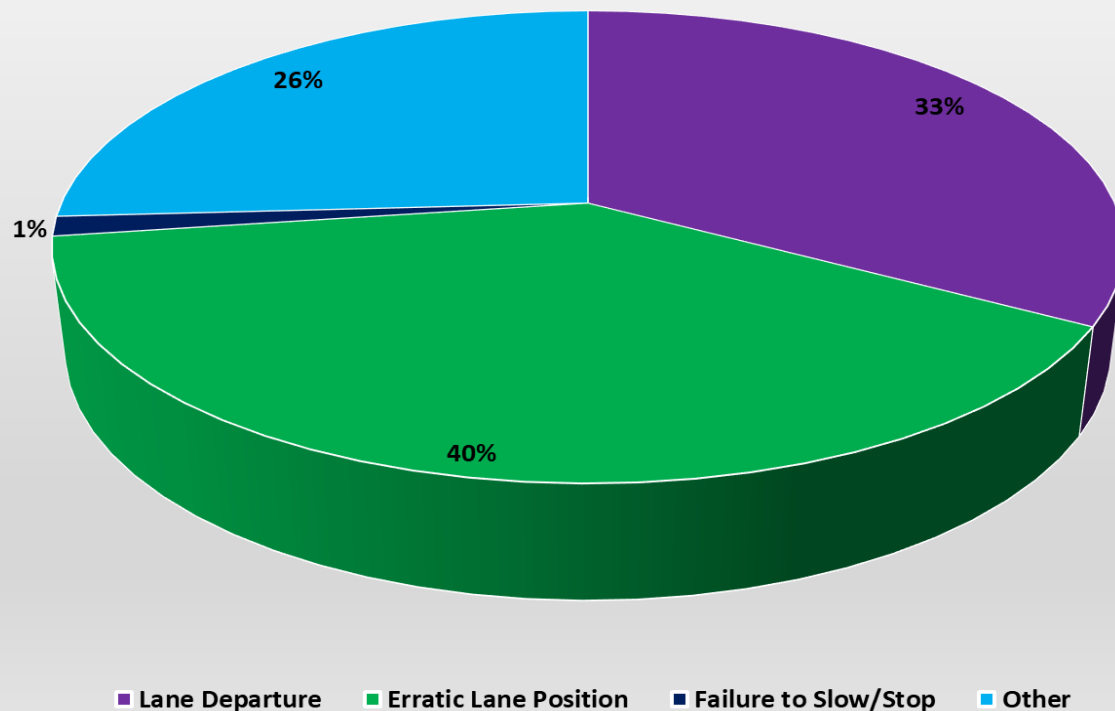
Lane-centering performance

Simulated disabled vehicle

Traffic jam assistance

Naturalistic roadway evaluation

Distribution of Highway Events by Type for All Test Vehicles (n=521)

Legend: Lane Departure · Erratic Lane Position · Failure to Slow/Stop · Other

Event Occurrences	
Lane Departure	173
Erratic Lane Position	206
Failure to Slow/Stop	7
Other	135
Total	**521**

- All test drivers noted the adaptive cruise functionality of evaluated systems performed well, sometimes exceeding expectations.

- Due to the frequency and unpredictability of lane-centering events, all test drivers expressed some level of distrust for each system.

