

# AUTOMATED DRIVING

LEVELS OF DRIVING AUTOMATION ARE DEFINED IN  
NEW SAE INTERNATIONAL STANDARD J3016

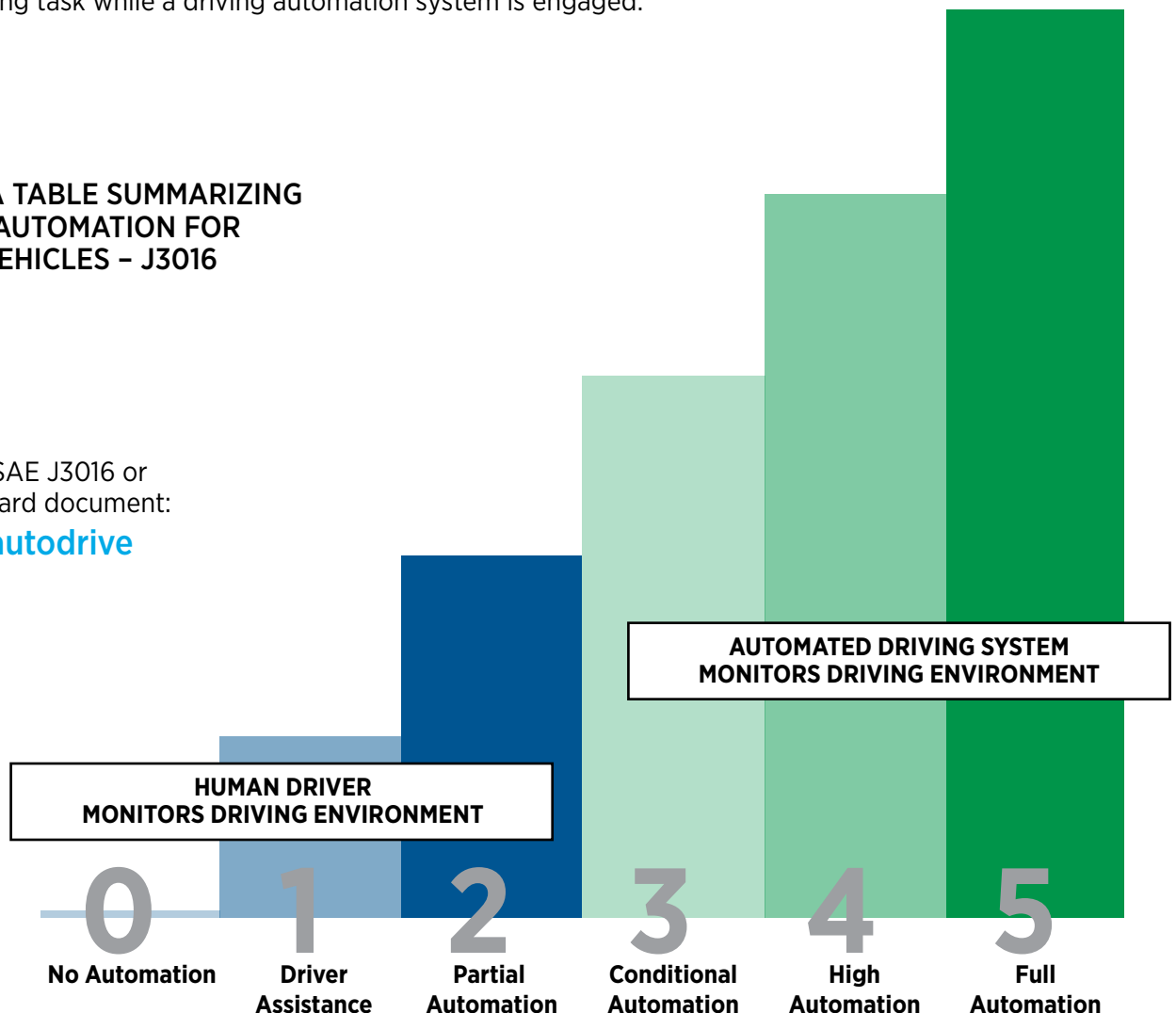
With the goal of providing common terminology for automated driving, SAE International's new standard J3016: **Taxonomy and Definitions for Terms Related to On-Road Motor Vehicle Automated Driving Systems**, delivers a harmonized classification system and supporting definitions that:

- Identify six levels of driving automation from “no automation” to “full automation”.
- Base definitions and levels on functional aspects of technology.
- Describe categorical distinctions for a step-wise progression through the levels.
- Are consistent with current industry practice.
- Eliminate confusion and are useful across numerous disciplines (engineering, legal, media, and public discourse).
- Educate a wider community by clarifying for each level what role (if any) drivers have in performing the dynamic driving task while a driving automation system is engaged.

