Transcript
26 February 2025, 03:35pm

Interviewer started transcription

Interviewer 0:07
What I'm gonna do is, you know, like I said in the preamble and everything, the all the stuff I'm gonna give you, case study scenario. I'm gonna describe it for you if you want, I can put it in the chat if you need to reference it. And then.

Stakeholder3_Engineer 0:13
OK, OK.

Interviewer 0:27
Based on that, I'm gonna ask you one big main question and then some follow up minor questions for the sake of classifying you as a stakeholder, your name will not appear obviously….in this study and you can withdraw your consent within seven days of me sending you the transcript and all of that. So it's it's not going to be invasive, it's not going to be painful. This is not a test for you. No right or wrong answers. Yes, it's all about.

Stakeholder3_Engineer 0:46
OK. Good 'cause you know engineers, if you say test, we're like let's go.

Interviewer 0:58
I know, I know, not at all. Not at all. It's about your opinions, your viewpoints, your life experience. It's all valuable for this research. So. Are you ready? OK.

Stakeholder3_Engineer 1:03
I am ready. {removed text}

Interviewer 1:12
OK. OK.

Stakeholder3_Engineer 1:21
Anyway, go ahead, go ahead.
Interviewer 1:22
OK, so the case study is a real … is based on the scenario I'm gonna describe to you is based on real life case within the AI application of automated vehicles or AVs. OK, so it involves

the occurrences of actual car crashes involving one particular AV brand which is Tesla and it's advanced.

Stakeholder3_Engineer 1:39
OK.

Interviewer 1:48
Driver Assistance System ADAS, called Autopilot. So Tesla's Autopilot controls the steering, the braking, the acceleration functions of the AV without any assistance from the human driver who's sitting behind the wheel at the time. OK? And note that very important autopilot could at any time disengage and hand over the controls to the human driver, OK?

Stakeholder3_Engineer 2:01
Got it. So can I ask a question clarifying question? Does the driver put on auto drive?

Interviewer 2:16
Yes. Yep. Yes, there's a button that Autopilot. Yeah.

Stakeholder3_Engineer 2:22
OK, you push it, goes Autopilot. And but at any point it could also say, oh, sorry, I don't want to do that. It'll come back to the driver. Got it. OK, good. Nice thing.

Interviewer 2:31
Yeah. Yeah, OK. So according to USA NITSA National Hwy Transportation, uh … the Traffic Safety.

Stakeholder3_Engineer 2:37
Mm hmm.

Interviewer 2:42
Agency, their Office of Defects Investigation.

Stakeholder3_Engineer 2:46
Yes.

Interviewer 2:47
Opened this … this engineering analysis investigation about crashes between that occurred between January 2018 and January 2022. So with.

Stakeholder3_Engineer 2:52
Yes.

Interviewer 3:00
Autopilot engaged Tesla's AVs were involved in 16 crashes. Where they struck highly visible stationary in road or roadside first responder vehicles, so police, ambulance, fire trucks, road maintenance vehicles, lights flashing, all of that. OK and these vehicles were attending to preexisting collision scenes, so there was a crash in front. These guys were looking after it and.

Stakeholder3_Engineer 3:27
Yeah.

Interviewer 3:32
Tesla's Autopilot drove into this. OK? And crashed, so on average, in these crashes, Autopilot aborted, vehicle control less than one second prior to the impact. Think about that.

Stakeholder3_Engineer 3:50
Wow.

Interviewer 3:52
Right, so it went. It went.

Stakeholder3_Engineer 3:54
Went there and then goodbye. You're on your own. You're responsible. OK, got it.

Interviewer 3:58
Yeah, yeah, yeah. So this is the scenario. So what I want you to tell me or.

Stakeholder3_Engineer 4:03
Yep.
Yeah.

Interviewer 4:09
What kind of explanatory information are you seeking about these 16 car crashes from Autopilot itself, the AI system that controls the motion control functions of steering braking acceleration? OK, so what specific questions do you have for Autopilot? What types of information do you want from it about? About these 16 crashes?

