



I'm not robot



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Car driving hill game

Welcome back to the next edition of Speed Lines, drive morning roundup of the latest news in autos, tech and mobility. Conveniently, we're going to get to all three things today. Let's talk about how the NTSB slammed TeslaYesterday, the National Transportation Safety Board released its findings about the fatal 2018 crash in California where a driver died after his Tesla Model X crashed into a concrete barrier. The driver, Apple employee Walter Huang, was using Tesla's Autopilot system at the time; For the last nearly 20 minutes of his fateful journey, he reportedly did not use any torque on the steering wheel, and investigators say he was probably playing a video game with both hands off the steering wheel when the wreck happened. You can read our news story on the report here. But it is worth analyzing some lessons from this ordeal that are likely to affect the implementation of semi-autonomous driving technology. Note that I said semi-autonomous driving technology and not self-driving cars because right now, in 2020 and probably for many years afterwards, that's what Tesla Autopilot is. That's what Volvo Pilot Assist is, is what cadillac super cruise is, and that's what all these systems are. NTSB Chairman Robert Sumwalt pulled no punches saying yes, the emphasis of mine: You can't buy a self-driving car today, he said. You don't own a car that you drive by a single judge, so don't pretend you do... This means that you can't read a book while driving in the supposed self-driving mode, you can't watch a movie or TV show, you can't write text, and you can't play video games. [...] It's time to stop allowing drivers in any semi-automated vehicle to pretend to have driverless cars, he said. Sumwalt also blasted Tesla for not responding to recommendations it made in 2017, a year before the crash, to make those systems less susceptible to inattention and abuse. According to a Los Angeles Times report, Sumwalt pointed out that in 2017, the NTSB recommended that automakers design driver assistance systems to prevent driver inattention and abuse. Automakers including Volkswagen, Nissan and BMW reported their attempts to comply with the recommendations, but Tesla never returned to the NTSB. Unfortunately, one manufacturer ignored us and that the manufacturer is Tesla, Sumwalt said Tuesday. We heard nothing; we're still waiting. There's a lot of blame going around on this one, from the NTSB's point of view. That includes Apple. Sumwalt said the iPhone's do not interfere with driving features does not happen by default and its existence is little understood by drivers. Then there's Huang himself, who absolutely shouldn't have been (supposedly) playing a mobile game on his phone, with both hands off the wheel. But would Huang do it if he was in a car that doesn't have semi-autonomous assistance technology? Or a car with a system marketed as Autopilot whose capabilities are displayed, over and over again, to be misunderstood by drivers? He would have been did that in a car from a automaker that touts any Full Self-Driving Capabilities, even if it's just an aspirational term for now? I'm going to risk it, and I'm going to say I don't think so. Much more needs to be done to educate drivers about their actual limits if OEMs continue to promote these driving assistance systems – and all of them are to continue to lay the groundwork for possible self-driving vehicles. I'd say it's a big, hot takeaway from this story, and it kind of is, but the NTSB has been sounding this horn for three years. Has anything changed since then? Not really. These incidents are still happening and let us be honest with each other: in particular, they happen with one manufacturer in particular. Maybe it's time for the guy who runs the company to admit he doesn't know better than everyone else. Drivers also need to be educated, but frankly, I tend to be more on the side of everyday consumers than international companies with armies of engineers, lawyers and well-paid marketing people. Once again, with a feeling: You don't own a self-driving car. And it's time for Tesla and other OEMs to start driving this point much more home. More aggressive monitoring of drivers is in the world of aviation, the NTSB can not make regulations - only recommendations. With cars, this task falls to the National Highway Traffic Safety Administration, and the NTSB report also took shots at the agency's ability to regulate the safety of these new technologies. From the Wall Street Journal: The NTSB and NHTSA have in the past differed from Tesla's autopilot as the government tries to adapt to the fast-moving world of increased automation in the car. Regulators are grappling with how to strike the right balance between promoting potentially