Exit scenario is described that way:

- Engine is shut off at T=0
- CMS is running during a duration of T1
- After T1 CMS is in a semi-sleep mode during T2
  - Any front door activation reactivates CMS
  - Passenger may reactivate manually
  - Reactivation time is Rt maxi
- After T2, for energy saving management purpose, the CMS is shut off
  - Reactivation time is 7s maxi
- As soon as car is locked CMS may be shut off, anytime.
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• Initial proposal P1:
  – $T_1=20\text{s}$
  – $T_2=10 \text{ mn}$
  – $R_t=3\text{s}$

• Scenarios to explore:
  – P2: $T_1=10 \text{ mn}$, no $T_2$
  – P3: Idem P1 but $R_t=0,5\text{s}$
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- OICA proposal P4:
  - Application only to class II and III CMS
  - T1=2 mn
    - duration already used for energy saving management
  - T2=0
  - Rt=1s
    - Monitor is in sleep mode but not camera
• OICA proposal for entry management:
  – System availability activation starts at driver’s door opening (when there is a door)
  – When there is no door, a possibility could be that system availability activation starts when “key” reaches the “accessory” position.