

ACSF B2 - Industry Concept for

- Driver Availability Recognition
 - Transition Demand
- Minimum Risk Manoeuvre
 - Emergency Manoeuvre

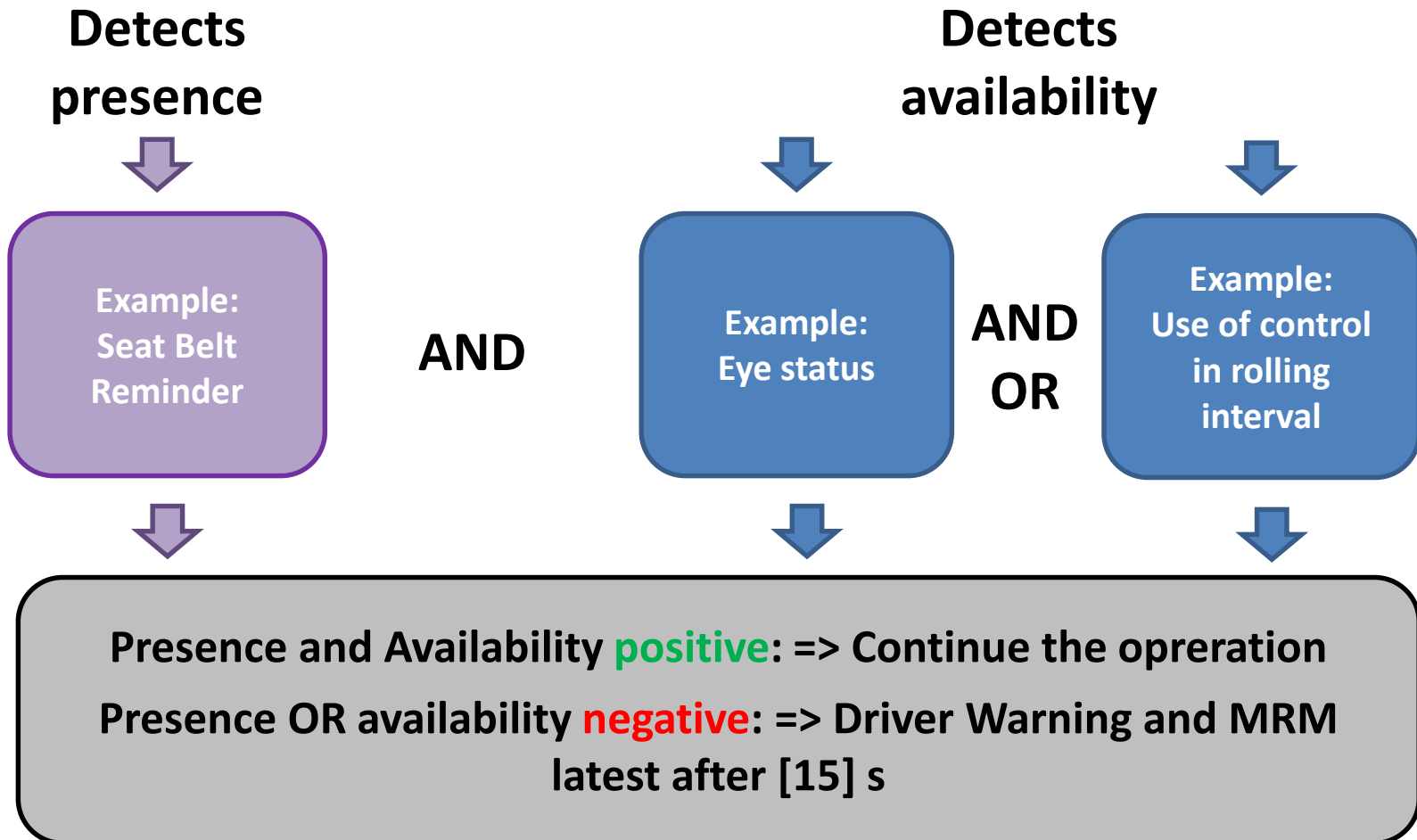
linked to industry proposal ACSF-19-03

ACSF-19, September 03-05, 2018, Paris

