

# Discussion paper – Major Issues

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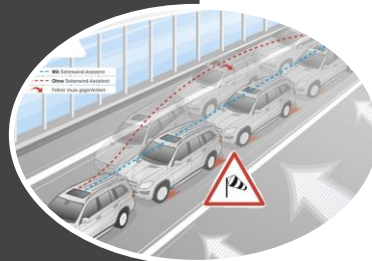
## Boundary between ACSF and CSF

Examples for applications currently homologated as CSF

Corrective  
Steering  
Function  
(CSF)



Lane keep assist



Side wind compensation



Short time steering angle correction to prevent lane departure



## Boundary between ACSF and CSF

### Aim:

- Clear Boundary between CSF and ACSF
- Current Lane Keep Assist (LKAS) shall be covered by Cat. B1
- Results of the SDG „LKAS“ should be the Basis for Cat. B1

### Solution:

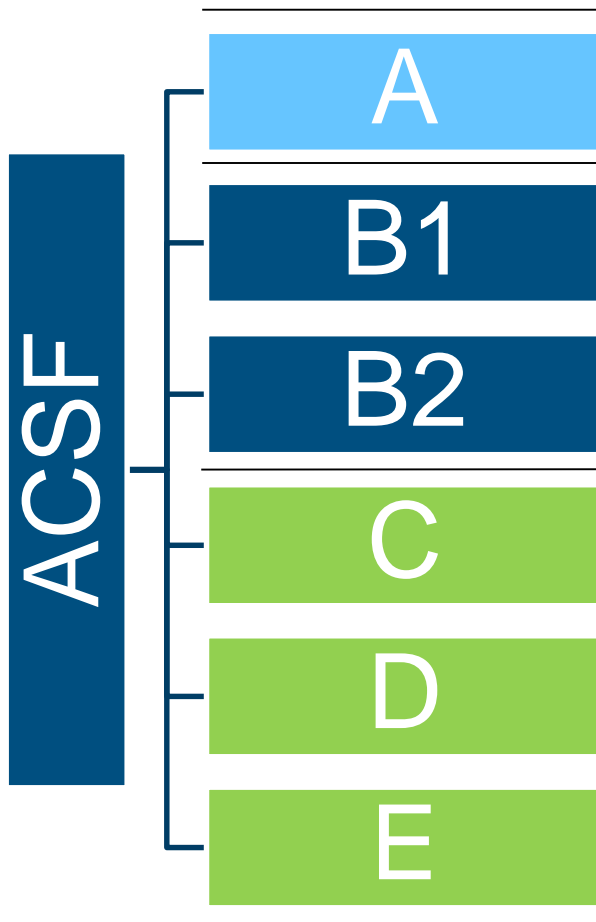
Amendment of the definitions (see UK-Proposal ACSF-06-07)

CSF = only short time steering interventions [less than x s]  
e.g. side wind compensation  
**! no lane keep function !**

ACSF = low speed manoeuvring (Cat. A)  
Lane Keeping (Cat. B1, B2)  
Lane changing (Cat. C, D, E)



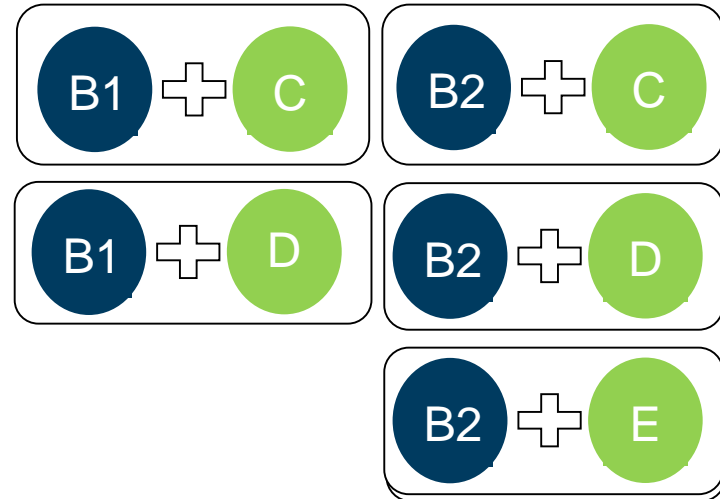
## ACSF Categories and permitted combinations



### Stand alone Categories



### Permitted Combinations





## Permissible field of application

	Beyond Highway*	Highway*
<b>A</b>	yes	(yes)
<b>B1</b>	yes	yes
<b>B2</b>	no	yes
<b>C</b>	no	yes
<b>D</b>	no	yes
<b>E</b>	no	yes

⇒ Any combination out of the categories B2, C, D and E can be only used on Highways\*

\* road section which is not dedicated to pedestrians or bicyclists and which has a [physical or constructional] separation of traffic moving in opposite directions



## Comparison of category B1 and B2

### Category B1

- Continuous Lane Keeping
- Operating on Highways and other roads
- Detection that the driver is in control of the vehicle
  - Warning after **30s** inactivity
  - **Deactivation** after 60s inactivity

### Category B2

- Continuous Lane Keeping
- Operating on Highways
- Driver Recognition system
  - Warning after **[15]min** inactivity
  - **Transition Demand** if no reaction to the warning
- Minimal Risk Manoeuvre
- Emergency Manoeuvre
- Protective Braking

It is important to discuss the time values of the drivers activity detection



## Major issues to be clarified

Following issues should be discussed now to get a common position of the IWG:

- 1) Does the group agree to cover the current LKAS systems in future under Cat. B1?
- 2) Which combinations of the ACSF categories should be permitted ?
- 3) What should be the permissible field of application of each category ?
- 4) What should be the time intervall for the drivers activity detection for the categories B1 and B2?

Thank you for your attention!

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