The text reproduced below was prepared by the experts from FRANCE on raising the specified maximum speed of ALKS up to 130 km/h. It is based on document ECE/TRANS/WP.29/2020/81. All modifications to ECE/TRANS/WP.29/2020/81 are given in **blue** text.

I. Proposal

Paragraph 7.1.3., amend to read:

7.1.3. The ALKS shall implement strategies to detect and compensate for environmental conditions that reduce the detection range or modify the dynamic performance of the vehicle including its deceleration potential, e.g. prevent enabling the system, disabling the system and transferring the control back to the driver, reducing the speed when visibility is too low. These strategies shall be described by the manufacturer and assessed according to Annex 4.

Paragraph 7.1.4., amend to read:

7.1.4. The vehicle manufacturer shall provide evidence that the effects of wear and ageing do not reduce the performance of the sensing system below the minimum required value specified in paragraph 7.1. over the lifetime of the system/vehicle nor degrade the dynamic performances of the vehicle including its deceleration potential inconsistently with the performance of the sensing system.

II. Justification

The forward detection range table defines the minimum distance at which the vehicle must detect objects / events in front of it. This detection capacity coupled with the dynamic performance of the vehicle, in particular its deceleration potential, is a key safety element of the ALKS. The weather conditions can alter this detection capacity (interference of the sensors) as well as they modify the dynamic performance of the vehicle (lengthening of the braking distance on wet or icy surfaces for instance). Normal wear and ageing of the vehicle parts can have the same effect over the vehicle lifetime.

The vehicle manufacturer must specify how these alterations due to the environment or the ageing of the vehicle are taken into account in his strategy, in particular if the ODD includes wet, icy or snow-covered ground.