

Submitted by the experts from France

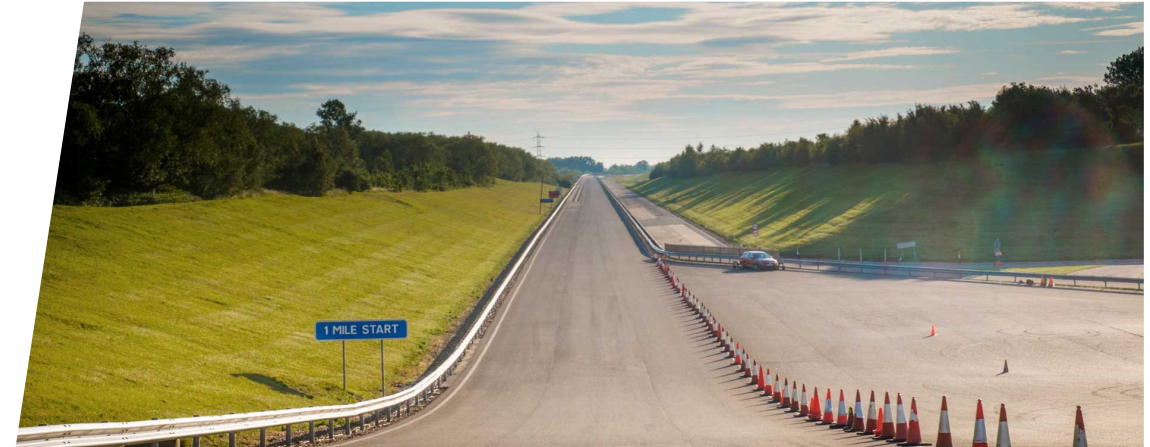


DCAS & Other Systems Interactions



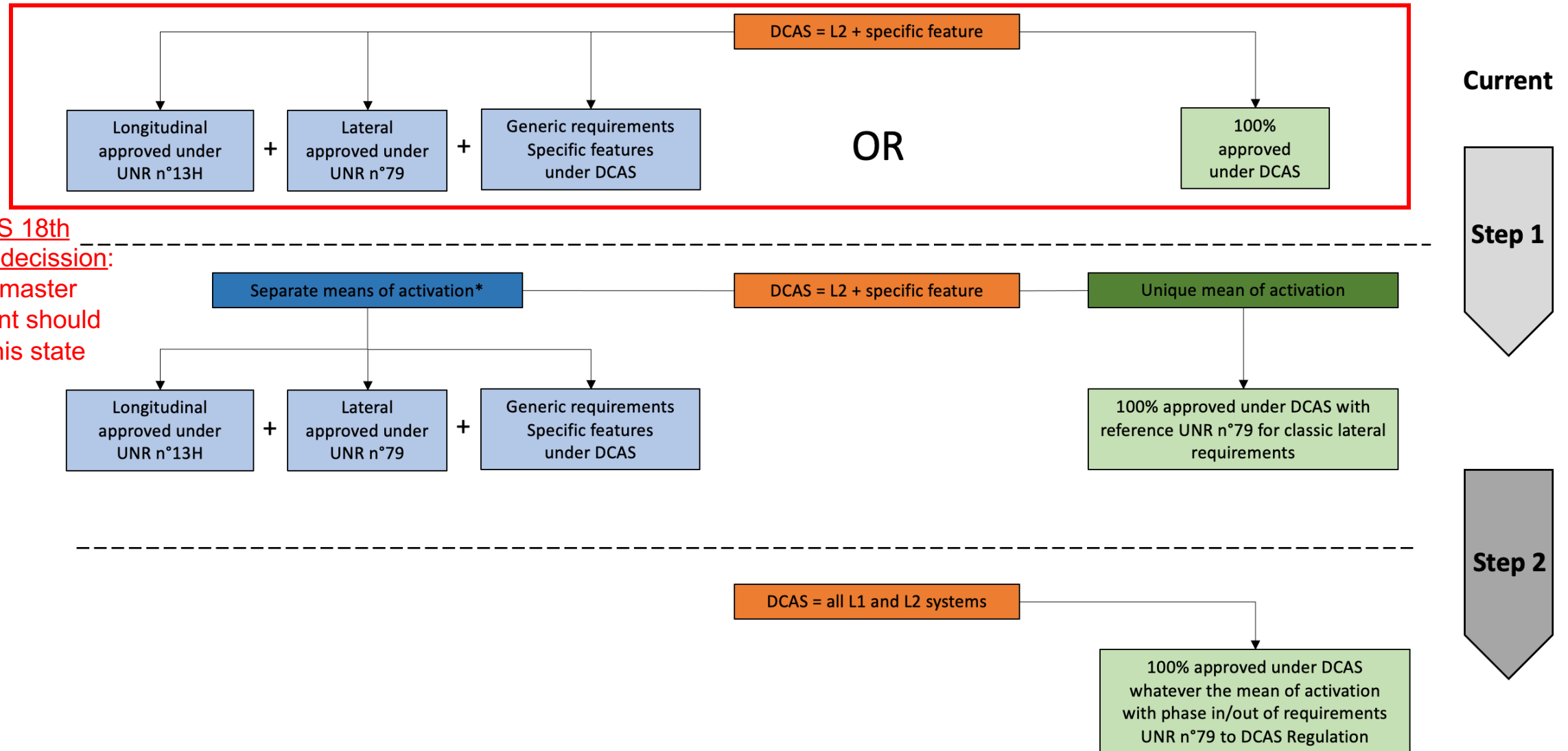
**MINISTÈRE
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TF ADAS 20th session

