

Proposal of requirements by category based on German new text dated 2016 02-29. Red texts are German modification to ACSF-05-16.

Green bold texts in the yellow cells are Japanese proposals.

Category C and D are assumed only as the lane change function to simplify this table. Thus, respective regulations shall be applied together for combined function, e.g. C+B1.

Cat. B1	Cat. B2	Cat. C	Cat. D	Cat. E
*	*	*	*	5.1.6.1. Whenever an Automatically Commanded Steering function becomes operational, this shall be indicated to the driver. Any termination of control shall produce a warning, in accordance with the requirements of paragraph 5.4.3.
(5.1.6.1.)	(5.1.6.1.)	(5.1.6.1.)	(5.1.6.1.)	
*	*	*	*	5.4.3. Special Warning Provisions for Automatically Commanded Steering Functions
(5.4.3.)	(5.4.3.)	(5.4.3.)	(5.4.3.)	
*	*	*	*	5.4.3.1. Any termination of operation initiated by the system other than specified in 5.6.1.4.7 and 5.6.4.4.7 shall produce a distinctive driver warning including visual warning and either an acoustic warning or an haptic warning until the driver has resumed steering.
(5.4.3.1.)	(5.4.3.1.)	(5.4.3.1.)	(5.4.3.1.)	
*	*	*	*	5.4.3.2. When the ACSF category is changed, the information relating to the status of ACSF category shall be indicated to the driver. In the case of system function change from the category E to B1 or from the category B2 to B1, the following conditions shall be fulfilled. - The information relating to the status of ACSF category shall be indicated to the driver, - the transition demand for category change shall be provided, and - the minimal risk manoeuvre shall be initiated if the system detects that even after the transition demand the driver does not take over manual control of the steering.
(5.4.3.2.)	(5.4.3.2.)	(5.4.3.2.)	(5.4.3.2.)	
*	*	*	*	5.5.2. It shall be possible to verify in a simple way the correct operational status of those Complex Electronic Systems, which have control over steering. If special information is needed, this shall be made freely available. It shall be possible to verify the correct operational status of those Electronic Systems by a visible observation of the failure warning signal status, following a "power-ON" and any bulb check. In the case of the failure warning signal being in a common space, the common space must be observed to be functional prior to the failure warning signal status check. [In the case of an ACSF system able to operate at higher speed than 10km/h except for the category A and B1, it shall be possible to confirm the failure warning signal status via the use of an electronic communication interface.] In the case of an ACSF system except for the category A and B1 , it shall be possible to confirm the valid software version of the
(5.5.2.)	(5.5.2.)	(5.5.2.)	(5.5.2.)	
*	*	*	*	5.5.2.1. At the time of Type Approval the means implemented to protect against simple unauthorized modification to the operation of the verification means chosen by the manufacturer (e.g. warning signal) shall be confidentially outlined. Alternatively this protection requirement is fulfilled when a secondary means of checking the correct operational status is available, e.g. by using an electronic communication interface.
(5.5.2.1.)	(5.5.2.1.)	(5.5.2.1.)	(5.5.2.1.)	
*	*	*	*	5.6 Special Provisions for Automatically Commanded Steering Functions
(5.6.)	(5.6.)	(5.6.)	(5.6.)	
*	*	*	*	5.6.1.1. General
(5.6.5.1.)	(5.6.4.1.)	(5.6.3.1.)	(5.6.2.1.)	
delete	*	*	*	5.6.1.1.1. The system shall be active (deliver automatic steering) only after a deliberate action of the driver and if the conditions for operation of the system are fulfilled (all associated functions – e.g. brakes, accelerator, steering, camera/radar/lidar etc. are working properly).
	(5.6.4.1.1.)	(5.6.3.1.1.)	(5.6.2.1.1.)	
