

# **VOLVO 590**



# **Volvo S90 Manual**

**Jack Gillis** 

# **Volvo S90 Manual:**

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design process that focusses on human variability and capability in interaction with interfaces This book introduces a novel method that combines both systems thinking and inclusive user centred design It models driver interaction provides design specifications concept designs and the results of studies in simulators on the test track and in road going vehicles This book is for designers of systems interfaces interactions UX Human Factors and Ergonomics researchers and practitioners involved with systems engineering and automotive academics In this book Prof Stanton and colleagues show how Human Factors methods can be applied to the tricky problem of interfacing human drivers with vehicle automation They have developed an approach to designing the human automation interaction for the handovers between the driver and the vehicle This approach has been tested in driving simulators and most interestingly in real vehicles on British motorways The approach called User Centred Ecological Interface Design has been validated against driver behaviour and used to support their ongoing work on vehicle automation I highly recommend this book for anyone interested or involved in designing human automation interaction in vehicles and beyond Professor Michael A Regan University of NSW Sydney AUSTRALIA Interface for Intelligent Vehicles Fusheng Jia, Huiyan Chen, Qianwen Fu, 2024-08-20 Human Machine Interface for Intelligent Vehicles Design Methodology and Cognitive Evaluation examines the fields of designing and developing intelligent design and intelligent vehicle driving evaluation by using virtual reality augmented reality and other technologies The book explains the methodologies and systems of interactive design user evaluation and testing using virtual reality technology and augmented reality technology in intelligent cockpit design With the rising prominence of electric vehicles and automatic driving assisted technology intelligent vehicles are becoming a reality Compared to traditional interactive design artificial intelligence provides new opportunities and challenges for the interactive design of intelligent cockpit space especially under the condition of intelligent assisted driving the driver's behavior performance multimodal interactive display interface design and evaluation Focuses on the interactive design methods of intelligent vehicles as well as forward looking design and testing methods of intelligent vehicle design Emphasizes that interactive design should be carried out using the relevant elements of intelligent system in the design of intelligent cars starting from the interactive characteristics of intelligence itself Starts from AI interactive design and combines the field of cognitive science to develop the methods and technologies of vehicle borne equipment and collaborative human computer interaction design Includes design cases from the intelligent car interaction design laboratory of Tongji University and related scientific research projects in China Challenges in Partially Automated Driving Ignacio Solís Marcos, 2018-05-14 The technological development in recent years is currently reflected in the implementation of more and more advanced driver assistance systems ADAS A clear example is found in the automated driving systems being marketed today Some of these systems are capable of controlling crucial driving tasks such as keeping the vehicle within the lane or maintaining speed and the distance with the front vehicle constant While this technology is still not mature enough to allow fully autonomous driving current systems allow partially automated driving or

Level 2 SAE 2016 Level 2 automation enables feet free and for short periods hands free driving under specific situations Yet the driver is still expected to monitor the road and the system and be ready to intervene when required by the system Regarding this studies from the driving and other domains have warned about potential performance problems associated with placing operators in such monitoring role Factors such as vigilance decrements or proneness to engage in other activities have been proposed to explain these problems however their role in the context of Level 2 automation remains to be further investigated In this context the main aims of this thesis were to understand the attentional effects of monitoring a Level 2 automated system and to investigate drivers strategies to integrate additional tasks while using such system In particular the following research questions were established 1 Does monitoring a Level 2 system affect driver attention after short driving periods 2 Does Level 2 automation facilitate the performance of additional tasks 3 How do drivers integrate additional tasks into their monitoring responsibilities and how is that influenced by automation trust and experience A complementary aim of this thesis was to explore the applicability of the event related potentials ERPs technique to detect the effects of different types of ADAS i e Level 2 automation and a visual in vehicle information system IVIS on drivers attention and on specific processing resources Three studies were conducted to address the aforementioned research questions In Study I and III the participants were asked to drive Level 2 automated and manually while performing an auditory oddball task Study I or a visuomotor task Study III In Study II the participants were instructed to perform a computer tracking task with or without the support of an artificial visual IVIS while executing a secondary auditory oddball task Measurements included performance indicators from the primary and secondary tasks as well as subjective and psychophysiological measures ERPs N1 and P3 amplitude and latencies elicited by the auditory oddball task were used to assess the participants attentional resource allocation Glance behaviour was also recorded to analyse drivers visual monitoring strategies in Study III In addition subjective measures of mental workload vigilance or automation trust were collected Last driving parameters such as speed time spent on the left lane or number overtakings were used to account for driving strategies to integrate an additional task while driving Level 2 automated or manually Study III As hypothesized monitoring a Level 2 automated system for short periods led to lower perceived demands and to reductions in the allocation of attentional resources to the auditory oddball task as shown by lower amplitudes in the P3 component Study I In Study III driving Level 2 automated led to worse performances on an additional visuomotor task compared to when driving manually which contradicted our expectations Additionally when the system was active drivers tended to look less to the road and more to the dashboard however only drivers with automation experience or who perceived the system as more robust increased their visual attention to the additional task Furthermore the results from Study II showed that some specific ERPs parameters namely N1 latency and P3 amplitude were also sensitive to the demands of IVIS while performing the tracking task Based on previous studies Young and Stanton 2002 the lower attentional resource allocation observed in Study I could reflect a cognitive

