CLAIMS

1. A method of preparing a navigation autonomy map for a vehicle covering a zone including path segments, the method being characterized in that it comprises the following steps implemented by a computer: identifying (1) the path segments for which the map needs to be prepared; for each path segment, calculating (3) primary autonomy reliability indices in accordance with at least two distinct autonomy functions; and calculating (4) for each path segment a final autonomy reliability index on the basis of the primary autonomy reliability indices.

2. A method according to claim 1, wherein the final autonomy reliability index is calculated by taking a weighted average of the primary autonomy reliability indices.

3. A method according to claim 2, including the following steps: performing a plurality of calculations (4) for each final index with distinct weighting coefficients; comparing (5) the resulting final indices; and preparing (6) the navigation autonomy map by retaining the weighting for which the lowest final index is the highest of the lowest final indices of the various weightings.

4. A method according to claim 2, including the following steps: performing a plurality of calculations (4) for each final index with distinct weighting coefficients; comparing (5) the resulting final indices; and preparing the navigation autonomy map by retaining the highest final index for each path segment.

5. A method according to claim 1, characterized in that it includes the steps of identifying path segments for which the final autonomy reliability indices are less than a predetermined threshold, and of performing a

smoothing operation (7) applied to the immediately adjacent path segments.

6. A method according to claim 1, characterized in that it includes a prior step of analyzing (1) the configuration of the path segments and of installing equipment adapted to improve the primary autonomy reliability indices.

7. A navigation autonomy map for a vehicle covering a zone comprising path segments, the map being characterized in that for each path segment it includes a final autonomy reliability index obtained from a computer unit by taking a weighted mean of primary autonomy reliability indices in accordance with at least two distinct autonomy functions.

8. The application of an autonomy map according to claim 7 for determining a path, characterized in that autonomy parameters are added to geographical parameters for determining the path.

9. An autonomous vehicle including an automatic driver unit and a navigation unit; the automatic driver unit being connected to vehicle control members and to sensors for detecting the behavior of the vehicle and the surroundings of the vehicle, and incorporating calculation means enabling the control members to be driven on the information supplied by the sensors so that the vehicle remains on a determined path in compliance with traffic regulations; the navigation unit comprising a module for planning itineraries on the basis of map data comprising an autonomy map according to claim 7, the autonomy map being used both by the navigation unit to determine an itinerary as a function of the final indices of the segments traveled, and also by the driver unit to

determine which sensors should be given precedence on the basis of the segment traveled.