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## Keeping the Driver in the Loop While Driving With Conditional Automation

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### **Propositions (Stellingen behorend bij het proefschrift)**

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*Jeremy Dillmann*

1. The perception-action perspective provides a more parsimonious approach to the out of the loop problem than the situation-awareness perspective. *(Chapter 1)*
2. Two key processes underlying driving behavior while “in the loop” are perceptual attunement and perceptual-motor calibration. *(Chapter 1)*
3. Placing non-driving-related-tasks in a head-up display during automated driving can increase safety. *(Chapter 2)*
4. Driving performance in an automated vehicle can be increased if drivers frequently take back control from automation. *(Chapter 2 / Chapter 3)*
5. Limitations of the automated system can help keep drivers in the loop if they lead to recurring driver-initiated take-overs. *(Chapter 3)*
6. While driving an automated vehicle on the road, participants are capable of safely performing self-paced and urgent take-overs. *(Chapter 4)*
7. Automated driving on the road can be learned: take-over behavior becomes faster as we become accustomed to the system. *(Chapter 4)*
8. Transferring the fundamental perception-action theory to the applied human factors field of automated driving is challenging yet rewarding. *(Chapter 5)*
9. You can recognize a German engineer as study participant by their frequent stereotypical “jawohl!”. *(Chapter 2 / Chapter 3)*
10. “Be not afraid of going slowly, be afraid only of standing still.” Chinese Proverb