1. GRVA-10-22 proposal

5.6.4.6.4.1. Automatic initiation of the lane change manoeuvre

In case of an automatic initiation the lane change manoeuvre shall commence between 3.0 seconds and **7.0** ~~5.0~~ seconds after the manual activation of the procedure as described in paragraph 5.6.4.6.2. and shown in the Figure below. **The manoeuvre shall commence at the earliest opportunity when the situation is not deemed critical as defined in 5.6.4.7.**

1. Compromise proposal

**Option 1**

5.6.4.6.4.1. Automatic initiation of the lane change manoeuvre

In case of an automatic initiation the lane change manoeuvre shall commence ~~between~~ at least 3.0 seconds ~~and 5.0 seconds~~ after the manual activation of the procedure as described in paragraph 5.6.4.6.2. **[**and shown in the Figure below**]**. **The manoeuvre shall commence at the earliest opportunity as long as the situation is not deemed critical as defined in 5.6.4.7. In addition, if the target lane has available space when the lane change procedure is requested by the driver, however loses this space before the start of the lane change manoeuvre, the system shall refrain from persisting the lane change manoeuvre.**

**The manufacturer shall demonstrate to the satisfaction of the Technical Service the system control strategy [which should include consideration for appropriate behaviour in various traffic situations (e.g. heavy traffic) [in order to avoid unintentional aborts]].**

**Option 2**

5.6.4.6.4.1. Automatic initiation of the lane change manoeuvre

In case of an automatic initiation the lane change manoeuvre shall commence ~~between~~ at least 3.0 seconds ~~and 5.0 seconds~~ after the manual activation of the procedure as described in paragraph 5.6.4.6.2. **[**and shown in the Figure below**]**. **The manufacturer shall ensure and demonstrate to the Technical Service at the time of type approval that the system does not tend to claim non-available space in the adjacent lane (e.g. procedure is suppressed in case vehicle is in the lane beside).**