



Federal Ministry  
of Transport and  
Digital Infrastructure

Informal Document - ACSF-05-07

**bast**

# Explanation of 5.6.1.4 Transition demand and system operation during transition



## Transition timing – distinction of cases

- a) **“normal” (foreseeable, e. g. motorway ends, exit)**  
-> **transition demand 4 s in advance**
  
- b) **Sudden event with danger of collision (e. g. deer)**  
- > **transition demand immediately + emergency manoeuvre**
  
- c) **Sudden event without imminent danger of collision**  
-> **transition demand immediately + 4 s path following**
  - Speed exceeded
  - Lateral acceleration exceeded
  - Missing lane marking
  - Single sensor failure
  - Driver availability problem (here: transition demand after max. 15 s of warning)
  
- d) **Other than single sensor failure**  
-> **transition demand immediately + fail safe strategy of manufacturer**