lifesaving technologies and ensuring public safety. NHTSA has launched 14 investigations into Tesla crashes involving driver assistance systems as part of a broader review of the technology. Two of those investigations involve Tesla vehicles that have been involved in fatal accidents in the past two months. To be trusted by the NTSB, Tesla needs to do a much better job with driver tracking systems in its cars – not just steering sensors, but eye and face monitors to ensure that the driver isn't doing something stupid, like playing video games behind the wheel. More of this story: The NTSB erroneously misjudged the regulatory investigative arm for not thoroughly assessing the effectiveness of Tesla's driver tracking system, the predictable abuse and the risks of using it in ways that were not designed to manipulate. It called for further evaluation of the system. [...] Tesla CEO Elon Musk acknowledged that some drivers are too confident about autopilot, but strongly defended the system, saying his company's data shows its vehicles are safer than others. General Motors Co. similar technology. But its system includes a camera that monitors the driver's eye movement to ensure that the driver pays attention. Tesla has rejected such technology, saying it is ineffective. The Mountain View crash raised automation concerns, in part because it came soon after a fatal crash in Tempe, Arizona, involving a test vehicle used by Uber Technologies Inc. development of autonomous vehicles. In an Uber crash, a safety operator sat behind the wheel and took control of the vehicle in an emergency. That didn't happen, and an Uber vehicle hit and killed pedestrians. Since it is quite clear that within five years we will not buy fully autonomous pods, how best to improve driver monitoring can be a big debate about car safety in 2020. More Coronavirus Impacts, this time in JapanA we reported on Speed Lines earlier, Wuhan coronavirus outbreak was very disruptive for car manufacturing and supply chain in China. Now cases are soaring in other parts of Asia. Japan is shaping up to be the next big battleground, reports Automotive News: Toyota Motor Corp. On Wednesday, he said operations at its plants in Japan may be affected by supply chain problems associated with a new coronavirus outbreak in the coming weeks, as the global outbreak gathers pace. The automaker, which operates 16 vehicles and components in Japan, said it would decide how to continue operating its domestic plants from Week 9. , while some plants remain closed under regulations from regional authorities. We're getting parts from China as normal for now, but we'll assess the situation after the week of March 2, a Toyota spokesman told Reuters.Japan is the main manufacturing site for the company, representing nearly half of the 10.7 million cars it sold worldwide in 2019.Toyota puts \$400 million into Toyota's self-driving startup, and Autonomy , Japan's largest automaker only put a lot of money into Pony.ai , Silicon Valley autonomy launch with Chinese ties and a growing list of partner companies. Here's Reuters: Silicon Valley-based startup Pony.ai - co-founded by CEO James Peng, a former ceo at China's Baidu, and chief technology officer Lou Tiancheng, a former Google and Baidu engineer - is already testing autonomous vehicles in California, Beijing and Guangzhou.The company is focused on achieving Level 4, or fully autonomous standards, in which the car can handle all aspects of driving in most

circumstances without human intervention. The latest funding will support Pony.ai future robotaxi operations and technology development, one of the sources said. Pony.ai, who has partnerships with automakers Hyundai and GAC, said he would explore other options in mobility services with Toyota. As that story notes Toyota was conservative rivals in the game of autonomy, but now it's a development that tech in-house and putting more money into startups as well. Still, Toyota is playing a long game, saying it will take decades for cars to drive themselves on the roads. They'd be right! On our Radar Profits jump on PSA before Fiat Chrysler merger (Automotive News) VW ID3 software problems threaten summer start in Europe, report tells (Automotive News) Panasonic to end solar production at Tesla NY plant as frays partnership (Reuters) Read these seem smart and interesting How BTS Filmed 'Top Secret' Video at Grand Central Terminal (NY Times) Univision sells to a group led by Ex-Viacom Executive for less than \$10 billion (WSJ) Your Turn How Can You Keep It From Happening Again? Like I said, I think there's a lot of guilt, including, yes, the driver. But what can OEMs, drivers, dealers and everyone else involved in promoting autonomy do to prevent these accidents in the short term? Term?

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