

PSA have decided to limit their work on the autonomous car for individuals to level 3, in which the driver must be able to take control at any time, saying they won't develop autonomy features beyond level 3 for passenger cars at this time. That's according to CEO Carlos Tavares, who made the announcement at the Geneva Motor Show.



At level 3, the driver may delegate driving under certain circumstances (highways, traffic jams), but must be able to regain control at all times. "Between level 3 and level 4, there is a real difference," said Tavares, noting that the higher-tech level-4 or -5 cars would be unaffordable to most.

If PSA are the first manufacturer to announce such a decision, they're not the only ones to think about it. In recent years, car manufacturers seemed to be in a race to make spectacular announcements, promising level 3 or 4 on the roads by 2020 or 2021. "There was a kind of euphoria, everyone had commitments to meet expectations. financial markets, knowing full well that it would be difficult", says Bertrand Rakoto, an independent consultant based in Detroit. "Today, most people find it hard to reach level 3, because you have to not only master the technology, but also solve the regulatory and legal issues. The lack of adequate legislation and especially the issue of liability represent unacceptable obstacles: beyond level 3, the responsibility of the manufacturer is engaged. Audi, today the only one to master level 3, have never activated it", he says.

The equation is a little different for robo-taxis. "In the case of shuttles, the cost will be shared and the use will be limited to limited spaces," said Tavares, who will continue the work of the group in this direction. The intensive use of vehicles will also make them profitable quickly enough. "The salary costs will be limited: we can have several vehicles checked by the same person behind a screen," Rakoto explains. In the meantime, the human driver will be with us for the foreseeable future.