▶ **OVER FOR A TABLE SUMMARIZING  
LEVELS OF AUTOMATION FOR  
ON-ROAD VEHICLES - J3016**

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[www.sae.org/autodrive](http://www.sae.org/autodrive)



# SUMMARY OF SAE INTERNATIONAL'S LEVELS OF DRIVING AUTOMATION FOR ON-ROAD VEHICLES

Issued January 2014, **SAE international's J3016** provides a common taxonomy and definitions for automated driving in order to simplify communication and facilitate collaboration within technical and policy domains. It defines more than a **dozen key terms**, including those italicized below, and provides **full descriptions and examples** for each level.

The report's **six levels of driving automation** span from *no automation* to *full automation*. A **key distinction** is between level 2, where the *human driver* performs part of the *dynamic driving task*, and level 3, where the *automated driving system* performs the entire *dynamic driving task*.

These levels are **descriptive** rather than normative and **technical** rather than legal. They imply **no particular order** of market introduction. Elements indicate **minimum** rather than maximum system capabilities for each level. A particular vehicle may have multiple driving automation features such that it could operate at **different levels** depending upon the feature(s) that are engaged.

**System** refers to the driver assistance system, combination of driver assistance systems, or *automated driving system*. **Excluded** are **warning and momentary intervention systems**, which do not automate any part of the *dynamic driving task* on a sustained basis and therefore do not change the *human driver's* role in performing the *dynamic driving task*.

| SAE level   | Name                          | Narrative Definition   | Execution of Steering and Acceleration/Deceleration | Monitoring of Driving Environment | Fallback Performance of Dynamic Driving Task | System Capability (Driving Modes) |
|---|-------------------------------|--|---|-----------------------------------|--|-----------------------------------|
| <b>Human driver monitors the driving environment</b>                        |                               |  |   |                                   |  |                                   |
| <b>0</b>  | <b>No Automation</b>          | the full-time performance by the <i>human driver</i> of all aspects of the <i>dynamic driving task</i> , even when enhanced by warning or intervention systems   | Human driver  | Human driver                      | Human driver                                 | n/a                               |
| <b>1</b>  | <b>Driver Assistance</b>      | the <i>driving mode</i> -specific execution by a driver assistance system of either steering or acceleration/deceleration using information about the driving environment and with the expectation that the <i>human driver</i> perform all remaining aspects of the <i>dynamic driving task</i>           | Human driver and system                             | Human driver                      | Human driver                                 | Some driving modes                |
| <b>2</b>  | <b>Partial Automation</b>     | the <i>driving mode</i> -specific execution by one or more driver assistance systems of both steering and acceleration/deceleration using information about the driving environment and with the expectation that the <i>human driver</i> perform all remaining aspects of the <i>dynamic driving task</i> | <b>System</b>                                       | Human driver                      | Human driver                                 | Some driving modes                |
| <b>Automated driving system ("system") monitors the driving environment</b> |                               |  |   |                                   |  |                                   |
| <b>3</b>  | <b>Conditional Automation</b> | the <i>driving mode</i> -specific performance by an <i>automated driving system</i> of all aspects of the dynamic driving task with the expectation that the <i>human driver</i> will respond appropriately to a <i>request to intervene</i>   | System  | <b>System</b>                     | Human driver                                 | Some driving modes                |
| <b>4</b>  | <b>High Automation</b>        | the <i>driving mode</i> -specific performance by an automated driving system of all aspects of the <i>dynamic driving task</i> , even if a <i>human driver</i> does not respond appropriately to a <i>request to intervene</i>   | System  | System                            | <b>System</b>                                | Some driving modes                |
| <b>5</b>  | <b>Full Automation</b>        | the full-time performance by an <i>automated driving system</i> of all aspects of the <i>dynamic driving task</i> under all roadway and environmental conditions that can be managed by a <i>human driver</i>  | System  | System                            | System                                       | <b>All driving modes</b>          |

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**Key definitions** in J3016 include (among others):

**Dynamic driving task** includes the operational (steering, braking, accelerating, monitoring the vehicle and roadway) and tactical (responding to events, determining when to change lanes, turn, use signals, etc.) aspects of the driving task, but not the strategic (determining destinations and waypoints) aspect of the driving task.

**Driving mode** is a type of driving scenario with characteristic *dynamic driving task* requirements (e.g., expressway merging, high speed cruising, low speed traffic jam, closed-campus operations, etc.).

**Request to intervene** is notification by the *automated driving system* to a *human driver* that s/he should promptly begin or resume performance of the *dynamic driving task*.