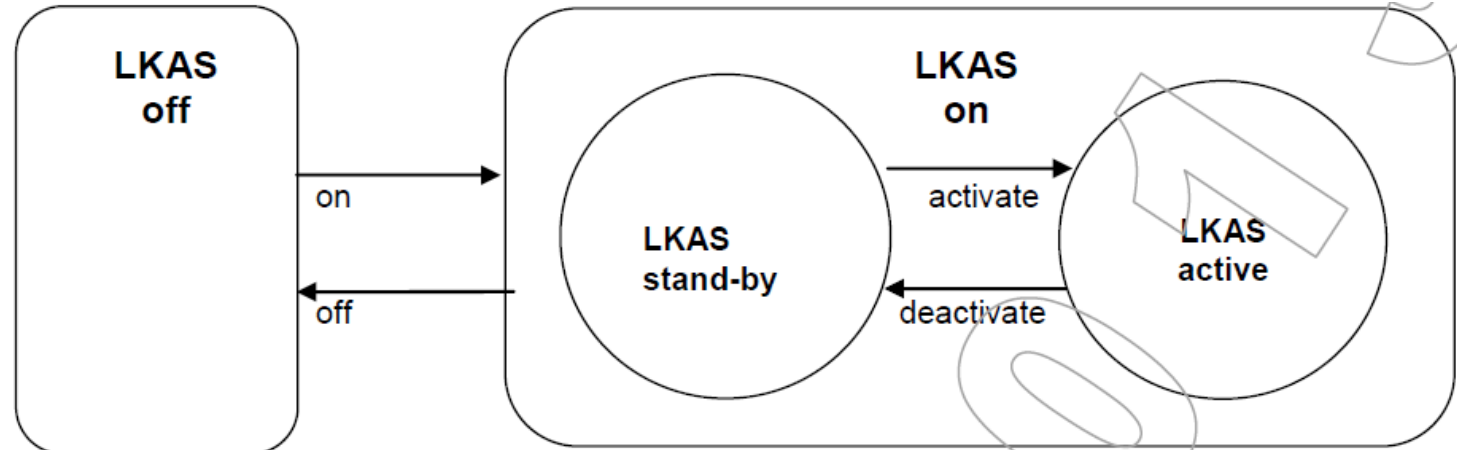


3rd ACSF meeting Munich, September 2-3

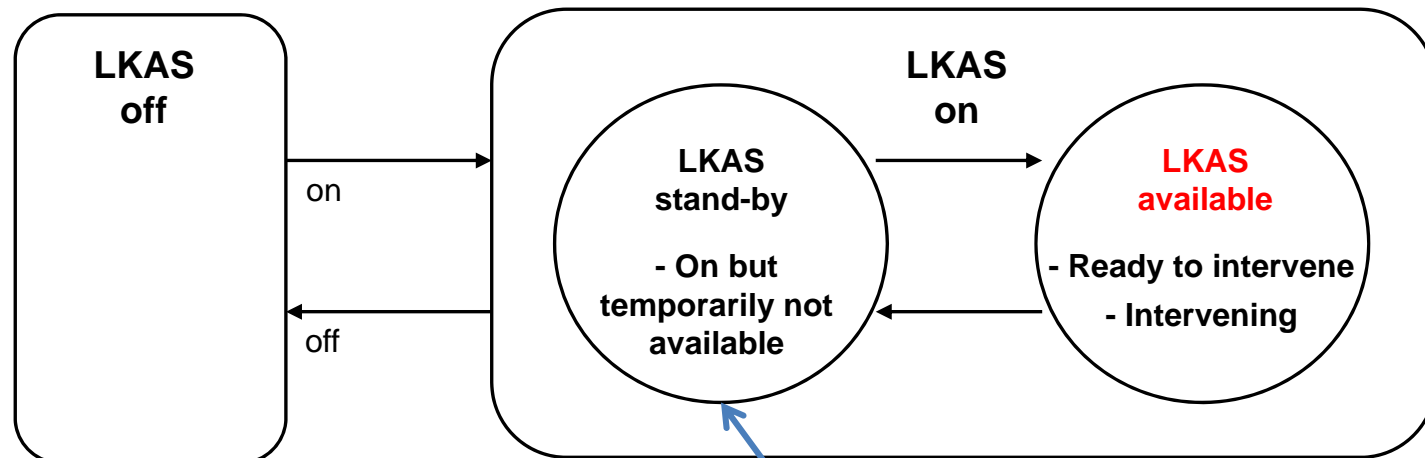
Industry proposals for
ACSF status definition and HMI

