

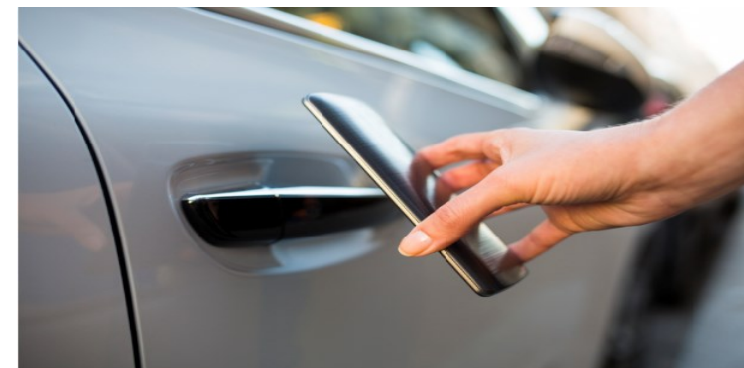
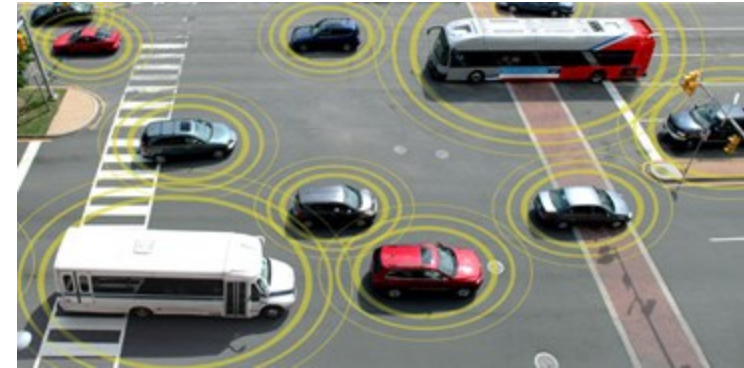
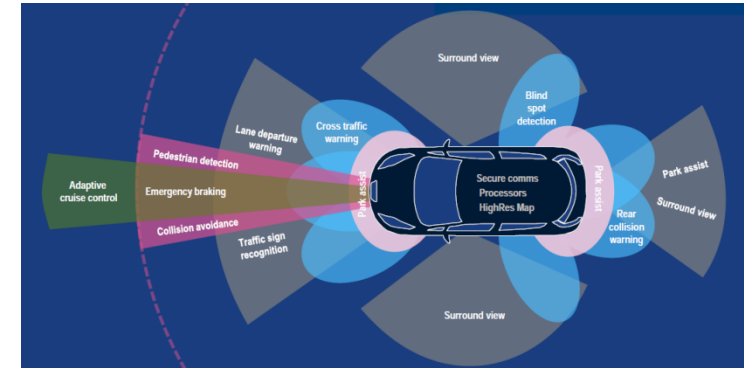
WP.29/IWG on ITS/AD

Geneva, November 11th 2015

7th Session

Status report on the activities of the IWG on ACSF

Francois E. Guichard, UNECE



UNECE and Automated Driving – current activities

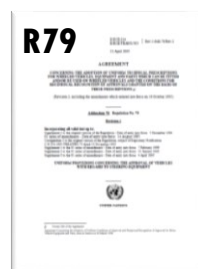
- GRRF - Active safety

Mandate:

- Review 10 km/h limitation
- Work on ACSF
- Interurban journey
- HMI
- Can be overridden
- Can be deactivated
- Also address PTI

