ACSF-17 – Industry Preparation

- ACSF-16 in Tokyo drafted document ACSF-16-11, based on WP29 « table of automation ». GRRF-86 drafted GRRF-86-36, providing recommendation to ACSF IWG, e.g. by splitting the work into 10 different items (aimed to be worked independently in sub-working groups).
- The proposal is to work with the structure defined by GRRF.
- The present powerpoint document (ACSF-17-xx industry preparation for B2.pptx) is summarizing industry proposed approach for ACSF next meeting, and providing a cross reference analysis between GRRF-86-36 and ACSF-16-11 (next slide).
- The excel document (ACSF-17-xx Industry input for B2.xlsx) is sorting the input given in the different relevant documents (i.e. GRRF-86-36, ACSF-16-11, WP29 table of automation, ACSF-06-28), following the structure given in GRRF-86-36. Industry used this document as a base for their preparation meeting of March 28-29, and is working on a summary of the main meeting outcome. These outcome will likely be inserted in an upcoming version of the excel file.
- Proposed objectives on AVSC B2 by industry for ACSF-17 meeting:
 - Define the basic requirements for each of the 10 items, as defined at GRRF
 - Define working method / pilots / deadline to prepare each item or group of items.

GRRF-86-36

ACSF-16-11

- 1. General considerations / establish the limits of the system GRRF
- 2. Operational design domain (ODD)
- 3. Dynamic driving tasks
 - a. Dynamic control or the vehicle (longitudinal control, ACC, emergency braking and steering; OEDR...)
 - b. Manual override
 - c. Transition procedure (and period), linked to driver monitoring
- System reliability ("Annex 6" + testing + redundancy considerations)
 Focal point: United Kingdom
- 5. Minimal risk maneuver (once limits of system are established)
- 6. Information to the driver
- 7. Driver availability recognition / Driver monitoring
- 8. Recording of information / DSSA Consult WP.29
- 9. Cyber-security Focal point: TF on CS/OTA
- 10. Periodical technical inspection (PTI) Focal point: Sweden

- General considerations
- 1. Execute longitudinal (accelerating/braking) and lateral (steering) portions of the dynamic driving task when activated. Shall monitor the driving environment for operational decisions when activated.
- 2. Permit activation only under conditions for which it was designed. System deactivated immediately at the request of the driver. However the system may momentarily delay deactivation when immediate human takeover could compromise safety.
- 3. System automatically deactivated only after requesting the driver to take-over with a sufficient lead time; may under certain, limited circumstances transition (at least initiate) to minimal risk condition if the human driver does not take over. It would be beneficial if the vehicle displays used for the secondary activities were also used to improve the human takeover process.
- 4. Driver availability recognition shall be used to ensure the driver is in the position to take over when requested by the system. Potential technical solutions range from detecting the driver's manual operations to monitoring cameras to detect the driver's head position and eyelid movement
 - System reliability
 - Recording of system status (inc. system behavior) (DSSA-Data Storage System for ACSF, EDR, etc.)
 - Cyber-Security
- PTI not included in ITS/AD document