5.6.5.1.1. The vehicle with ACSF Category B1 shall be equipped with a means for the driver to activate and deactivate the system. The deactivation shall be possible at any time.	5.6.4.1.2. The vehicle with ACSF Category B2 shall be equipped with a means for the driver to activate and deactivate the system. The deactivation shall be possible at any time.	5.6.3.1.2. The vehicle with ACSF Category C shall be equipped with a means for the driver to activate and deactivate the system. The deactivation shall be possible at any time.	5.6.2.1.2. The vehicle with ACSF Category D shall be equipped with a means for the driver to activate and deactivate the system. The deactivation shall be possible at any time.	5.6.1.1.2. The vehicle with ACSF Category E shall be equipped with a means for the driver to activate and deactivate the system. The deactivation shall be possible at any time.
5.6.5.1.2. The system shall be designed so that excessive intervention of steering control (e.g. an excessive steering torque) is suppressed to ensure the steering operability by the driver and to avoid unexpected vehicle behaviour, during its operation. The end of the intervention shall be such that the LKAS reduces its directional control to zero in a progressive manner, to ensure easy and safe handling of the	*	*	*	5.6.1.1.3. Steering by the driver shall override steering by the system. Braking or accelerating by the driver shall override speed selection by the system <u>or initiate a transition demand</u> .
	(5.6.4.1.3.)	(5.6.3.1.3.)	(5.6.2.1.3.)	
	Underlined texts in Category E has been deleted.	Underlined texts in Category E has been deleted.	Underlined texts in Category E has been deleted.	
	*	delete	delete	5.6.1.1.4 The specified maximum speed V _{max} shall not have a value of more than 130 km/h
	(5.6.4.1.4.)			
	*	*	*	5.6.1.1.5 The specified maximum lateral acceleration a _{ysmax} shall not have a value of more than 3 m/s ² and of less than 1 m/s ³ .
	(5.6.4.1.5.)	(5.6.3.1.4.)	(5.6.2.1.5.)	
	*	delete	*	5.6.1.1.6. The activated system shall at any time control the movement of the vehicle in such a way that the vehicle does not induce any safety critical situations and that the movements of the vehicle are clear to other road users.
	(5.6.4.1.6.)		(5.6.2.1.6.)	

<p>to ensure easy and safe handling of the vehicle, as defined in paragraph 5.1.1. The directional control fade-out strategy shall be at the discretion of the vehicle manufacturer.</p> <p>The steering control effort necessary to override the directional control provided by the LKAS shall not exceed the value specified in paragraph 6.2.4.2. for an intact steering equipment.</p>	<p style="text-align: center;">*</p> <p style="text-align: center;">(5.6.4.1.7.)</p> <p>Japanese proposal on the para 5.6.1.1.7. is also included on the para 5.6.4.1.7..</p>	<p style="text-align: center;">*</p> <p style="text-align: center;">(5.6.3.1.5.)</p> <p>Japanese proposal on the para 5.6.1.1.7. is also included on the para 5.6.3.1.5..</p>	<p style="text-align: center;">*</p> <p style="text-align: center;">(5.6.2.1.7.)</p> <p>Japanese proposal on the para 5.6.1.1.7. is also included on the para 5.6.2.1.7..</p>	<p>5.6.1.1.7. The system status shall be indicated to the driver by a visual signal. The indication shall [at least] distinguish between the system status stand-by Mode, active Mode and failure Mode. The indication shall be present as long as the relevant system status persists. When the system is switched off by the driver, the indication of stand-by Mode and failure Mode may be suppressed.</p> <p>Any change in system status shall be indicated by a visual and either an acoustic or haptic signal.</p>
	<p>5.6.4.1.8. The vehicle shall be equipped with means to monitor at any time when ACSF is active a minimum range to the front (sFront), to the right (sside), and to the left side (sside) with the purpose to avoid or to mitigate collisions. This requirement shall be confirmed in the tests for Category B2 as specified in Annex 7.</p>	delete	<p>5.6.2.1.8. The vehicle shall be equipped with means to monitor at any time when ACSF is active a minimum range to the front (sFront), to the right (sside), and to the left side (sside) and behind (sRear) the vehicle with the purpose to avoid or to mitigate collisions. This requirement shall be confirmed in the tests for Category D as specified in Annex 7.</p>	<p>5.6.1.1.8. The vehicle shall be equipped with means to monitor at any times when ACSF is active a minimum range to the front (sFront), to the right (sside), and to the left side (sside) and behind (sRear) the vehicle with the purpose to avoid or to mitigate collisions. This requirement shall be confirmed in the tests for Category E as specified in Annex 7.</p>
