In the article by Ryan Whitwam from May of 2019 titled *Tesla Model 3 in Fatal Accident Had Autopilot Engaged*, we are told of an unfortunate incident in Florida, where the driver of a Tesla self-driving car lost his life in a battle against a tractor-trailer. Jeremy Beren Banner, was on travelling on March 1st 2019 in his Tesla when a semi turned left in front of him, neither Jeremy nor the car saw the unfortunate accident coming. The National Transportation Safety Board (NTSB) explained in a short report that Mr. Banner did in fact have the autopilot feature turned on, and evidence shows that he did not steer for eight seconds prior to the incident. Many drivers do not understand the semantics of the autopilot feature, as this feature does not allow you to disregard the road entirely. This may have been the case when Jeremy slid under the trailer of the semi, sadly ending his life. As for the vehicle, it is theorized that the cars ability to see the road may have been thwarted by the height of the trailer.

Florida law Chapter 2012-111 *Committee Substitute for House Bill No. 1207* describes the rules for autonomous vehicles in Florida. This legislature in this bill states “…specifying that the person who causes the vehicle’s autonomous technology to engage is the operator”. This wordplay states that legislature acknowledges that the vehicles are not fully self-contained driving apparatus and a driver that presses the button, must be “the operator”. According to the previous article from paragraph one; Jeremy had not steered for a full eight seconds prior to the crash. This information leads one to believe that Banner was not in full control of the vehicle and may have had his attention focused elsewhere. It also states that the vehicle must meet state and federal standards for the road. Presumably, Jeremy’s car met the federal and state requirements. Based on the information provided, the driver-assisted vehicle did what it was supposed to do and the car alone was not the operator. Speculation may blame the vehicles radar system for not being able to see the trailer due to its height, but since we are not at the point of automobiles without steering wheels, vigilant driving is still a mainstay.

This particular case has a multitude of negatives associated with it, and only a single positive point of silver lining. In terms of negatives, we have the tragic loss of Jeremy Banners life. In addition, one could state that in terms of economic effect, this incident may dissuade people from purchasing this type of automobile, in turn negatively influencing the market. One could also conclude the public s’ perceived definition of self-driving vehicles as a negative, as many understand this to be
completely self-contained. A few of the same type of accidents were amassed when cruise control was first introduced as noted by a Snopes article from December of 2000 titled Cruise Control as Auto-Pilot. The single positive aspect, albeit a dark one, is learning where some of the shortcomings of this type of vehicle are. In this case, the height of the radar sensing gadgets comes into question, as a system being able to see higher vertically may have been able to save a life.

The unfortunate accident with Jeremy Banner would most likely fall under the social contract section. As discussed in the article Social Contract Theory written by Celeste Friend (no date given), “…obligations are dependent upon a contract or agreement among them to form the society in which they live”. Based on information found about the incident, Jeremy Banner, as it seems, was not paying attention to the road in front of him. Due to this perceived lack of attention and to limitations of the vehicle, Jeremy’s life was cut short. The privilege of driving is set on a social contract that as the operator of a vehicle you must be in full control at all times. Loosely defined autonomous car or not, the one to engage the capability is in charge. Engaging cruise control in your personal vehicle does not mean you do not have to slow down for dangerous curves. We mourn for Jeremy and his family, as this accident more than likely would not have ended in tragedy if his attention were fixed on the road.

from Ch 3 ~ Examine a Case: Software Failures - Ganges Gregory Stapley

Diana,

You are correct about this being a moral grey area. While I would not want to explain to my little ones what they saw on the billboard, I would have laughed aloud had I seen the billboard while solo driving. According to the article by David Segal in March of 014 titled Does Porn Hurt Children?, there are no definitive studies on the effects of porn on children, because it is illegal to show it to them. While in the article, Can pornography be art? Written June 7th of 2003 by Tabatha Leggett, she quotes Malcom Budd’s definition of art as “prompts an emotional response in its viewer; gives them pleasure; grants them the satisfaction of appreciating a work well done…”. While I could not find any specific law for protesting in Indonesia, there seems to be a lot of protesting happening in present time. This gives sway to your argument of protest of sexual content restrictions in the Indonesian culture.