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Transition Demand and Minimal Risk manoeuver concepts

Principles:

Case 1: Driver is detected not available

MRM comes after a TD not responded by the driver

Driver can resume control at any time

Distinctive warning max duration of [x s]

Transition demand max duration of [y s]

Minimal risk manoeuver*

Case 2.1: Normal case (System boundaries soon reached)

(Driver is available, end of highway)

Boundary condition reached

Transition demand at least [4s]

Minimal risk manoeuver*

Case 2.2: Emergency case

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

Emergency case detected

Transition demand + emergency manoeuver (as relevant **)

Minimal risk manoeuver*

** 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 Transition demand + failsafe strategy (Annex 6) + System keeps vehicle in the lane for at least [2.7s]

Minimal risk
Manoeuver* / ***