	<p style="text-align: center;">*</p> <p style="text-align: center;">(5.6.4.1.8.1.)</p>	delete	delete	<p>5.6.1.1.8.1. The minimal range in front (sFront) of the ACSF vehicle shall be calculated according to the following formula:</p> $S_{Front} = \frac{v_{ACSF}^2}{2 \cdot a_{ACSF}}$
	delete	delete	<p style="text-align: center;">*</p> <p style="text-align: center;">(5.6.2.1.8.2.)</p>	<p>5.6.1.1.8.2. The minimal range to the rear (sRear) of the ACSF vehicle shall be calculated according to the following formula:</p> $S_{Rear} = d_{reaction, rear} + d_{brake, rear} + d_{safety, rear}$
	delete	delete	<p style="text-align: center;">*</p> <p style="text-align: center;">(5.6.2.1.8.3.)</p>	<p>5.6.1.1.8.3. The minimal range to the left and to the right (side) shall be at least 7 m (measured from the medium longitudinal centerline of the vehicle equipped with ACSF)</p>
	<p>5.6.4.1.9. The vehicle with ACSF Category B2 shall fulfill the tests for Category B2, i.e. FU1, TR1, TR2, TR3, TR4, TR5, EM1 and EM2, as specified in Annex 7.</p>	<p>5.6.3.1.6. The vehicle with ACSF category C shall fulfill the tests for Category C, i.e. FU1 and FU3, as specified in Annex 7. The test FU3 shall only be carried out until a single lane change was completed. Returning into the initial lane is not required.</p>	<p>5.6.2.1.9. The vehicle shall fulfill the tests for Category D, i.e. FU1, FU2, FU3, TR1, TR2, TR3, TR4, TR5, EM1 and EM2, as specified in Annex 7.</p>	<p>5.6.1.1.9. The vehicle shall fulfill the tests for Category E as specified in Annex 7.</p>
<p style="text-align: center;">*</p> <p style="text-align: center;">(5.6.5.2.)</p>	<p style="text-align: center;">*</p> <p style="text-align: center;">(5.6.4.2.)</p>	<p style="text-align: center;">*</p> <p style="text-align: center;">(5.6.3.2.)</p>	<p style="text-align: center;">*</p> <p style="text-align: center;">(5.6.2.2.)</p>	<p>5.6.1.2. Operation of ACSF</p>
<p>5.6.5.2.1 When the LKAS is temporarily not available, for example due to inclement weather conditions, the system shall clearly inform the driver about the system status, except if the system is in the OFF mode, e.g. switched off. This exception does not affect the required warning in the case of a system failure.</p>				

delete	<p>5.6.4.2.1. The ACSF system of category B2 shall only operate if:</p> <p>the vehicle is travelling on a road section which is not dedicated to pedestrians or bicyclists and which has a [physical or constructional] separation of traffic moving in opposite directions</p> <ul style="list-style-type: none"> - any traffic that can affect the safe keeping of the vehicle in the lane is identified by equipment installed on the vehicle and - the vehicle equipment can analyze speed and distance of the identified traffic to ensure a safe lane keeping (e.g. does not cause a deviation to the flow, or direction of other traffic). <p>In the above case, the owner's manual shall indicate that the system shall use on a road section which is not dedicated to pedestrians or bicyclists and which has a [physical or constructional] separation of traffic moving in opposite directions.</p>	5.6.3.2.1. Any lane change manoeuvre shall be initiated only if commanded by a deliberate action of the driver (e.g. by using the direction indicator lever for at least 2 s).	*	(5.6.2.2.1.)	<p>5.6.1.2.1. Any lane change manoeuvre shall be indicated only if:</p> <ul style="list-style-type: none"> - the vehicle is travelling on a road section which is not dedicated to pedestrians or bicyclists and which has a [physical or constructional] separation of traffic moving in opposite directions and which has at least two lanes for the direction the vehicle is driving and - any traffic that can affect the safe manoeuvre is identified by equipment installed on the vehicle and - the vehicle equipment can analyze speed and distance of the identified traffic to ensure a safe manoeuvre (e.g. does not cause a deviation to the flow, direction of other traffic or considering left- or right-hand traffic). 	