Stakeholder3_Engineer 4:36
So is it like an aeroplane black box that it can actually answer or give?
Interviewer 4:46
No.

Stakeholder3_Engineer 4:46
Data as this is happening … I'm you know I'm a decelerating nothing. So it's nothing. OK, OK, got it.
Interviewer 4:49
No, no, no. So the OK, here's the other thing, terminology-wise So aeroplanes have black boxes where, you know, give second by second whole bunch of information.

Stakeholder3_Engineer 4:55
Yeah. OK.
Yeah.
Yes. Yeah.

Interviewer 5:04
These AI do not do that.

Stakeholder3_Engineer 5:06
I got it. So they're on. Off. That's it.

Interviewer 5:08
So they're opaque. They're opaque systems, yes.

Stakeholder3_Engineer 5:09
So we don't even know what they're doing. Really. Like. OK, OK, got it.

Interviewer 5:16
Right. These the design of these AI systems you cannot probe inside them because they're designed such a way, they're not standard software programmes where you can go code by code, line by line. OK, not that not these things.

Stakeholder3_Engineer 5:21
OK. So what do I want them to… to explain to me?
Interviewer 5:33
So what questions?
Mm hmm M.

Stakeholder3_Engineer 5:39
OK, so I think I'd like to know like. Um… Is there? Warnings? That this Autopilot recognises that there's an object that it's going towards. So is there a warning system for that? Kinda wanna know that.
Interviewer 6:02
Yes. Yeah. Tesla is. Yeah. These Autopilot systems have warnings for that. Yeah. Yeah.

Stakeholder3_Engineer 6:07they get recorded that they're warning you're going to strike something.
Interviewer 6:14
We don't know if that happened here or not.
Stakeholder3_Engineer 6:16
OK, we do not know, OK. I also want to know. Why aren't you? Why aren't you? Why are you releasing to humans? Aborting to humans just before a crash #1 why are you doing that number 2. Is there? Is there a back door for liability so they are not liable if they give it over to the human? So, I want to know that is there a back door that's been created to fudge your fudge, your numbers, Tesla? I love that you're using Tesla 'cause. I just like to smash them. Like, just keep smashing them, punching them. Just love it.

Interviewer 6:52
Yep. OK, the … the … the answer to this particular question about Tesla is all of the liabilities on the driver and.

Stakeholder3_Engineer 7:06
Yeah, yeah. Yes, I figured that.

Interviewer 7:13
That's in the fine print, and it's also apparently in the training manuals and all of that, which are videos, not manuals. In case you didn't know.

Stakeholder3_Engineer 7:15
OK.
OK, OK.

Interviewer 7:23
But here's…Regardless of that, I'm gonna bring the ….excellent questions and I will get into those after we finish with the main questionnaire.

Stakeholder3_Engineer 7:37
Yes, of course.

Interviewer 7:37
I… I wanna focus on the specific tasks that a human would do that this AI is now doing human tasks right? It's acting like an agent in the world, right? And so it is actually driving it is controlling the steering, the braking the acceleration.

Stakeholder3_Engineer 7:41
Yes. OK. Yes.

Interviewer 7:58
What kinds of information are you seeking from it about the decisions it made or didn't make about the actions it took or didn't take in the 16 crashes with respect to those functions?

Stakeholder3_Engineer 8:09
OK so.

Interviewer 8:13
If it helps, you can say I would ask X,Y or Z or I would want to know X,Y or Z or I want information right so and if it helps you, you can also pretend you're talking to a human being that did this.

Stakeholder3_Engineer 8:13
Alright, yeah. Yeah. Yes. So. Yes, of course. So.
I was going to say like how fast were you going? How slow did you make me go?

Interviewer 8:35
Mm hmm mm hmm.

Stakeholder3_Engineer 8:37
Was there was there an object in your way? Why didn't you steer away from it? Why?
How fast are you braking when there's an object in the way? I want to know. Are you overriding me? Braking 'cause. I can see I'm going into an accident. Are you overriding me?

