**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) |  |
| * No negative effect of the safety distance on traffic flow (EC) |  |
| * 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) |  |
| 1. Expected reaction of the vehicle to critical situations | * Any differences with ALKS low speed which need particular consideration? |  |
| * Cut in scenarios as defined currently in UN R 157 appropriate for higher speeds (> 60 km/h)? |  |
| * 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) |  |
| * Is it necessary to consider situations where lane marking is not visible? |  |
| * Is evasive emergency manoeuvre required? Distinction < 80 km/h and above? |  |
| Lane change |  | * Shall different types of lane change be defined (nominal, during MRM and evasive)? |  |
| * What are the items that need to be strengthened when compared to ACSF category C? |  |
| * Need to define what is a safe lane change (parameters or general principles?) |  |
| * Need to define triggering conditions for lane change. Should aim to prevent erratic lane change. (NO) |  |
| * Shall driver interruption during auto lane change be acceptable? What kind of action should be required for override during auto lane change? (JP) |  |
| * Is there any other additional requirement necessary for the Level 3 lane change function? (JP) |  |
| * Is it necessary to decide a minimum detection range for directions other than forward (side, diagonal)? (JP) |  |
| 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) |  |
| 1. MRM | * Is it acceptable to halt the vehicle within the lane (or lane change to the shoulder should be mandatory)? (JP) |  |
| 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? |  |
| 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) |  |
| * Need to improve present test, especially track tests? |  |
| * Does the audit and in-service monitoring need enhanced? |  |
| Clarifying Regulation | 1. Emergency vehicles | * How should a vehicle respond? Is it with transition demand or shall it create a corridor? |  |
| * Does the system need to react to the direction of an enforcement officer? (UK) |  |
| 1. Detectable collision | * What is a detectable collision? (UK) |  |
| HDV ALKS below 60 km/h\* |  | * What are the items that need to be changed from M1? (JP) |  |
| * Influence of vehicle dynamics for safety distance to the front/detection range. |  |
| * Effect of the trailer. |  |

\**Please also see UNR157-02-10 and update expected by industry for upcoming meeting.*