delete	delete	*	*	(5.6.3.2.2.)	(5.6.2.2.2.)	<p>5.6.1.2.2. If a lane change manoeuvre is carried out, the correspondent direction indicator lamps shall be automatically activated minimum 3 s</p> <ul style="list-style-type: none"> a) prior to the start of the lane change manoeuvre or b) prior the vehicle has touched the lane markings
delete	delete	delete	*	(5.6.2.2.3.)	(5.6.2.2.3.)	5.6.1.2.3. The lane change manoeuvre shall be completed, except the system detects an imminent critical situation or the system is overridden by the steering of the driver.
delete	<p>5.6.4.2.2. The activated system shall at any time ensure that the vehicle does not cross any lane marking.</p>	*	*	(5.6.3.2.4.)	(5.6.2.2.4.)	5.6.1.2.4 The activated system shall prior and after a lane change manoeuvre ensure that the vehicle does not cross any lane marking.
delete	<p>* (5.6.4.2.3.)</p> <p>... a transition demand shall be initiated according to the paragraph 5.6.4.4.</p>	delete	delete	delete	delete	<p>5.6.1.2.5 Detection of unfastening seatbelt</p> <p>The system shall detect if the driver's seatbelt is unfastened. When the driver's seatbelt is detected to be unfastened a transition demand shall be initiated according to 5.6.1.4.4.</p>
<p>5.6.5.2.3. When the system is active (i.e. ready to intervene or intervening), it shall provide a means of detecting that the driver is in control of the vehicle. In the event that the system has detected for a time span of maximum [30] s that the driver is likely to be no longer in control of the vehicle, distinctive warning shall be provided until the driver is detected to be in control of the vehicle again (e.g. via input on the steering wheel, brake pedal actuation) or until the system is</p>	<p>* (5.6.4.2.4.)</p>					5.6.1.2.6 Driver availability recognition system
	<p>* (5.6.4.2.4.1.)</p> <p>... with a max. duration of [15 s] a transition demand shall be initiated according to 5.6.4.3.</p>					<p>5.6.1.2.6.1 Driver not present</p> <p>When the driver is not present in the driver seat the system shall provide a distinctive warning until the driver is detected to be back in the driver seat or until a transition demand is initiated.</p> <p>When the driver is not back in the driver seat during the distinctive warning with a max. duration of [15 s] a transition demand shall be initiated according to 5.6.1.4.3.</p>

deactivated, either automatically or manually. In the event that the system has detected for a time span of maximum [60] s that the driver is likely to be no longer in control of the vehicle, the system shall be automatically deactivated. When the system is automatically deactivated, the system shall clearly inform the driver about the system status. The warning shall be provided by at least two means out of optical, acoustic and haptic given simultaneously or in a cascade.	* (5.6.4.2.4.2.) ... with a max. duration of [15 s] a transition demand shall be initiated according to the paragraph 5.6.4.4.3. Japanese proposal on the para 5.6.1.2.6.2. is also included on the para 5.6.4.2.4.2..	delete	delete: Because this is the drivers responsibility who confirmed the lane change request.	5.6.1.2.6.2 Driver not available to take over the steering The system shall check if the driver is available to take over the steering by permanently evaluating driver's activity. The means to detect driver's activity [(e.g. head and/or eye movement and/or input to any control element of the vehicle)] shall be selected by the manufacturer. When the driver does not show any activity for a time span of maximum [15 3] min the system shall provide a distinctive warning until appropriate actions of the driver are detected (e.g. the driver resumes manual control, driver's response) or until a transition demand is initiated. When the system does not detect appropriate actions from the driver during the distinctive warning with a max. duration of [15 s] a transition demand shall be initiated according to 5.6.1.4.3.