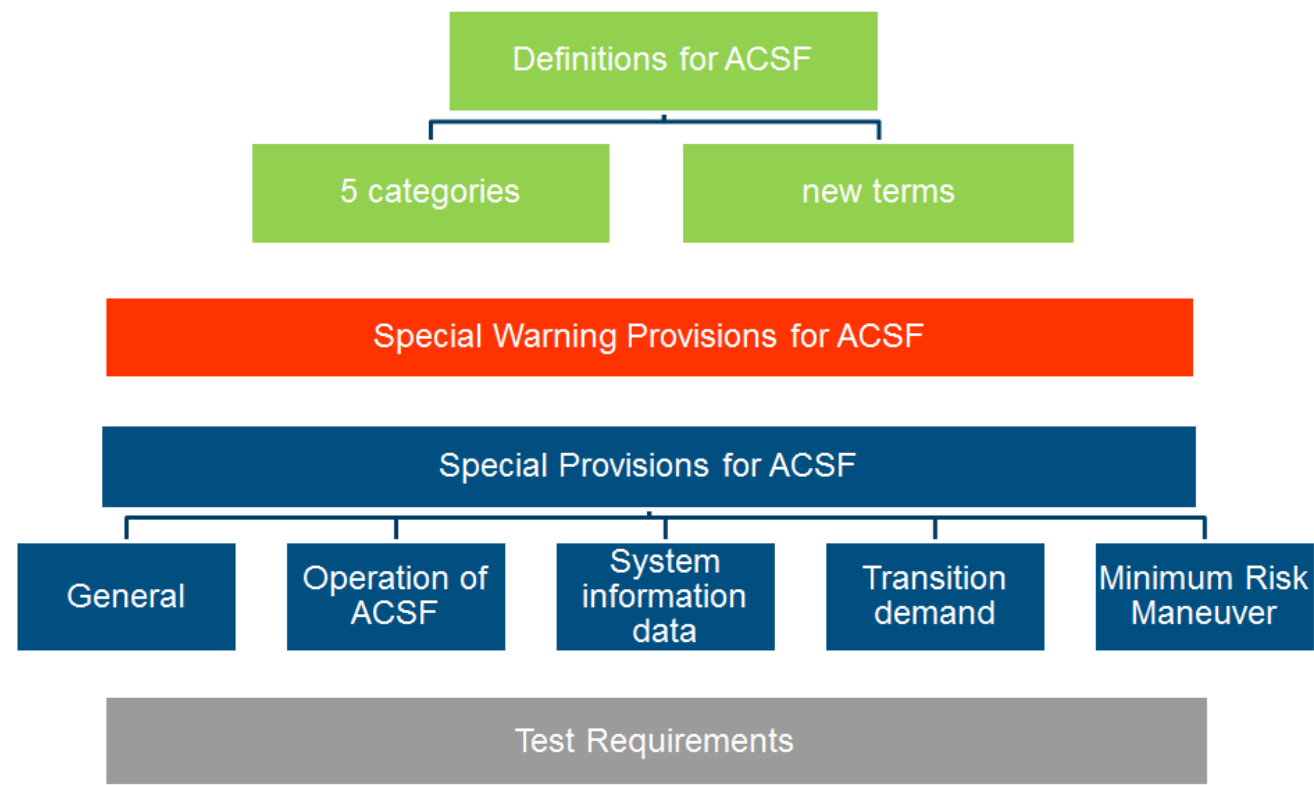
Timeline:

- Completion by 09/2016



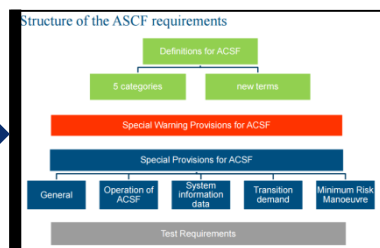
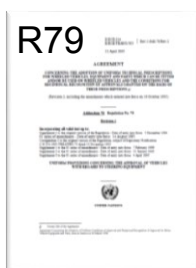
New Annex 7

Draft structure of the ACSF requirements



UNECE and Automated Driving – current activities

- GRRF - Active safety



5 categories:

- A. For $v < 10$ km/h only
- B. Lane keeping
- C. Lane keeping + driver “initiated” lane change
- D. Lane keeping + driver “confirmed” lane change
- E. Lane keeping + “autonomous” lane change

A. At the bus stop



B. Lane keeping



C. Lane change



D. Lane change

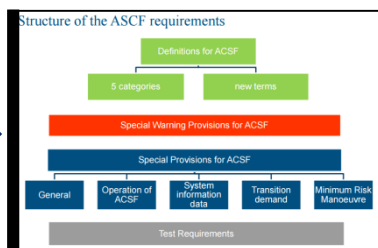
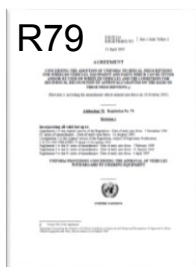


E. Auto lane change



UNECE and Automated Driving

- GRRF - Active safety



- 5 categories:
- For $v < 10$ km/h only
 - Lane keeping
 - Lane keeping + driver "initiated" lane change
 - Lane keeping + driver "confirmed" lane change
 - Lane keeping + "autonomous" lane change

Description	What is tested
Functional Test 1	Safe lane keeping
Functional Test 2	Safe lane change
Transition Test 1 Tight curve ($a_y > 3m/s^2$)	<ul style="list-style-type: none"> Transition demand Minimum Risk Manoeuvre System boundaries (a_y)
Transition Test 2 Missing lane marking	<ul style="list-style-type: none"> Transition demand Minimum Risk Manoeuvre System boundaries (missing lane marking)
Emergency Test 1	Braking behind a vehicle, which suddenly decelerates sharply
Emergency Test 2	Braking behind a small static obstacle (Motorcycle)

