

Alternative Proposal for CSF

"2.3.4.2. "

Corrective Steering Function (CSF)" means the control function within an electronic control system whereby, for a limited duration [and independent of the drivers demand], changes to the steering angle of one or more wheels may result from the automatic evaluation of signals initiated on-board the vehicle, in order to assist the avoidance of a collision, or to compensate a sudden, unexpected change in the side force of the vehicle or to improve the vehicle stability (e.g. side wind, μ -split) or to correct lane departure ~~after crossing the lane marking by interventions occurring within a range from [50] cm inside to 30 cm outside of the lane markings.~~"

Kommentiert [OK1]: editorial

Kommentiert [OK2]: editorial

Kommentiert [OK3]: For safety reasons CSF should be allowed to intervene before crossing the lane marking

Insert a new paragraph 5.1.6.2., to read :

"5.1.6.1.2. Every CSF intervention shall immediately be indicated to the driver by an optical signal which is displayed for at least 1s or as long as the compensation exists, whichever is longer.

In the case of a CSF intervention which is based on the evaluation of the presence and location of lane markings or boundaries of the lane the following shall apply additionally:

Kommentiert [OK4]: The aim is to separate CSF from ACSF and to exclude lane keeping functions from CSF.

In the case of an a-lane-departure intervention longer than [30s], an acoustic warning shall be provided until the end of the intervention.

Lane keeping functions and Lane departure correction functions need the knowledge of the presence of lane markings or the boundaries of the lane.

In the case of two or more consecutive lane-departure interventions within a rolling interval of 180 seconds and in the absence of a steering input by the driver during the intervention, an acoustic warning shall be provided by the system during the second and any further intervention.

Such systems, which check the presence of lane markings or the lane boundaries shall have an acoustic warning to exclude, that lane keep functions (comfort functions) will be still homologated as CSF.

~~Systems, which intervene before the outside of the tyre of the vehicle's front wheel closest to the lane markings crosses the inside edge of the visible lane marking shall meet the requirements of paragraph 5.6.2.~~

Kommentiert [OK5]: Not needed anymore.

The tests for CSF in Annex 7 have to be fulfilled.

Kommentiert [OK6]: A test shall check the acoustic warning.

Any CSF system shall fulfill Annex 6."