DCAS: A two-step approach toward a L1 & L2 systems regulation



TF ADAS 18th
 session decision:
 Current master
 document should
 reflect this state

*function by function for lateral and longitudinal controls

5.2. DCAS interaction with other vehicle assistance systems

Note: Consider whether activation conditions need to be included (e.g. listing systems such as AEBS, lane departure or prevention, RMF)

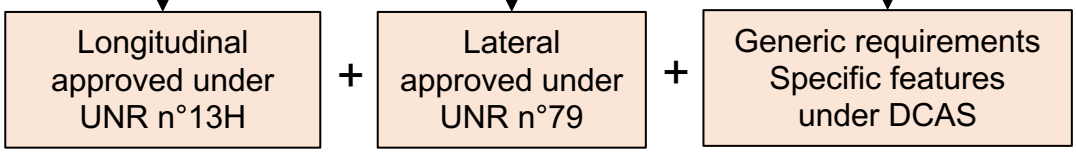
While the system is active, its operation shall not deactivate or suppress the functionality of other activated assistance systems (e.g. AEBS) unless this would impact the safe performance of DCAS during nominal operation

Transitions between DCAS and other assistance or automation systems, prioritization of one over the other and any suppression or deactivation of other assistance systems to ensure the safe performance of DCAS during nominal operation, if applicable, shall be described in detail in the documentation presented to the Approval Authority.

