

Driving conditions

Driver and passengers entry and exit management

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:
 - $T1=20s$
 - $T2=10\text{ mn}$
 - $Rt=3s$
- Scenarios to explore :
 - P2: $T1=10\text{ mn}$, no T2
 - P3: Idem P1 but $Rt=0,5s$

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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



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- 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.