**List of open issues**

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| Topic | Sub-topic | Open issue(s) | Possible solution(s) and conclusions |
| Speed increase | 1. How to regulate vehicle behaviour in nominal/complex situations?
 | * Current approach in UN R 157 for minimum headway/safety distance appropriate?
 | New approach: generic requirement based on traffic rules, amendment table, preventing collision, RSS, 2 seconds, etc.? |
| * How should the speed limit, which varies in each country, be treated under the Regulation? (JP)
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| * No negative effect of the safety distance on traffic flow (EC)
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| * Line between type approval/traffic rules (JP: Are there any cases where following traffic law could cause danger? If so, how should we treat those cases in regulation)
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| 1. Expected reaction of the vehicle to critical situations
 | * Any differences with ALKS low speed which need particular consideration?
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| * Cut in scenarios as defined currently in UN R 157 appropriate for higher speeds (> 60 km/h)?
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| * To what level should pedestrian crossing be covered? (it could be difficult to avoid a collision in a high-speed area but what should be the level required under the Regulation?) (JP)
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| * Is it necessary to consider situations where lane marking is not visible?
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| * Is evasive emergency manoeuvre required? Distinction < 80 km/h and above?
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| Lane change |  | * Shall different types of lane change be defined (nominal, during MRM and evasive)?
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| * What are the items that need to be strengthened when compared to ACSF category C?
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| * Need to define what is a safe lane change (parameters or general principles?)
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| * Need to define triggering conditions for lane change. Should aim to prevent erratic lane change. (NO)
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| * Shall driver interruption during auto lane change be acceptable? What kind of action should be required for override during auto lane change? (JP)
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| * Is there any other additional requirement necessary for the Level 3 lane change function? (JP)
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| * Is it necessary to decide a minimum detection range for directions other than forward (side, diagonal)? (JP)
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| Both(Speed & Lane Change) | 1. Traffic situations
 | * Any additional traffic situations which need particular attention and possibly need to be introduced? (based on VMAD input)
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| 1. MRM
 | * Is it acceptable to halt the vehicle within the lane (or lane change to the shoulder should be mandatory)? (JP)
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| 1. HMI
 | * Any change/improvement to current HMI requirement given that more time will be spent without any intervention from the driver? Further harmonization needed?
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| 1. Test, Audit & In-service monitoring
 | * During Type Approval, what type of tests should be conducted or provided by the documentation? (Should current requirement be further clarified?) (JP)
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| * Need to improve present test, especially track tests?
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| * Does the audit and in-service monitoring need enhanced?
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| Clarifying Regulation | 1. Emergency vehicles
 | * How should a vehicle respond? Is it with transition demand or shall it create a corridor?
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| * Does the system need to react to the direction of an enforcement officer? (UK)
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| 1. Detectable collision
 | * What is a detectable collision? (UK)
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| HDV ALKS below 60 km/h\* |  | * What are the items that need to be changed from M1? (JP)
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| * Influence of vehicle dynamics for safety distance to the front/detection range.
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| * Effect of the trailer.
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\**Please also see UNR157-02-10 and update expected by industry for upcoming meeting.*