

Japanese opinion on ACSF 03-03 (Germany's text)

1. General

- Japan can support Germany's procedure to develop the requirements of the Category 5 first and then consider the other categories.
- Herein, we should clearly define what the Category 5 is in detail. (para 2.3.4.1.5)

2. Additional definitions to Category 5

- After the driver switches the system on, the lane change maneuver is initiated with a certain speed kept and monitoring the surrounding environment. (para 2.3.4.1.5, para 5.6.1.1.0)
- Once system has been switched on by the driver, the ACSF system shall continue the one task in progress within ACSF sequence operations or go back to the initial condition until the function initiated by the driver is completed or the driver switches system off. (para 2.3.4.1.5, para 5.4.3.3)

3. Additional technical requirements to the Category 5

Normal situation:

- The vehicle shall identify lane to avoid unintentionally changing lane. (para 5.6.1.2.1)
- There shall be a maximum torque to be overridden by the driver performing steering. (para 5.6.1.1.3)
- The system can keep the ACSF activated in a certain condition when the driver completion the overriding. (para 5.6.1.1.x)
- Information and the transition procedure to the driver shall be given when the system task is finished. (para 5.4.3.3.)

Failure situation:

- The system shall avoid the abrupt change of vehicle behavior at the termination of control [so as not to confuse the driver]. (para 5.6.1.2.3)

Test protocol:

We would like to propose to merge the following two tests:

- Functional confirmation test ACSF02-07 from OICA/CLEPA
- Functional limitation test ACSF 03-03 from Germany