Interviewer 9:06
No, it does not. The human can override it, but it can't override the human. Just so you know.

Stakeholder3_Engineer 9:06

So no. Again so. OK, so the human, so the human could have broke, could've actually steered away and was, like, reading their paper or something, OK.

Interviewer 9:17
Mm hmm mm hmm. Mm hmm. Mm hmm. Mm hmm. Yes, correct. Yes. Classic distracted driving case, yes.

Stakeholder3_Engineer 9:28
Very distracted on the phone, reading the paper, et cetera, et cetera. The world is a beautiful place. Isn't the world a beautiful? Yeah. The world is a beautiful place. 'cause. I have a Tesla. OK.

Interviewer 9:33
Watching a movie … sleeping.

Stakeholder3_Engineer 9:43
I hate Tesla with a passion. OK, I'm so happy you're doing this and using these scenarios. OK, so I want to know how fast you go. I want to know when you started braking. I want to know. Um…Were my hands on the wheel, would they be able to tell me? Are my hands on the wheel so aren't?

Interviewer 10:07
We don't know. In some of these cases, yes. And some of these cases, no, we don't know. We don't have that information from the studies. No. Just assume that the driver wasn't alert.

Stakeholder3_Engineer 10:07
Yeah. Oh, OK. But you don't. OK. All right, so. At all this, just like, OK, they're on the phone and they're looking down.

Interviewer 10:18
Yeah, yeah.
Yeah.
Stakeholder3_Engineer 10:22
I would like to know. OK. So we talked about do you see an object, do you see an object? Do you see objects 'cause? You're saying there's multiple vehicles there. Do you? Are you? When did you start breaking? Why are you not veering away? Changing lanes for me? Why are you still? Um…

Interviewer 10:35
Mm hmm.

Stakeholder3_Engineer 10:49
Why aren't you sending me a warning? Hey, wake up, driver. So I want to know why you're not sending me a warning. What else do I want to know? Um….Are you engaging in my seat belt already? … Is my seat belt already tightening up 'cause? I'm gonna go.
I think I want to be warning, yeah.

Interviewer 11:15
So that question means that it might know it's about to crash, right? You're assuming for that question.

Stakeholder3_Engineer 11:20
Yes, I know. So I guess, yeah.

Interviewer 11:24
And the other questions about why aren't you braking assumes that it sees, so you're asking about its braking functions.

Stakeholder3_Engineer 11:30
Yeah.

Interviewer 11:33
You're asking about why didn't you steer away? Now, here's a question. These questions you're asking, how many seconds before the crash are you asking these questions? Like, is there a window in your head? Is it a minute before the crash? Seconds before? Right 'cause. think about it this way, when you or human are driving, you can see lights flashing in the distance right on the road ahead. Right. You know, there's a traffic accident, right.

Stakeholder3_Engineer 11:35
Yeah.
Oh, no. Yeah.
Yes, I'm warned. Yeah.

Interviewer 11:58
So how many minutes before, seconds before in your head, you're asking these questions about the?

Stakeholder3_Engineer 12:04
I want that I want that based on my speed. So if I'm going a 100 miles an hour or 80 let's say 80, let's say the person's going 60 to 80 miles an hour. So I want to know and I'm sure the stat

already exists. When is it that I need to start breaking 'cause I'm gonna hit this thing? So that can be easily calculated by my speed so.

Interviewer 12:07
OK.

Stakeholder3_Engineer 12:29
I'm not gonna do that calculate that, but so I want to be it'll be. And plus and don't forget you gotta add human response too. So I see it. I'm gonna be warned. But I have to also be alert. So you're gonna have to get a little bit more time than that. So say minutes.

Interviewer 12:49
OK.

Stakeholder3_Engineer 12:49
Say 'cause, I'm going 80 miles an hour. That's really fast and minutes is not even that much time. I mean, well, I'm in the USI thought the accents are in the US. Are they in the are they in kilometres? So whatever 80 kilometres, let's say they need. Yeah, 80 kilometres.

