

Transition Demand and Minimal Risk manoeuvre concepts

Principles:

- MRM comes after a TD not responded by the driver
- Driver can resume control at any time

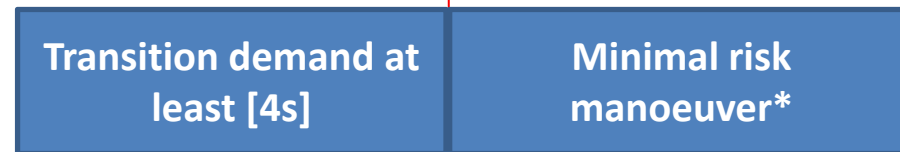
Case 1: Driver is detected not available



Case 2.1: Normal case (System boundaries soon reached)

(Driver is available, end of highway)

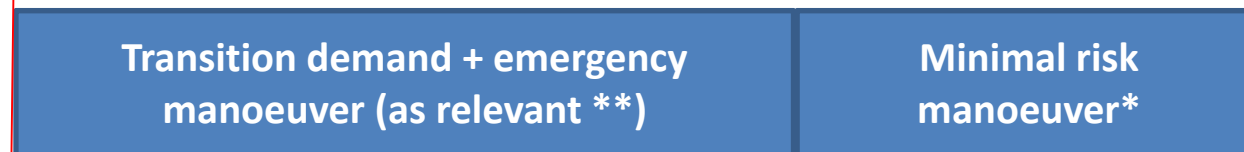
Boundary
condition reached



Case 2.2: Emergency case

(Driver is available,
Sudden crossing animal,
missing lane marking)

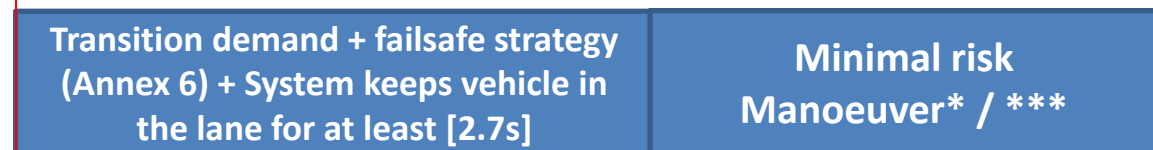
Emergency case
detected



** depends on the emergency case: missing lane may just generate a transition demand (and a MRM if driver does not respond); crossing animal may generate braking and/or steering around

Case 3: Failure mode / system not available (Driver is available)

Failure detected



* progressive measures; depends on the situation
*** smoothly go back to straight direction; increasing deceleration by braking, depending of the failure type and road situation