underload effect induced by the Level 2 automated driving Cognitive underload is proposed as one of the explaining mechanisms for the observed worse performances in the additional visuomotor task during the automated conditions in Study III However other effects such as overload or task interferences could also explain this Finally the results revealed by the ERPs in Studies I and II suggest that this could be a useful technique to detect alterations in drivers attention due to the excessive high or low demands placed by different ADAS ERPs also showed a greater diagnosticity than other measures in the detection of specific task requirements of perceptual and cognitive resources Thus ERPs may be useful as a complementary tool to other mental workload measures Given that drivers need to remain attentive at all times while interacting with a Level 2 automated vehicle the use of countermeasures to mitigate the negative attentional effects reported in this thesis is highly recommended Specific training programs enhancing drivers knowledge of the system or the implementation of systems that inform about the system reliability or detect inadequate driver states could be promising solutions gare av fordon med niv 2 automation har nu m jlighet att k ra utan att anv nda pedalerna och under korta perioder ven utan att beh va styra i specifika trafiksituationer Emellertid f rblir de fortfarande ansvariga f r att kontinuerligt vervaka den omgivande trafikmilj n liksom det automatiserade systemet ven om automatiserade fordon har potential att ka s kerheten har tidigare studier visat p betydande problem f rknippade med f rares sv righeter att vervaka automatiserade system en l ngre tid Denna avhandlings huvudsakliga syfte var att f rst vilken inverkan niv 2 automatiserad k rning har p f rares uppm rksamhet och beteende under tv situationer a d f raren vervakar trafiken och systemet b d f raren vervakar trafiken och systemet och samtidigt utf r en sidouppgift av visumotorisk karakt r Dessutom unders ktes ven vilken inverkan tillit till och erfarenhet av niv 2 automation hade p f rarens vervakningsstrategier av och anv ndning av systemet Ett ytterligare kompletterande syfte med denna avhandling var att unders ka anv ndbarheten av event related potentials ERP tekniken fr att b ttre kunna detektera eventuella fr ndringar som frknippas med niv 2 automation Specifikt analyserades N1 och P3 ERP komponenterna Dessutom anv ndes denna teknik i avhandlingen fratt uppt cka kning av den mentala arbetsbelastningen i samband med f rarens interaktion med andra vanliga st dsystem exempelvis fordonets informationssystem Tre olika studier genomf rdes I Studie I simulatorstudie observerades att k rning med niv 2 automation under korta perioder medf rde generella minskningar av uppm rksamhetsresursallokering Denna effekt uppt cktes som en minskning av amplituden hos P3 komponenten framkallad av utf randet av en sekund r auditiv uppgift I Studie III p v g uppt cktes s mre prestation p en sidouppgift av visumotorisk karakt r under k rning med niv 2 automation j mf rt med manuell k rning Det observerades ven att f rare med st rre erfarenhet av systemet och eller h gre skattningar av systemets robusthet tenderade att titta mindre p v gen och mer p sidouppgiften Slutligen i Studie II laboratoriestudie uppt cktes att ERP var anv ndbart fratt detektera kningar av krav associerade med utf randet av en datoradministrerad sp rningsuppgift baserad p ett artificiellt visuellt IVIS I allm nhet tyder resultaten i denna avhandling p att niv 2 automation kan leda till kognitiv underbelastning en effekt som tidigare

har observerats i h gre grader av automation Neds ttning av uppm rksamhet beroende p kognitiv underbelastning kan f rklara de s mre prestationerna p sidouppgiften under k rning med niv 2 automation som observerades i studie III Dock beh ver resultatet unders kas ytterligare eftersom andra effekter som verbelastning eller specifik uppgiftskonkurrens ocks kan ha skett I enlighet med avhandlingens kompletterande syfte uppvisade anv ndningen av ERP som ett komplement rt verktyg till andra s tt att m ta mental arbetsbelastning lovande resultat ERP kan anv ndas f r att uppt cka ytterligare effekter av olika st dsystem som antingen kar eller minskar de krav som st lls p f raren Nu finns fordon med niv 2 automation p v garna Trots detta r vissa s kerhetsproblem f rknippade med deras effekter p f rarens f rm gor och beteende fortfarande ol sta Det r d rf r n dv ndigt att insatser g rs f r att mildra s dana problem s att framtida incidenter i trafiken kan f rhindras i s stor utstr ckning som m jligt F rhoppningsvis bidrar denna avhandling till att ka f rst elsen f r de verkliga effekterna av niv 2 system p f rare Cars & Parts ,1974 och uppmuntrar till fler framtida studier inom omr det Automobile, 1997 Autocar .1999 Cincinnati Magazine, 1998-12 Cincinnati Magazine taps into the DNA of the city exploring shopping dining living and culture and giving readers a ringside seat on the issues shaping the region Car and Driver ,1998-07

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