Interviewer 12:55
Do you mean 80 kilometres or 80?

Stakeholder3_Engineer 12:56

Yeah… 80 miles because I'm in the US, I'm assuming the accidents are in the US. Are they in kilometers? So, whatever, 80 km.

Interviewer
OK. No, it doesn't matter. Yeah. Remember, 6… their 60 is our hundred. Remember that? Yeah. OK.

Stakeholder3_Engineer 13:09
Yeah, yeah. So let's see. I'm going that. So I'll say I'm going that and that's fast and things are happening fast at 100 kilometres an hour, so I need a … more than minutes. I need few minutes because I need to be warned and be alert. So then I need even extra time. 'cause. I'm now being startled by this alarm and I need to respond. So yes, I need.
I need say I don't know how fast I would need say 4 minutes. I have no idea. I . . . I'm just saying I would need several minutes yeah so.

Interviewer 13:40
OK. Yeah, yeah.
OK.
So all of these questions are within minutes of the crash itself, up to the final second before it released. Honestly, I don't know why it waited till a second before, but that's a different.

Stakeholder3_Engineer 13:46
Yeah.
Yeah, yeah.
Oh, I know why, cuz it's a liability question.

Interviewer 14:00
Yeah. Yeah, but yeah, yeah.

Stakeholder3_Engineer 14:01
So, oh, I can prove my Autopilot was off. There you go.
I always question the intelligent quotient that you have to get to get a Tesla to begin with. So anyway you can see how much I hate them…

Interviewer 14:08
OK.
So.

Stakeholder3_Engineer 14:20
I have nothing against Automated Vehicles .

Interviewer 14:22
Between you and I, between you and I, I do want self driving cars between you and I being an engineer and living in Toronto in traffic, I want self driving cars and I want them to work. OK. I want. Yes, I want these AI systems to work and I want visibility into them. And this is one of the reasons for my research. OK. So anyway, yeah.

Stakeholder3_Engineer 14:32
But I want them to work.
Yes, I do too.
Because people are dumb and distracted.

Interviewer 14:47
Yeah.

Stakeholder3_Engineer 14:47
Especially in a car, which makes absolutely no sense to me.
But I also want so I want the car system to be smarter than me to be smarter than me and learn from me if if I'm breaking 'cause I see something 3 minutes of.

Interviewer 14:56
Yes, yes, correct. They're not there yet. Right now they're not there.

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Stakeholder3_Engineer 15:11
…. so I was just saying that I would want to. Oh, my goodness. I forgot my train of thought. But it's OK, you know what I'm saying? You. You're following along with what I'm saying. Yes. OK. Oh, I said I want the machine to be smarter than me. So and learn from my behaviours. I speed.

Interviewer 15:19
OK.
Yeah, OK, So what?
Yes.

Stakeholder3_Engineer 15:39
'Cause. I'm in Y region. There's lots of places to speed, you know. And then I halt.
So I wanted to learn right? I'm giving you. I'm giving you data all day long as I'm driving, so learn. OK, go ahead.

Interviewer 15:48
Yes.
OK so. Um…If your objective is to improve this algorithm. What kind of features, methodology, function would you seek information about?

Stakeholder3_Engineer 16:03
Yeah.
Definitely warning signs.
Warning. Are you alert? I see something ahead. Um….
Warning also like if it's if it's continually learning then it would know that I'd like to speed a little bit, so it's saying probably like, hey, there's a lot of slow up there. There's lots of people slowing down be alert. So I want to this alert system to be smart, right.

Interviewer 16:27
Mm hmm.
Mm hmm mm hmm.

Stakeholder3_Engineer 16:38
Also advise me if the Autopilot is gonna stop working you have, you know.
Beep beep beep beep. You have this warning. You got 5-10 seconds that it's going to stop working. You know. Be aware that it's going to stop working.

{removed text due to intermittent connection and general off topic discussion content}

End Transcription for analysis .... general discussion continued until 33:45 when Interviewer stopped recording and transcription