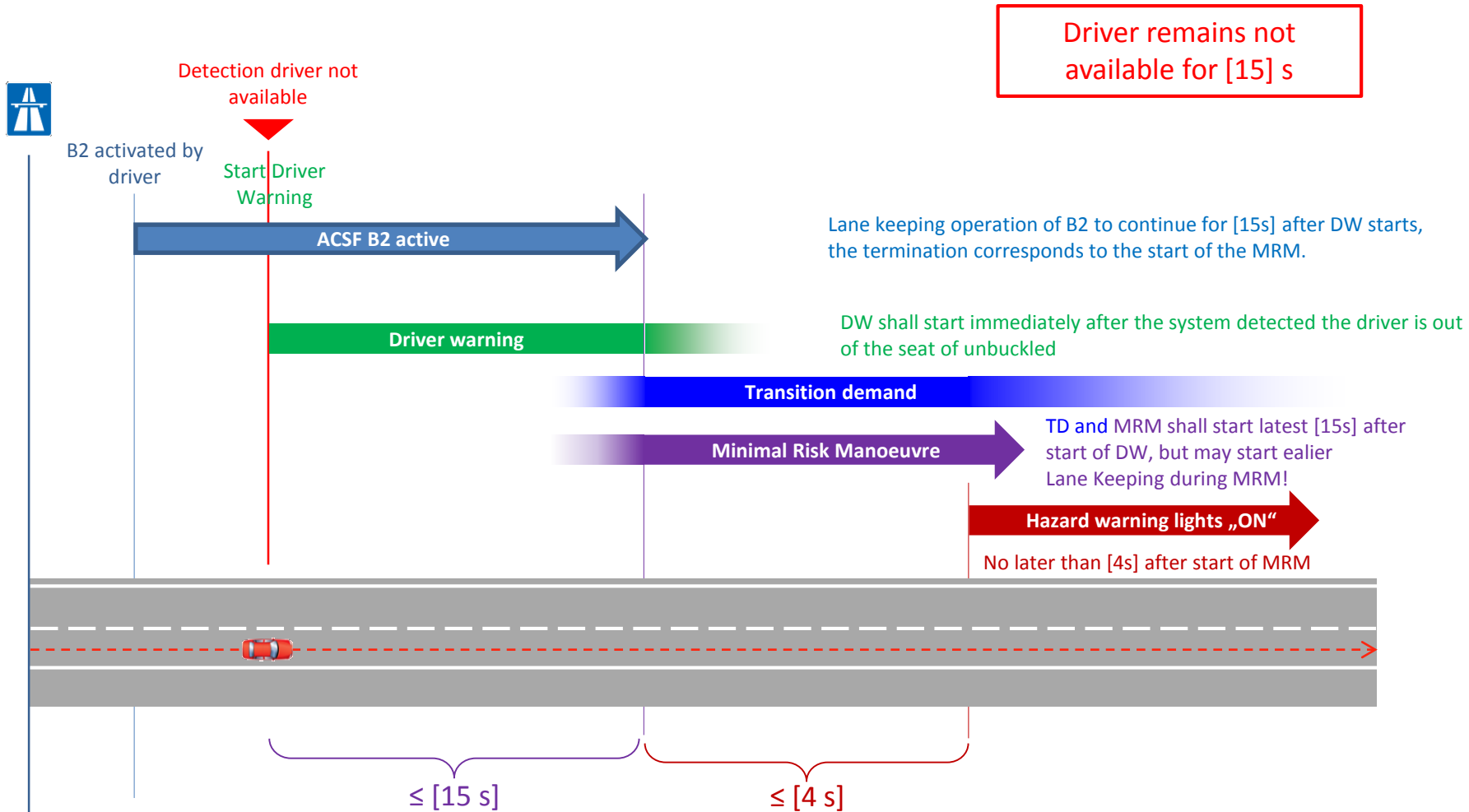
1 | Driver presence and availability monitoring

Driver presence and availability monitoring

System to check the **driver presence** in the seat **and** in a rolling interval **either** the **eye status** of the driver **and/or** the **use of controls**



