

5.2.3.1. [Operational speeds of more than [60 km/h] are permitted either

- up to [90]km/h exclusively in the slowest lane of travel, provided there is surrounding traffic travelling at a similar speed (e.g. dense traffic or following a lead vehicle) or
- in all lanes of travel, if the ALKS is capable of changing lanes to bring the vehicle to a standstill outside of the regular lanes of travel during an MRM according to para. 5.5.1.

Systems that operate above 60 km/h up to [90]km/h without lane change capability shall implement strategies to minimize the risk of stopping in lane to the vehicle occupants and other road users, e.g. adapted deceleration strategy, operation only under good visibility.]

Kommentiert [KT(1): This is the paragraph in which we mandate LC capability for certain systems.

5.2.6.4. The system shall generate the signal to activate and deactivate the direction indicator signal. The direction indicator shall remain active throughout the whole period of the LCP and shall be deactivated by the system in a timely manner once the lane keeping functionality is resumed.

Kommentiert [KT(2): This paragraph regulates activation of the direction indicators during a LCP.

~~[5.2.6.5.2.4. In case the target stop area vehicle cannot be reached the target stop area in an uncritical way the system shall may aim to keep stop the vehicle within its current lane of travel while the vehicle is stopping.]~~

Kommentiert [KT(3): These paragraphs are no longer needed, because MRM stop in lane vs. LC and change from hazard warning lights to direction indicator are addressed in 5.5.1.

~~[5.2.6.5.2.5. The system shall generate the signal to activate and deactivate the direction indicator signal. The direction indicator shall remain active throughout the lane change and shall be deactivated by the system in a timely the vehicle is arrive at the target stop area.]~~

~~[5.2.6.5.2.6. The system shall generate the hazard warning lights to activate. The hazard warning lights shall remain active throughout stay in the target stop area.]~~

5.5.1. During the minimum risk manoeuvre the vehicle shall be slowed down ~~inside the lane or, in case the lane markings are not visible, remain on an appropriate trajectory taking into account surrounding traffic and road infrastructure,~~ with an aim of achieving a deceleration demand not greater than 4.0 m/s².

Kommentiert [KT(4): This paragraph reflects that during an MRM the vehicle shall be stopped either outside its own lane of travel, preferably outside the regular lanes of travel, provided this is considered to minimize the risk under the current circumstances.

Higher deceleration demand values are permissible for very short durations, e.g. as haptic warning to stimulate the driver's attention, or in case of a severe ALKS or severe vehicle failure. [The ALKS shall **either:**

- (a) **Bring the vehicle to a safe stop outside of lane of travel, preferably outside of the regular lanes of travel, when:**
 - (i) **the ALKS is capable of performing a lane change according to paragraph 5.2.6.; and**

Additionally, it addresses activation of the hazard warning lights during an MRM, which shall be suspended while a LCP is ongoing.

(ii) **this target stop area can be considered minimizing the risk under the given circumstances (e.g. traffic situation, environmental conditions, system failures); or else,**

(b) **Keep the vehicle inside the lane, or in case the lane markings are not visible, remain on an appropriate trajectory taking into account surrounding traffic and road infrastructure.]**

Additionally, the signal to activate the hazard warning lights shall be generated with the start of the minimum risk manoeuvre **but suspended during a LCP.**