

## **Definitions**

“*ADS feature activation*” Means that the vehicle is set to be controlled by an ADS feature.

“*ADS feature deactivation*” Means that an ADS feature controlling the vehicle is terminating its control of the vehicle

“*Role*” The purpose that a user of a vehicle has in relation to the ADS feature.

## **Requirements**

### **ADS feature activation**

The ADS controls relevant to safety should be set to accommodate the appropriate interactions for that ADS feature.

The vehicle controls may be disabled, suppressed, de-activated, inhibited or by other means made un-available, as needed to limit errors in operation, misuse and reduce ambiguous states of vehicle control.

Indicators, tell-tales and warnings not related to the operation of ADS feature may be disabled, de-activated inhibited or by other means be made un-available to support user vehicle mode understanding.

If an ADS feature activation changes a user role, and the ADS feature has controls relevant to safety, the controls should be [identified] in the context for the user relevant to safety.

An ADS feature activation intended to change the user role should signal its activation state

ADS features may control the operation of closures, if available, as relevant to occupant safety, or to restrict or enable access to compartments. Controls related to closures may be disabled by the ADS feature

### **ADS feature deactivation**

Controls that enable ADS feature deactivation should provide an indication signaling attempt to deactivate and or deactivation.

Controls enabling ADS feature deactivation should, at least when the vehicle is in motion, also be associated with additional conditions for the purpose to enable protection for un-intended deactivation in motion.

ADS feature deactivation may be delayed, suppressed, canceled, ignored, aborted or by other means prevented from being executed if it is estimated by the ADS that the situation is unsuitable for the subsequent mode of vehicle operation.

ADS features using automatic deactivation in motion, when the subsequent mode of operation is not ADS, should use a sequence of conditions to support an assessment of readiness to re-engage in the driving task and if the conditions cannot be fulfilled, the ADS shall trigger an MRM

For ADS feature allowing manual driving, an automatic deactivation in normal use, such as ODD exit, should be indicated in timely manner to support that the user may re-engage to the driving task as appropriate

If fitted, controls associated with the operation of the ADS feature should no longer influence the ADS feature

If fitted, controls inhibited or suppressed by the ADS feature should not be influenced by the ADS feature

If fitted, indicators, tell-tales, warnings not related to the operation of the ADS feature, that were disabled, de-activated, inhibited or by other means made un-available when the ADS feature was activated, should no longer be influenced by the ADS feature

ADS features operating control of closures, should no longer influence closures or the controls associated with closures