

## **Comment from Anonymous**

1. Require DMS camera system for adaptive-lane change or L2/3/4. Existing vehicles are not grandfathered in beyond a short grace period.
2. No misleading driver-assist system names. SuperCruise is fine, Autopilot/FSD not.
3. Submit data from any accident to NHTSA in which driver-assist system was active within 30 seconds of incidents.
4. No beta testing by nonprofessionals. No driver-assist features without working through regulatory framework. Most companies are eager to follow a safety-first framework. Regulators can use a light touch in most cases. But there are some companies, notably Tesla, that sees rules as obstacles to avoid (unlike Tesla Autopilot and big rigs). Such companies need tougher and more-skeptical oversight.