RMF draft text – clean proposal

“2.3.4.4. "*Risk Mitigation Function* (RMF)" means a function which can in case of confirmed driver unavailability automatically activate the vehicle steering system for a limited duration to steer the vehicle with the purpose of bringing the vehicle to a safe stop within a target stop area.

2.4.16. A "*Lane Change Procedure*" starts when the direction indicator lamps are activated and ends when the direction indicator lamps are deactivated. It comprises the following operations:

(a) Activation of the direction indicator lamps;

(b) Lateral movement of the vehicle towards the lane boundary;

(c) Lane Change Manoeuvre;

(d) Resumption of the lane keeping function;

(e) Deactivation of direction indicator lamps.

2.4.18. “*Target stop area*” means a potential stopping area (e.g. emergency lane, hard shoulder, beside the road, slowest lane of traffic, own lane of travel).

 5.1.6.3. Vehicles equipped with an RMF shall fulfil the following requirements.

 An RMF system shall be subject to the requirements of Annex 6.

5.1.6.3.1. Any RMF shall only start an intervention in case the driver is confirmed to be unavailable to control the vehicle e.g. through driver monitoring, failed response to a request for action/warning (e.g. hands-on warning) or if it is manually activated.

 In case the system provides a means for manual activation, this means shall be protected against unintentional operation and reachable for front row occupants.

5.1.6.3.2. Unless a request for action (e.g. hands-on warning) was already given or the system was manually activated, there shall be an optical and acoustical and/or haptic (e.g. brake jerks) warning signal before every RMF intervention in order to stimulate the driver to take back control.

Every RMF intervention shall be indicated to the driver at least by a clearly visible optical and an acoustic and/or haptic (e.g. brake jerks) warning signal for as long as the intervention exists.

These warning signals shall be distinct and of a great urgency.

[5.1.6.3.3. An RMF intervention shall not unreasonably deactivate or suppress the functionality of activated assistance systems (e.g. AEBS).]

5.1.6.3.4. The signal to activate the hazard warning lights shall be generated with the start of the intervention.

5.1.6.3.5. It shall be possible to override the function at any time by a distinct action of the driver.

The RMF shall implement strategies to provide protection against unintentional override.

 These strategies shall be demonstrated to the Technical Service at the time of type approval.

5.1.6.3.6. During the RMF intervention the vehicle shall slowed down with a deceleration demand not greater than 4m/s², unless required by the surrounding traffic (e.g. a decelerating lead vehicle).

Higher deceleration demand values are also permissible for very short durations, e.g. as haptic warning to stimulate the driver to take back control.

5.1.6.3.7. Once the RMF has brought the vehicle to a safe stop, the vehicle shall not move away without manual input.

[The following provisions for RMF bringing the vehicle to standstill outside its lane of travel have not yet been discussed]

5.1.6.3.6. Additional provisions for systems with the purpose of bringing the vehicle to a safe stop outside its own lane of travel.

5.1.6.3.6.1. Lane change manoeuvres shall only be performed in an uncritical way as described in paragraph 5.1.6.3.6.6. towards the closest appropriate target stop area. In case the target stop area cannot be reached in an uncritical way the RMF shall aim to keep the vehicle within its current lane of travel while the vehicle is stopping.

5.1.6.3.6.2. During the intervention the system shall perform a single or multiple lane change(s) across regular lanes of traffic as well as to the hard shoulder only, if under the current traffic situation these lane changes can be considered to minimize the risk to safety of the vehicle occupants and other road user.

5.1.6.3.6.3. A lane change during the intervention shall only be performed if the system has sufficient information about its surrounding to the front, side and rear (as defined in paragraph 5.1.6.3.6.13.) in order to assess the criticality of that lane change.

5.1.6.3.6.4. A lane change during the intervention shall not be performed towards a lane with traffic in opposite direction.

5.1.6.3.6.5. The intervention shall not cause a collision with another vehicle or road user in the predicted path of the vehicle during a lane change.

5.1.6.3.6.6. A lane change manoeuvre shall only be started if a vehicle in the target lane is not forced to unmanageably decelerate due to the lane change of the vehicle.

5.1.6.3.6.6.1. When there is an approaching vehicle

 An approaching vehicle in the target lane shall not have to decelerate at a higher level than A m/s², B seconds after the lane change manoeuvre has started, to ensure the distance between the two vehicles is never less than that which the lane change vehicle travels in C seconds.

