

NHTSA LEVELS OF AUTOMATION

LEVEL 0



driver controls
steering and brakes

LEVEL 1



driver controls
steering or brakes

LEVEL 2



driver has to be ready
to take control

LEVEL 3



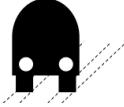





























ample warning in
rare conditions that
driver has to
control vehicle

LEVEL 4

vehicle can drive itself empty or with a passenger

TRANSIT LEVELS OF AUTOMATION

				
2014	 	 	 	 
2020	 	 	 	 
2035	 	 	 	 
2050	 			



Guideway/ Level of Segregation



Level of Automation