delete	* (5.6.4.3.)	* (5.6.3.3.)	* (5.6.2.3.)	5.6.1.3. System information data
delete	* (5.6.4.3.1.)	* (5.6.3.3.1.)	* (5.6.2.3.1.)	5.6.1.3.1. Following data shall be provided together with the documentation package required in Annex 6 of this regulation to the Technical Service at the time of type approval
delete	* (5.6.4.3.1.1.)	* (5.6.3.3.1.1.)	* (5.6.2.3.1.1.)	5.6.1.3.1.1. The values for V_{smax} , V_{smin} and a_{ysmax} .
delete	* (5.6.4.3.1.2.)	* (5.6.3.3.1.2.)	* (5.6.2.3.1.2.)	5.6.1.3.1.2. The conditions under which the system can be activated, i. e. when the conditions for operation of the system are fulfilled.
delete	5.6.4.3.1.3. Documentation about a minimum range to the front (sFront), the vehicle according to the paragraph 5.6.4.1.8..	delete	5.6.2.3.1.3. Documentation about a minimum range to the right (sside), and to the left side (sside) and behind (sRear) the vehicle according to the paragraph 5.6.2.1.8..	5.6.1.3.1.3. Documentation about a minimum range to the front (sFront), to the right (sside), and to the left side (sside) and behind (sRear) the vehicle according to the paragraph 5.6.1.1.8..
delete	* (5.6.4.3.1.4.)	delete	delete	5.6.1.3.1.4. Information about system boundaries at which the activated system shall issue a transition demand.
delete	* (5.6.4.3.1.5.) Japanese proposal on the para 5.6.1.3.1.5. is also included on the para 5.6.4.3.1.5..	delete	delete	5.6.1.3.1.5. The specific values for time according to 5.6.1.5.4.2 which are foreseen for safe transition to manual control steering under different circumstances.
delete	[*] (5.6.4.3.1.6.)	delete	delete	5.6.1.3.1.6. Documentation about the chosen strategies regarding the minimum minimal risk manoeuvre which is foreseen depending on the given traffic situation.
delete	[*] (5.6.4.3.1.7.)	delete	delete	5.6.1.3.1.7. Documentation about the chosen strategies regarding the emergency manoeuvre which is foreseen in different sudden critical events.
delete	* (5.6.4.3.1.8.)	delete	delete: Because the driver has confirmed the lane change request.	5.6.1.3.1.8 Information about the driver availability recognition system: - how it detects the presence of the driver in the seat and - how it detects driver availability to take over the steering and - how it evaluates driver's activity and - how it detects appropriate driver activities after a distinctive warning
delete	* (5.6.4.3.1.9.)	* (5.6.3.3.1.3.)	* (5.6.2.3.1.8.)	5.6.1.3.1.9 Information about how the failure warning signal status and the confirmation of the valid software version can be checked via the use of an electronic communication interface.
delete	* (5.6.4.3.1.10.)	* (5.6.3.3.1.4.)	* (5.6.2.3.1.9.)	5.6.1.3.1.10 Documentation about which system software version is valid. This documentation shall be updated whenever a software version was amended.
delete	* (5.6.4.4.)	delete	* (5.6.2.4.)	5.6.1.4. Transition demand and system operation during transition

delete	* (5.6.4.4.1.)	delete	5.6.2.4.1. If the system detects that its boundaries are reached or will be reached shortly or in case of a system failure it shall provide a transition demand.	5.6.1.4.1. If the system detects that its boundaries are reached or will be reached shortly or in case of a system failure it shall provide a transition demand.
