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Commentary

Technology Based Driver Assistance System is Helpful or Not?

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DESCRIPTION

According to new research, technology aimed at making driving more fully automated has progressed in recent years, but it hasn't significantly enhanced safety.

According to the Alpha automotive organisation, which presented its latest results on automated vehicles earlier this month, active driving assistance systems, also known as Level 2 automation, do less to aid drivers and more to interfere, and are "far from 100 percent reliable." Vehicles outfitted with active driving assistance systems, for example, suffered some form of trouble every eight miles in real-world driving circumstances. This group has frequently discovered that active driving assistance technologies, especially in real-world circumstances, do not perform consistently.

Automobile manufacturers, according to industry experts, must work toward more dependable technology, which includes increasing lane keeping assistance and delivering more suitable notifications. According to the survey, many new vehicles produced today are equipped with technologies that can assist with driving, such as adaptive cruise control and lane keeping assistance, which are known as active driving assistance when they are merged to work as one. The study looked at Level 2 systems, which are the most advanced automated vehicle technology now available to the public. (Systems are classed into six categories, ranging from zero (no automation) to five (complete automation)) (full vehicle autonomy). During the examination, AAA automotive researchers put active driving assistance systems through their paces in real-world and closed-course scenarios to see how well they worked.

On public roads, lane departure or unstable lane position accounted for nearly three-quarters of all errors (73 percent). According to the research, test vehicles had problems maintaining in their lanes and frequently got too close to other vehicles or guardrails. System that linked vehicle acceleration, braking, and steering "frequently withdrew with little notice-virtually instantaneously relinquishing control back to the driver," according to the researchers. It can be "a perilous scenario" if a motorist becomes alienated from the act of driving or becomes overly reliant on the system, according to the safety group.

The systems usually performed as predicted during closed-course testing, according to the safety committee, but they were severely tested while approaching a simulated disabled car on the side of the road. Collisions occurred 66 percent of the time in those conditions. The tests were carried out in collaboration with the Automobile Club of Southern California's Automotive Research Center and the AAA GoMentum Proving Grounds in Northern California, Nevada, and Utah. The 2018 Volvo XC90 with "Active Driving Assistant Professional," the 2019 Volvo S90 with "Super CruiseTM," the 2019 Chevrolet Equinox with Ford Co-Pilot360, the 2020 Kia Telluride with "Highway Driving Assist," and the 2020 Subaru Outback with "EyeSight" were among the vehicles that were evaluated.

Only 12% of drivers stated they would trust a self-driving car in a survey done by the AAA earlier this year. The safety organisation suggests that automakers expand the breadth of testing and hold off on releasing systems until they have been improved enough to give a higher and more consistent level of safety.

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