

# UD-10

## Traffic Crash Reporting

### New for 2018



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## Automated Vehicles:

To comply with new federal reporting guidelines, the Michigan State Police Traffic Crash Reporting Unit (TCRU) has added three new fields to the UD-10 Traffic Crash Report for 2018. These fields will be used to capture the level of autonomy for the motor vehicles involved in the traffic crash.

These federal reporting guidelines were developed collectively by the National Highway Traffic Safety Administration and the Governors Highway Safety Association, who urged the states to adopt these fields into their traffic crash reporting.

With the passing of MCL 257.665 which in part allows for the operation of automated vehicles on public roadways, the TCRU has developed the following materials to assist the officer in collecting these new fields.

# UD-10 Placement:

UNIT/DRIVER	Driver Condition at Time of Crash 1st		2nd		Driver Distracted By		Ejected	Trapped	Airba	
	Hospital									
	Alcohol Suspected	Contributing Factor	Alcohol Test Type <input type="radio"/> Breath <input type="radio"/> Field					Interlock Device		
	Drug Suspected	Contributing Factor	Drug Test Type <input type="radio"/> Blood <input type="radio"/> Field					Citation Issued <input type="radio"/> Hazardous <input type="radio"/> Other		
	Vehicle Registration	State	Vehicle Description							
	VIN	Vehicle Type	Special Vehicles		Private Trailer Type		Vehicle Def			
	Automation System(s) in Vehicle		Automation System Level in Vehicle			Automation System Level Engaged at Time of Crash				
	Insurance Company			Insurance Policy #		Towed By			Towed To	

Unit/Driver segment will ask three (3) additional questions.

- 1) Automation System(s) in Vehicle? Y/N
- 2) Automation System Level in Vehicle?
- 3) Automation System Level Engaged at Time of Crash.

# Automated Vehicle Definitions:

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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# Automated Vehicle Fields:

1. Automation System in Vehicle : YES/NO

2. Automation System Level in Vehicle:

Automation System Level in Vehicle
0. No Automation
1. Driver Assistance
2. Partial Automation
3. Conditional Automation
4. High Automation
5. Full Automation
6. Automation Level Unknown
98. Unknown

3. Automation System Level Engaged at Time of Crash:

Automation System Level Engaged at Time of Crash
0. No Automation
1. Driver Assistance
2. Partial Automation
3. Conditional Automation
4. High Automation
5. Full Automation
6. Automation Level Unknown
98. Unknown

While a majority of the vehicles on the road today are not automated, some levels of automation do exist on newer vehicles. Common Level 1 (Driver Assistance) systems include:

Lane Keeping Assist

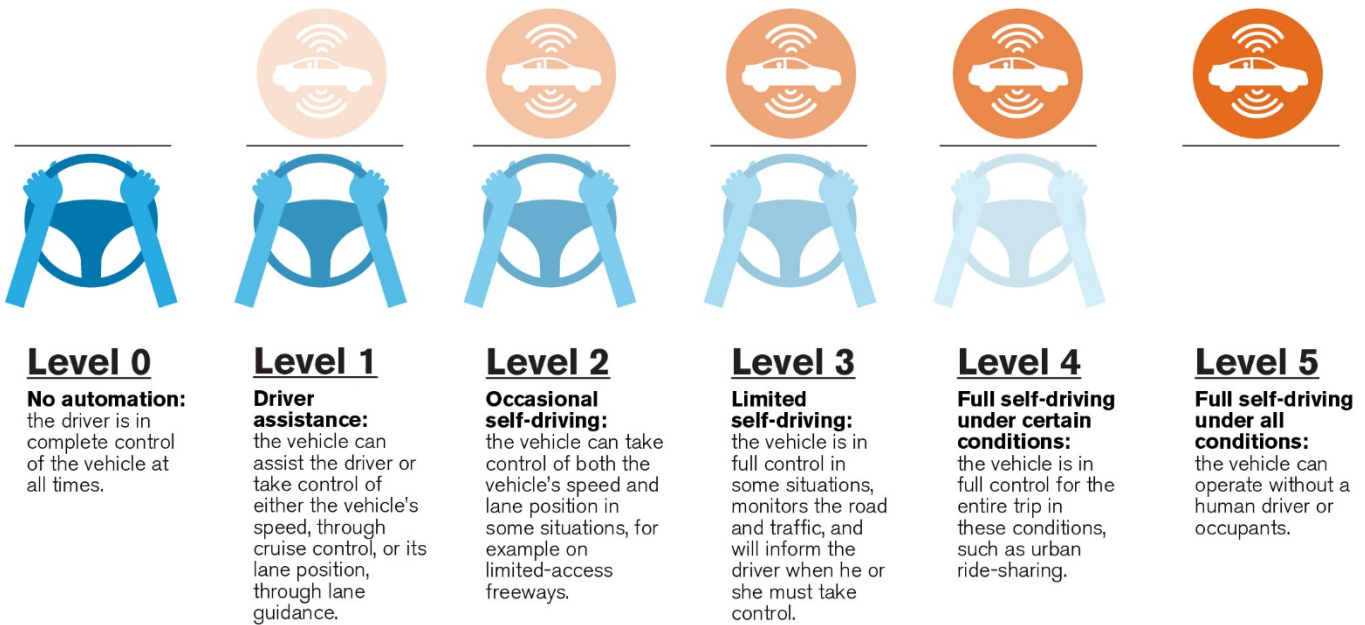
Adaptive Cruise Control

Park Assist

Automatic Emergency Braking

Note: Due to the fact that some drivers and police officers may not be able to identify if a vehicle even has an automation level, select **98-Unknown** at this time until further explanation and training is available.

# Five Levels of Vehicle Autonomy



Source: SAE & NHTSA