- <u>On average, one event every eight miles</u>

Naturalistic roadway evaluation
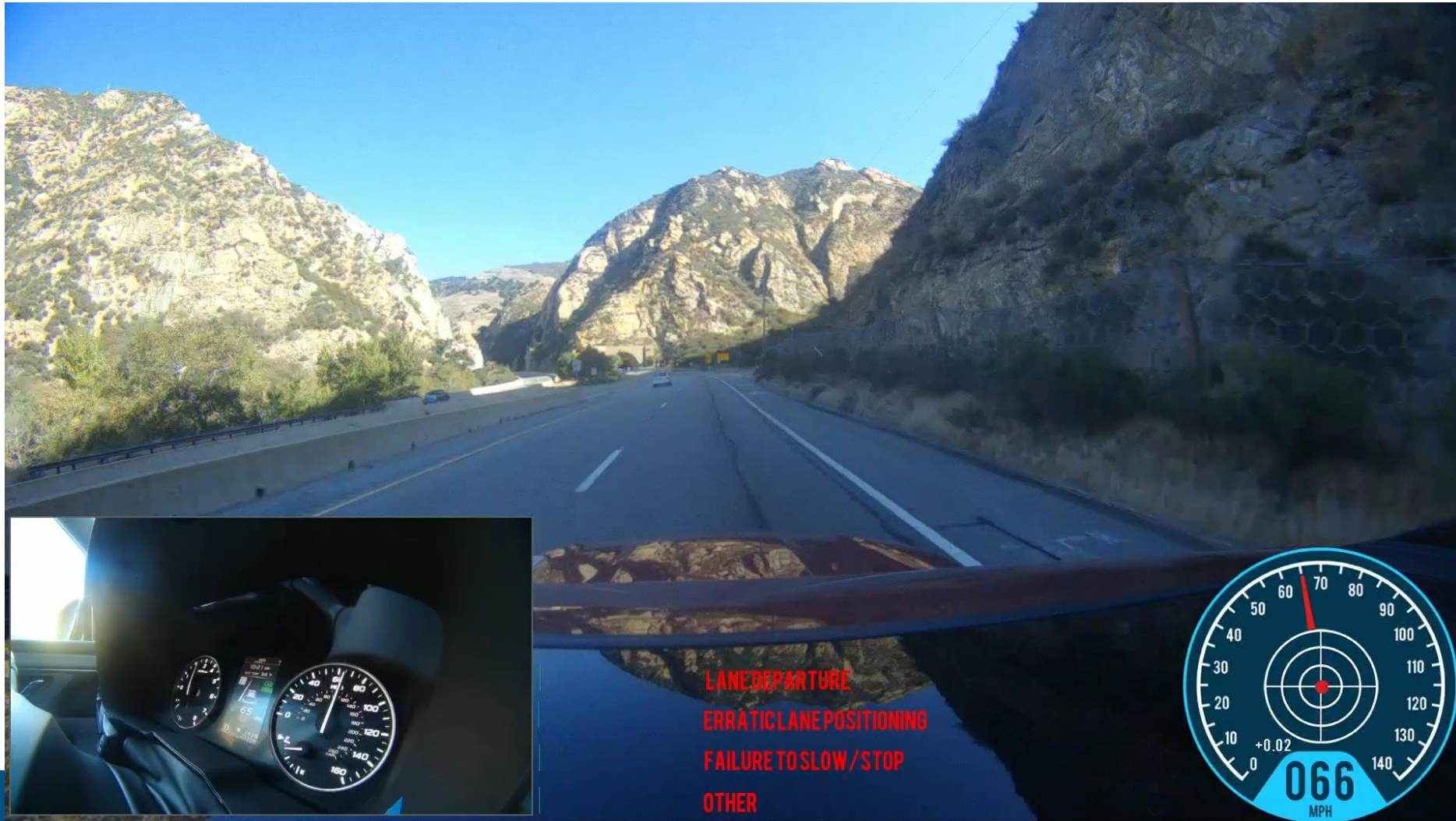
Media coverage of consumer overreliance

Is Semi-Autonomous Safety Technology Breeding a Generation of Bad Drivers?

Automaker Technology Hype Leads To Overconfident Drivers

Why Level 3 automated technology has failed to take hold

Tesla Owner Hops Into Passenger Seat And Records Car Driving Itself

Watch a Tesla Model 3 smash into a fake pedestrian in an automatic-braking test in China

Germany Says Tesla Can't Advertise Autopilot, Autonomous Driving

Full research reports are available on: newsroom.aaa.com

DISCUSSION

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