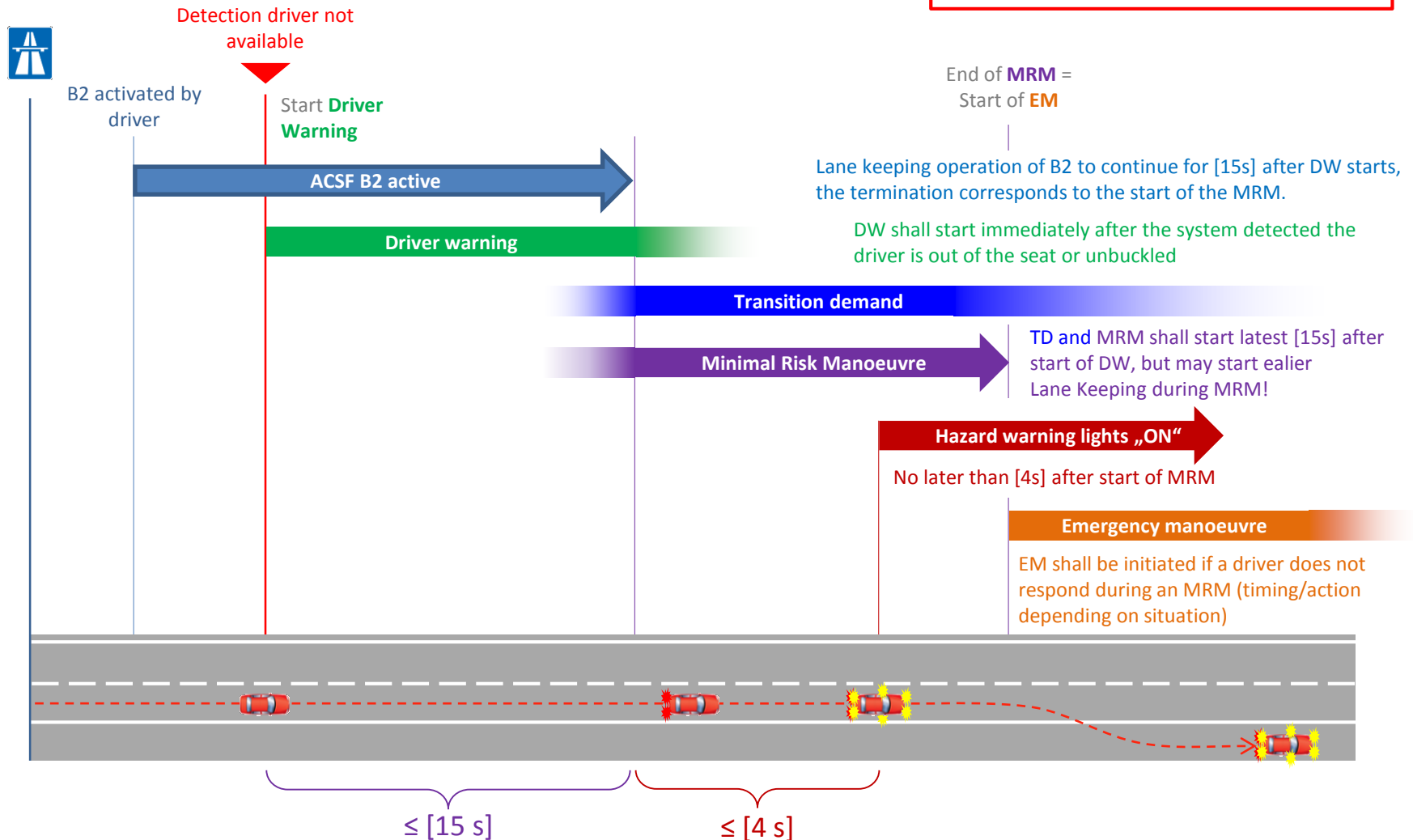
Driver not available to take over control



Any warning, transition demand or Minimum Risk manoeuvre may be terminated as soon as the system detects that the driver has taken over manual control of the vehicle.