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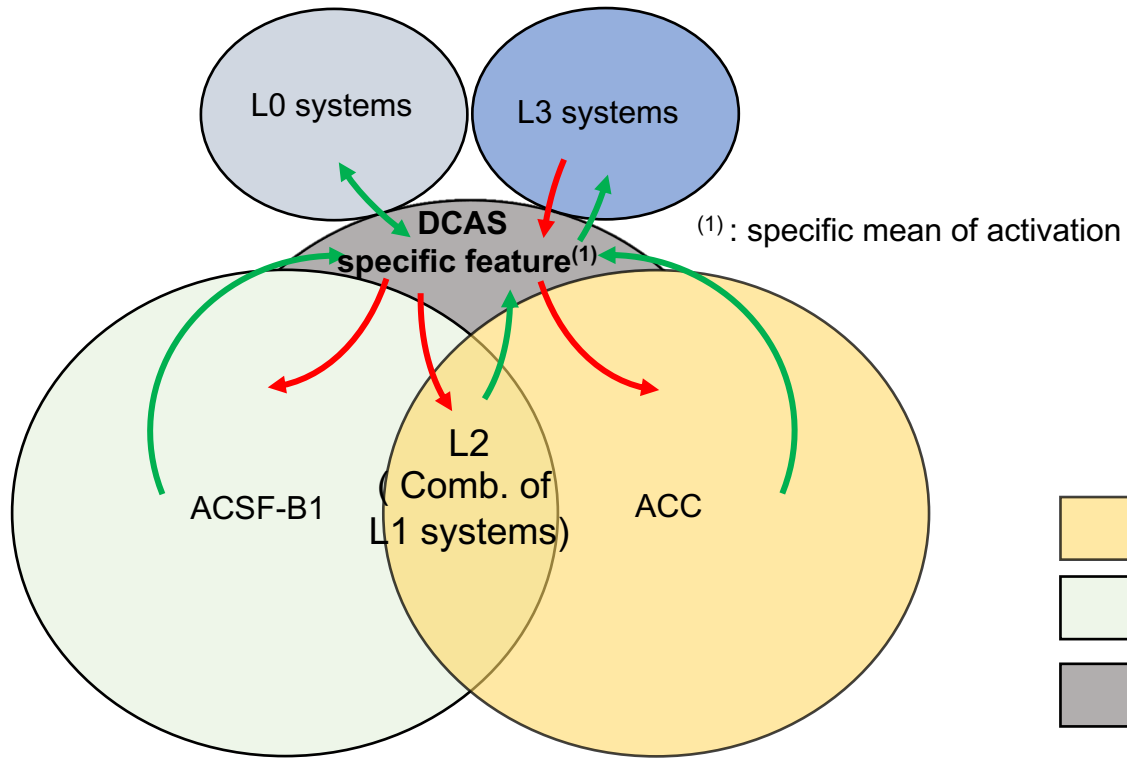
DCAS & Other Systems Interactions


