

**Statement of Principles, Criteria
and Verification Procedures on
Driver Interactions with
Advanced In-Vehicle
Information and
Communication Systems**

2006 Revision, Amendment 1



This amendment clarifies the applicability of the subject guidelines for vehicles employing driving automation.

Subject amendments are underlined for clarity in the appropriate section(s) below.

Scope

This Statement of Principles is concerned with advanced information and communication systems and the visual-manual interaction of the driver while the vehicle is in motion. For example (not exhaustive), navigation, phoning, messaging or interactive information services of the types listed below should be evaluated utilizing these guidelines.

Navigation	Destination Entry Route Following
Phoning ²	Incoming call management initiating and terminating call Conferencing Walkie Talkie – like services
Messaging	Caller ID Reminders Paging Short Message Services (SMS) Email Instant Messaging
Interactive Information Services	Stock Quotes Real-time Traffic advisory – on request Horoscopes Headlines Advertising Address Book Database Search (e.g. internet search) Financial services Directory

These guidelines are applicable to vehicles in which the role of performing the object and event detection and response (OEDR) portion of the driving task is assumed by the driver, as well as to vehicles equipped with driver support features that require the driver to supervise the feature's performance and to complete the OEDR in real time.

For vehicles employing higher levels of driving automation, namely, level 3-5 automated driving system (ADS) features that perform the complete dynamic driving task (DDT), including OEDR, these guidelines are not applicable while the ADS is engaged. However, these guidelines become applicable whenever a driver seated in the driver's seat with access to primary driver

controls chooses to perform manual driving, whether or not this is done in response to a system-generated request to intervene.

These Principles are not intended to apply to conventional information or communication systems, nor to collision warning or vehicle control systems. These principles are not a substitute for regulations and standards that should be respected and used by suppliers and manufacturers of in- vehicle information and communication systems. In the event of any conflict between these principles and applicable regulations, the regulations take precedence.

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