

Automatic vehicle stop in case of incapacitated driver

Industry proposal

For some years now, there are systems on the market able to automatically drive a vehicle to a standstill, when the driver is detected to be no longer capable of performing the dynamic driving tasks, e.g. for medical reasons. These systems are currently able to perform only within a given lane, however it is likely that upcoming systems will be able to change lane in a near future and stop the vehicle on the side of the road or on the emergency lane of a motorway.

Since these systems are beneficial for safety (a system driving the vehicle to a safe stop always performs better than any unconscious driver) and are available on the market today, industry is keen on exchanging views within the informal group, to clarify how these systems will be covered by UN R79 in a near future, at least within the timeframe of the ACSF informal group.

A basic question is whether these systems can be covered under ADASS umbrella. On the one hand, it looks logical that an unconscious driver cannot be considered “in primary control” of the vehicle (as mentioned in ADASS definition). On the other hand, a system able to perform a vehicle stop within a lane (in case driver incapacity is detected) may have *similar* hardware and performance as e.g. an ACSF B1. On this base, there is no technical reason to exclude one system from ADASS, while covering the other: UN R79 is a technical regulation applicable to vehicles, not to drivers.

Until this question is clarified, industry proposes that R79 CEL assessment covers these systems, since they are part of a complex electronic system acting on steering. Then, on the base of the outcome of ACSF B2+E discussions, further requirements and/or definitions could be considered to cover these systems.