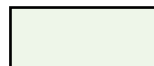

DCAS = L2 + specific feature





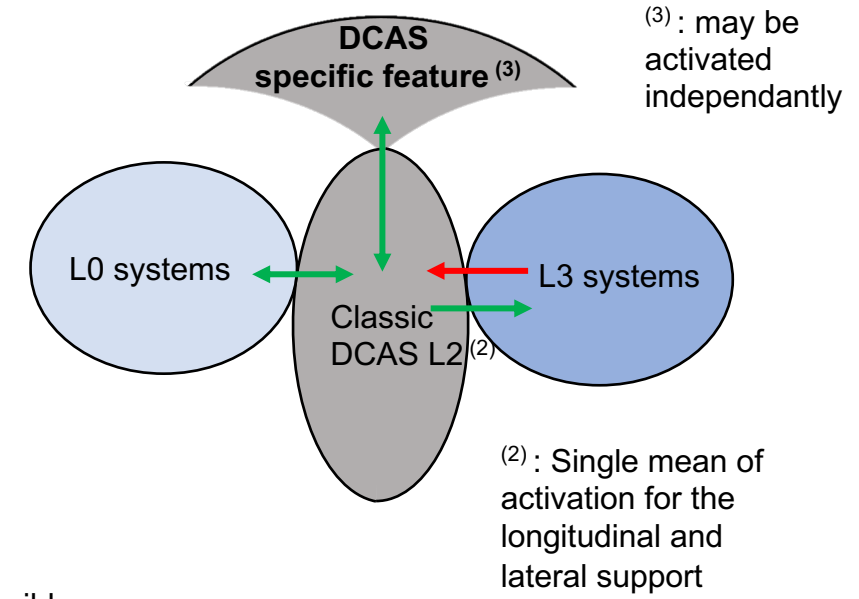
OR

100% approved under DCAS



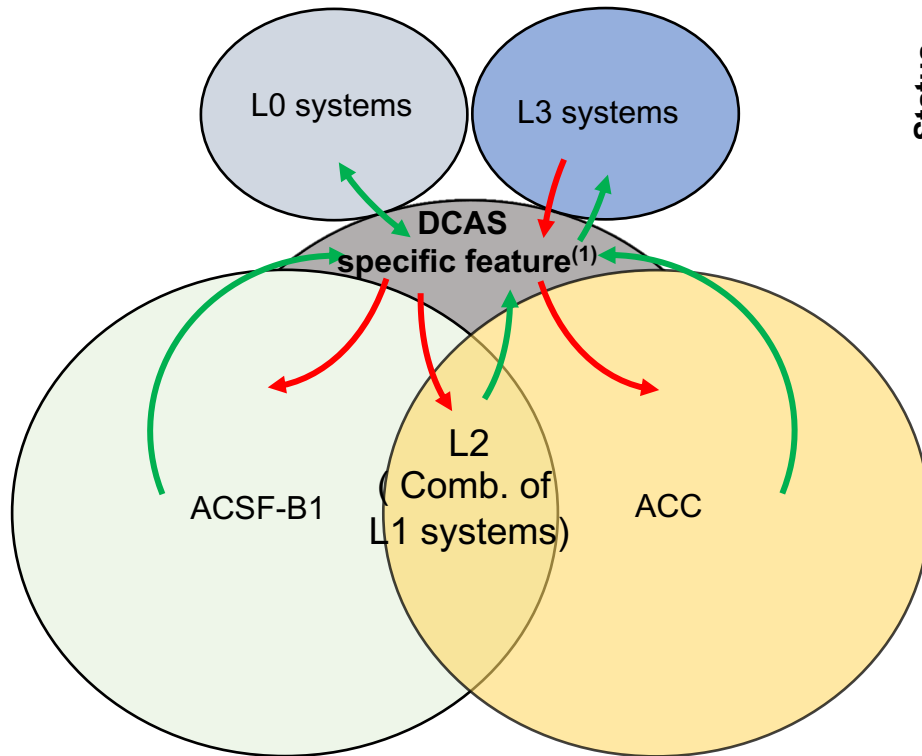
-  UN R13H approval
-  UN R79 approval
-  DCAS approval

-  Transition should be possible
-  Transition shall be prohibited to **prevent driver confusion**

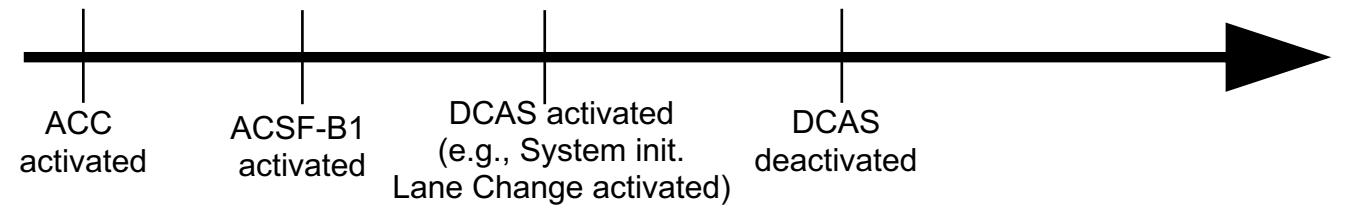


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DCAS & Other Systems Interactions - Example



(1) : specific mean of activation



	ACC activated	ACSF-B1 activated	DCAS activated (e.g., System init. Lane Change activated)	DCAS deactivated
Status	ACC	✓	✓	✗
ACSF-B1	✗	✓	✓	✗
DCAS	✗	✗	✓	✗

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