delete	* (5.6.4.4.2.) Japanese proposal on the para 5.6.1.4.2. is also included on the para 5.6.4.2.2..	delete	delete	5.6.1.4.2. The timing of the transition demand shall be such that sufficient time is provided for a safe transition to manual control steering.
delete	* (5.6.4.4.2.1.)	delete	delete	5.6.1.4.2.1 In case of normal operating conditions and in case that the system has the information that system boundaries will be reached a transition demand shall be given not later than 4 s before system boundaries are reached.
delete	* (5.6.4.4.2.2.)	delete	delete	5.6.1.4.2.2 In case of a sudden unexpected event with imminent danger of a collision a transition demand shall be given immediately and an emergency manoeuvre shall be initiated.
delete	* (5.6.4.4.2.3.)	delete	delete	5.6.1.4.2.3 In case of a sudden unexpected event without imminent danger of a collision a transition demand shall be given immediately and the system shall follow the initial path for at least [4 s] after the transition demand, in the following cases <ul style="list-style-type: none"> • if the speed of the vehicle with activated ACSF exceeds v_{max}, or • if the vehicle with activated ACSF reaches a lateral acceleration of more than a_{ymax} , or • if a system boundary is reached due to a missing lane marking, or • if a single sensor failure occurs.
delete	* (5.6.4.4.3.)	delete	delete	5.6.1.4.3. If a transition demand is given because a driver availability recognition system has detected that the driver is not present in his seat and/or is not available to take over the steering, the system shall not cross any lane marking for at least [4 s] after the transition demand.
delete	* (5.6.4.4.4.)	delete	delete	5.6.1.4.4. The system shall provide a transition demand if the driver's seatbelt is unfastened. In this case the system shall not cross any lane marking for at least [4 s] after the transition demand.
delete	* (5.6.4.4.5.)	delete	5.6.2.4.25. In case of other a failure than a single sensor failure a transition demand shall be given immediately and the system shall initiate the fail-safe strategy as declared by the manufacturer in Annex 6 of this regulation, as soon as the failure is detected.	5.6.1.4.5. In case of other failures than a single sensor failure a transition demand shall be given immediately and the system shall initiate the fail-safe strategy as declared by the manufacturer in Annex 6 of this regulation, as soon as the failure is detected.
delete	* (5.6.4.4.6.)	delete	delete	5.6.1.4.6. In case the vehicle is fitted with a built-in infotainment system, content visible to the driver, which is not relevant for driving, shall be deactivated as long as a transition demand is issued.
delete	* (5.6.4.4.7.)	delete	delete	5.6.1.4.7. The transition demand shall be provided by a visual warning signal and either an acoustic warning signal or by imposing a haptic warning signal. The warning shall be escalating with time in terms of enlarging the intensity of the warning and/or in terms of adding and/or changing the warning means, or start immediately with the highest intensity level.
delete	* (5.6.4.5.)	delete	delete	5.6.1.5. Minimal Risk Manoeuvre
delete	* (5.6.4.5.1.)	delete	delete	5.6.1.5.1. If the system detects that after a transition demand the driver does not take over manual control of the steering again the vehicle shall carry out a minimum risk manoeuvre not later than 4 s after the start of the transition demand. Alternatively the minimal risk manoeuvre may start at the beginning of the transition demand.
delete	* (5.6.4.5.2.)	delete	delete	5.6.1.5.2. It shall at any time be possible to override the minimal risk manoeuvre by the driver. The system may be designed to exclude unintended override.
delete	* (5.6.4.5.3.)	delete	delete	5.6.1.5.3 Not later than 4 s after the start of the minimal risk manoeuvre the hazard lights shall be activated automatically. Additionally, an acoustic warning device may be permitted to warn the other road users.
delete	* (5.6.4.6.)	delete	delete	5.6.1.6. Emergency Manoeuvre
delete	* (5.6.4.6.1.)(e.g. by braking the vehicle and/or by steering within the lane)	delete	delete	5.6.1.6.1. If the activated ACSF detects that due to a sudden unexpected event the vehicle is in imminent danger to collide with another road user ahead or beside the vehicle and that the time for a safe transition procedure is too short, an emergency manoeuvre shall be carried out (e.g. by braking the vehicle and/or by steering).