 With A equal to 3.7 m/s²

 With B equal to:

 (a) 0.0 s, if the lateral movement of the vehicle continued for at least 1 s while the vehicle had not yet crossed the lane marking and the direction indicator had been active for at least 3 s prior to crossing of the lane markings while a vehicle approaching from the rear was detected by the sensing system

 (b) 0.4 s, if the lateral movement of the vehicle continued for less than 1 s or the direction indicator had been active less than 3 s or a vehicle approaching from the rear was not detected by the sensing system for at least 3s prior to the start of the lane change manoeuvre

 With C equal to

 (a) 0.5 s, if the lane change is performed towards a lane intended for slower traffic or towards the hard shoulder

 (b) 1.0 s if performed towards a lane intended for faster traffic.

5.1.6.3.6.6.2. When there is no vehicle detected

 If no vehicle is detected, the minimal gap to the rear shall be calculated under the assumptions that:

 (a) An approaching vehicle on a regular lane intended for faster traffic is travelling with the allowed or the advised maximum speed whichever is lower.

 (b) An approaching vehicle on a lane intended for slower traffic (including enter-, and exit lanes and shoulders temporarily opened for regular traffic) is travelling with a maximum speed difference of 20 km/h at the start of the lane change manoeuvre while not exceeding the allowed or advised maximum speed

 (c) An approaching vehicle on a hard shoulder is travelling at a maximum speed of 80 km/h and a maximum speed difference to the RMF vehicle at the start of the lane change manoeuvre of 40 km/h.

5.1.6.3.6.6.3. When there is an equally fast or slower moving vehicle

 A lane change manoeuvre shall only be started if the distance to a vehicle following behind in the target lane at equal or lower speed is greater than that which the following vehicle travels in 0.7 s.

5.1.6.3.6.7. The changing of a lane shall be aimed to be one continuous movement.

5.1.6.3.6.8. A lane change during the intervention shall be completed without undue delay.

5.1.6.3.6.9. A lane change manoeuvre shall only be started if the manoeuvre is anticipated to be completed before the vehicle comes to a standstill (i.e. in order to avoid coming to standstill while in the middle of two regular lanes due to stopped traffic ahead).

5.1.6.3.6.10. A lane change manoeuvre during an intervention shall be indicated in advance to other road users by activating the appropriate direction indicator lamps instead of the hazard warning lights, optionally both may flash alternately.

5.1.6.3.6.11. Once the lane change manoeuvre is completed the direction indicator lamps shall be deactivated in a timely manner, and the hazard warning lights shall become active again.

5.1.6.3.6.xx. The system shall implement strategies to draw external attention to the emergency situation (e.g. triggering an emergency call, activating the horn, keeping the hazard warning lights active), when the driver remains unresponsive once RMF has brought the vehicle to standstill.

5.1.6.3.6.12. Notwithstanding paragraph 5.1.6.3.6.12. when several consecutive lane changes are performed as part of the risk mitigation function, the direction indicator may remain active throughout these lane changes while the lateral behaviour shall ensure that each lane change manoeuvre can be perceived as an individual manoeuvre by following traffic.

5.1.6.3.6.13. If the vehicle is equipped with the capability to perform lane changes during the RMF intervention, the manufacturer shall declare the detection ranges to the front, side and rear. The declared ranges shall be sufficient to assess that a change into a lane immediately to the left or to the right of the vehicle does not cause a critical situation with a vehicle driving beside or approaching from the rear or a vehicle or road user ahead in the target lane.

The Technical Service shall assess the correspondence of declared detection ranges and lane change strategy and shall verify that the vehicle’s sensing system detects vehicles during the relevant test in Annex 8. These ranges shall be equal or greater than the declared ranges.

5.1.6.3.7. System information data

The following data shall be provided, together with the documentation package required in Annex 6 of this Regulation, to the Technical Service at the time of type approval:

(a) Information on how the system confirms that the driver is no longer available;

(x) Information on whether the system is capable of performing lane changes and what is considered a target stop area by the system

(b) Description of the means to detect the driving environment;

(c) Information/specification on which road types (e.g. motorway, country roads, urban areas, etc.) the system is designed to intervene and how this is ensured;

(d) Means to override the function by a distinct action.

