

Modifications to the existing text of UNR157-10-12 are marked in **blue bold** for new or ~~strikethrough~~ for deleted characters.

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.

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 in a target stop area according to paragraph 5.2.6., ~~outside of lane of travel, preferably outside of the regular lanes of travel, when if:~~

- (i) **the ALKS is capable of performing a lane change during an MRM according to paragraph 5.2.6.; and**
- (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) Otherwise

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.**