delete	* (5.6.4.7.)	delete	delete	5.6.1.7. Longitudinal control and protective deceleration

delete	* (5.6.4.7.1.)	delete	delete	5.6.1.7.1. Any vehicle equipped with an ACSF of category E shall be able to control the longitudinal speed of the vehicle.
delete	* (5.6.4.7.1.1.)	delete	delete	5.6.1.7.1.1. If the activated system detects that the distance to other road users in front is less or will shortly be less than the foreseen safety distance a protective deceleration shall be carried out until the foreseen safety distance is reached again.
delete	* (5.6.4.7.1.2.) Underlined texts in Category E has been deleted.	delete	delete	5.6.1.7.1.2. If the activated system detects that due to a sudden unexpected event the vehicle is in imminent danger to collide with another road user in front and that the time for a safe transition procedure is too short, a protective deceleration as emergency manoeuvre shall be carried out. Only in case a lane change can be carried out safely, alternatively a lane change manoeuvre can be carried out to prevent the collision.
delete	* (5.6.4.7.1.3.)	delete	delete	5.6.1.7.1.3. The protective deceleration must be able to deliver full braking force of the vehicle in order to achieve a maximum deceleration.
delete	* (5.6.4.8.)	delete	delete	5.6.1.8. Data Storage System for ACSF (DSSA)
delete	* (5.6.4.8.1) Japanese proposal on the para 5.6.1.8.1. is also included on the para 5.6.4.8.1..	delete	delete	5.6.1.8.1. The DSSA shall record and store the data during the operation of the ACSF in order to demonstrate that if the ACSF had operated properly in align with the relevant requirements in case of a road accident. The DSSA shall be fitted in the vehicle and should not contain any radio interface.
delete	* (5.6.4.8.2.) Japanese proposal on the para 5.6.1.8.2. is also included on the para 5.6.4.8.2..	delete	delete	5.6.1.8.2 The DSSA shall record and store following data: <input type="checkbox"/> GPS-time <input type="checkbox"/> GPS Location <input type="checkbox"/> Information about the ACSF status (including off-mode of ACSF) <input type="checkbox"/> System mode Stand-by, Active, Failure, Minimal Risk Maneuver, Emergency Maneuver <input type="checkbox"/> Mode Trigger System boundary, Transition demand <input type="checkbox"/> Signal/display information Stand-by, Active, Failure, Direction Indicator, Hazard Lights <input type="checkbox"/> Trigger for recording Frontal air bag deployment, or change in vehicle velocity in the longitudinal direction, that not less than 8 km/h within a 150 ms interval <input type="checkbox"/> Conditions of system activation (e.g. Vehicle speed, Acceleration control, Braking control, Steering control) <input type="checkbox"/> [Sensing data of the surrounding area of the vehicle by the system (ref. the para.5.6.1.1.8) at the accident or perspective surrounding vision of the vehicle at the accident] <input type="checkbox"/> Information about failures <input type="checkbox"/> Information about transition demands <input type="checkbox"/> Information about minimal risk manoeuvre <input type="checkbox"/> Deliberate action (eg. Takeover of the steering by the driver)
delete	* (5.6.4.8.3.)	delete	delete	5.6.1.8.3. The recorded data shall not be deletable and not be volatilized in the DSSA without any deterioration [for at least [6] month].
delete	* (5.6.4.8.4.)	delete	delete	5.6.1.8.4. If The special tools are necessary to get access to recorded data, the tools shall be made available to the authorities by the manufacturer.
delete	* (5.6.4.8.5.) Japanese proposal on the para 5.6.1.8.5. is also included on the para 5.6.4.8.5..	delete	delete	5.6.1.8.5. The DSSA shall record at least for [3015] seconds prior to and [10] seconds after an accident.