LKAS System Status

ISO standard



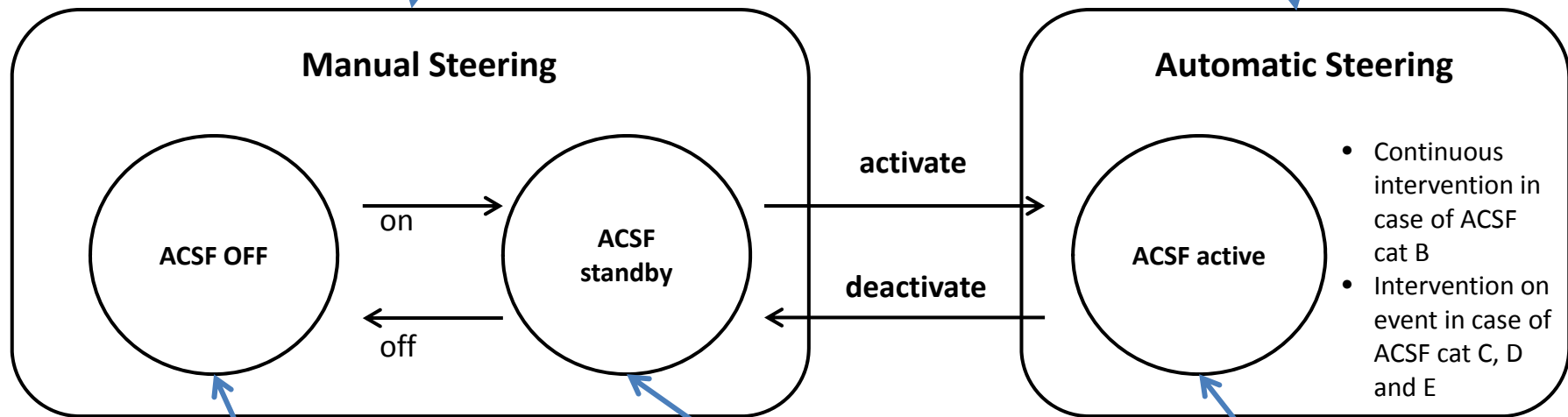
GRRF-78-43



Inform the driver when the system is temporarily not available

ACSF System Status & proposed HMI

Change from auto to manual mode shall always be indicated by a « non permanent » warning (optical for all cat. + Haptic or acoustic only for cat. B and E)



Manual mode does not have to be indicated to driver when system is OFF (except momentarily when the driver switches Off the system directly from Auto mode)

Manual mode shall be indicated to driver, when system is ON (optical information)

Auto mode shall be indicated to driver (optical information)

Note: similar to ACC or ASLD functions

Note: it should be avoided to define colours for the optical information. This should be left to VM, so that he can ensure consistency with other systems' HMI.

Backup slides

ESC – LDWS - AEBS

System	Status		HMI
ESC	ESC activated / reinstated	the vehicle stability function shall be automatically reinstated at the initiation of each new ignition cycle	no warning indicator
	ESC intervening	on event	ESC yellow warning lamp in flashing mode
	ESC disabled	manual, automatically or due to failure	ESC yellow warning lamp in constant mode
LDWS	LDWS activated = standby in LKAS context	Activated at power-on	no warning indicator below 60km/h
	LDWS active = ready to intervene or intervening in LKAS context:	on event	LDWS haptic, acoustical and/or optical yellow warning lamp in flashing mode
	LDWS off	manual, automatically or due to failure	LDWS yellow warning lamp in constant mode
AEBS	AEBS activated = standby in LKAS context	Activated at power-on	no warning indicator
	AEBS active = ready to intervene or intervening in LKAS context:	on event	AEBS haptic, acoustical and/or optical yellow warning lamp in flashing mode
	AEBS off	manual, automatically or due to failure	AEBS yellow warning lamp in constant mode