(e) Description of the driver warning and information concept

(f) In case of lane changing capability

i. a detailed description of the design provisions implemented to ensure safety of the manoeuvre

ii. the means by which the vehicle detects others road users, obstacles and the target stop area

(g) Information/specification of the maximum speed the system operates (e.g. also in dependence of the traffic environment (highway, urban, etc.) as well as information/specification on how the speed is reduced (e.g. adapted to surrounding traffic; no harsh braking endangering other road users) in order to come to a safe stop.

12.3. Transitional Provisions applicable to the 04 series of amendments:

12.3.1. As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept UN type approvals under this Regulation as amended by the 04 series of amendments.

12.3.2. As from 1 September [2023], Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to the preceding series of amendments, first issued after 1 September [2023].

12.3.3. Until 1 September [2025], Contracting Parties applying this Regulation shall continue to accept UN type approvals to the preceding series of amendments to this Regulation, first issued before 1 September [2023].

12.3.4. As from 1 September [2025], Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.

12.3.5. Notwithstanding paragraphs 12.3.2. and 12.3.4., Contracting Parties applying this Regulation shall continue to accept UN type approvals issued according to a preceding series of amendments to this Regulation, for vehicles which are not affected by the provisions of paragraph 5.1.6.3.6. introduced with the 04 series of amendments.

Paragraphs 12.3 and 12.3.1., re-number as 12.4. and 12.4.1.

Annex 8 Test Requirements …

3.6 Tests for RMF

 The vehicle shall be driven with an activated RMF on a road with all relevant lane markings in a good visible shape.

 The test conditions and the vehicle speeds shall be within the operating range of the system as declared by the manufacturer.

 Specific details of the mandatory tests described below shall be discussed and agreed between the vehicle manufacturer and the Technical Service to adapt the required testing to the declared use case(s) for which the RMF is designed to operate.

 In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraph 5.1.6.3. are fulfilled in the whole range of the RMF operation (specified by the vehicle manufacturer in the system information data). This may be achieved on the basis of appropriate documentation appended to the test report.

3.6.1. Tests for an RMF, with the purpose of bringing the vehicle to a safe stop inside its own lane of travel:

 The vehicle shall be driven in a way that an intervention is initiated.

The test requirements are fulfilled if:

(a) The ongoing intervention is indicated to the driver by at least an optical and acoustical signal as defined in paragraph 5.1.6.3.2.

(b) The signal to activate the hazard warning lights is generated with the start of the intervention.

3.6.2. Tests for an RMF, with the purpose of bringing the vehicle to a safe stop outside its own lane of travel:

3.6.2.1. Scenario A:

A Lane Change Manoeuvre is possible according to the provisions of paragraph 5.1.6.3.6.

The vehicle shall be driven in a way that an RMF intervention is initiated while a target stop area outside the current lane of travel is available. In case there is another vehicle in the target lane this shall be positioned in a way not preventing a lane change of the RMF vehicle to the target lane.

The test requirements are fulfilled if:

(a) The ongoing intervention is indicated to the driver by at least an optical and acoustical signal as defined in paragraph 5.1.6.3.2.

(b) The signal to activate the hazard warning lights is generated with the start of the intervention.

(c) The lane change manoeuvre is indicated in advance to other road users.

(d) The RMF vehicle changed the lane(s) following the provision of paragraph 5.1.6.3.6.

3.6.2.1. Scenario A:

A Lane Change Manoeuvre is possible according to the provisions of paragraph 5.1.6.3.6.

The vehicle shall be driven in a way that an RMF intervention is initiated while a target stop area outside the current lane of travel is available. In case there is another vehicle in the target lane this shall be positioned in a way not preventing a lane change of the RMF vehicle to the target lane.

The test requirements are fulfilled if:

(a) The ongoing intervention is indicated to the driver by at least an optical and acoustical signal as defined in paragraph 5.1.6.3.2.

(b) The signal to activate the hazard warning lights is generated with the start of the intervention.

(c) The lane change manoeuvre is indicated in advance to other road users.

(d) The RMF vehicle changed the lane(s) following the provision of paragraph 5.1.6.3.6.

(a) The ongoing intervention is indicated to the driver by at least an optical and acoustical signal as defined in paragraph 5.1.6.3.2.

(b) The signal to activate the hazard warning lights is generated with the start of the intervention.

(c) The lane change manoeuvre is indicated in advance to other road users.

(d) The RMF vehicle does not start a lane change manoeuvre as long as the vehicle in the target lane is still positioned in a way preventing a lane change manoeuvre.