Driver not available to take over control

Driver does not respond to any warning, TD, MRM and EM

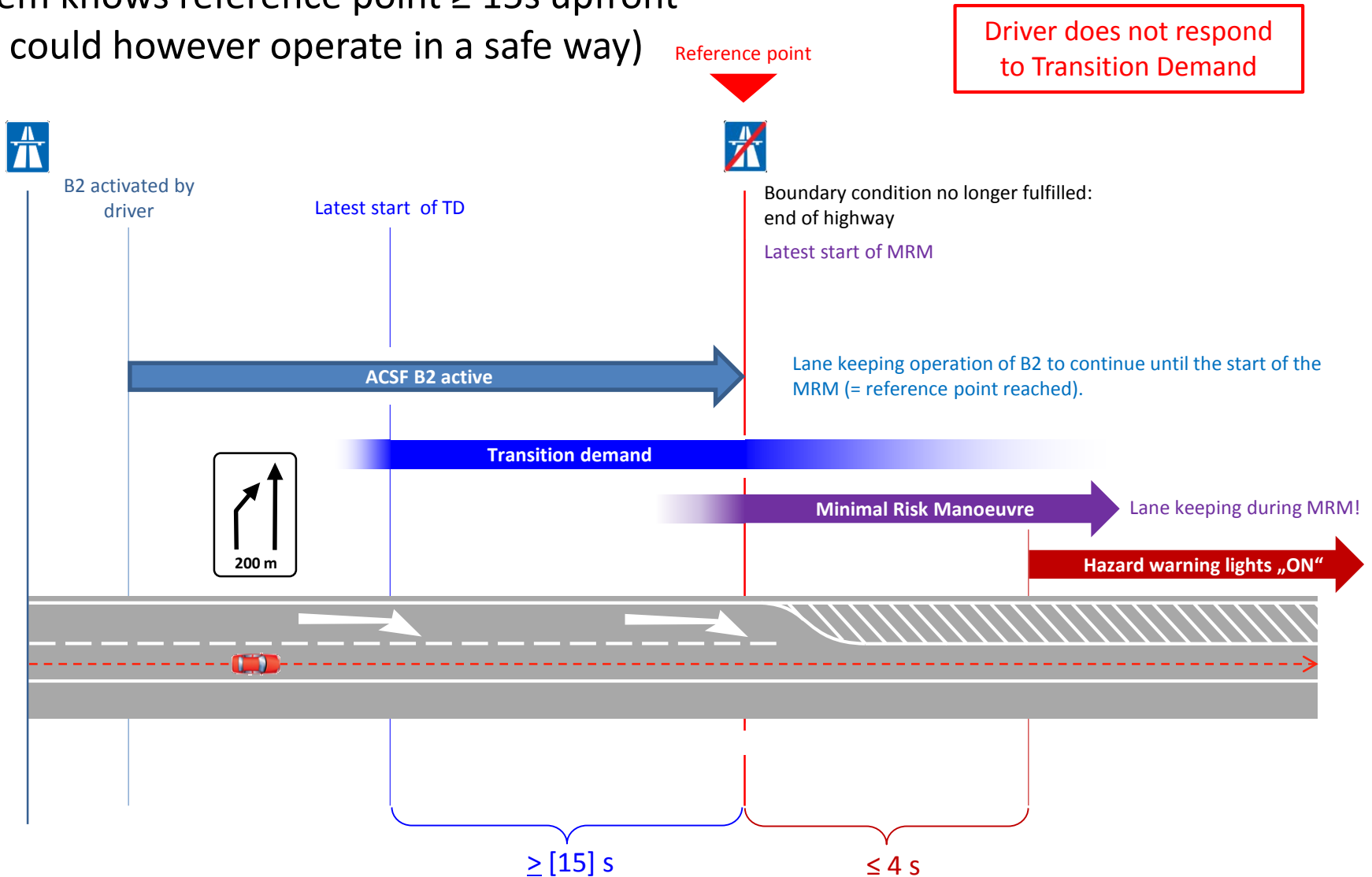


Any warning, transition demand or Minimum Risk manoeuvre may be terminated as soon as the system detects that the driver has taken over manual control of the vehicle.

2 | Transition Demand, Minimal Risk and Emergency Manoeuvre

Planned transition (Example)

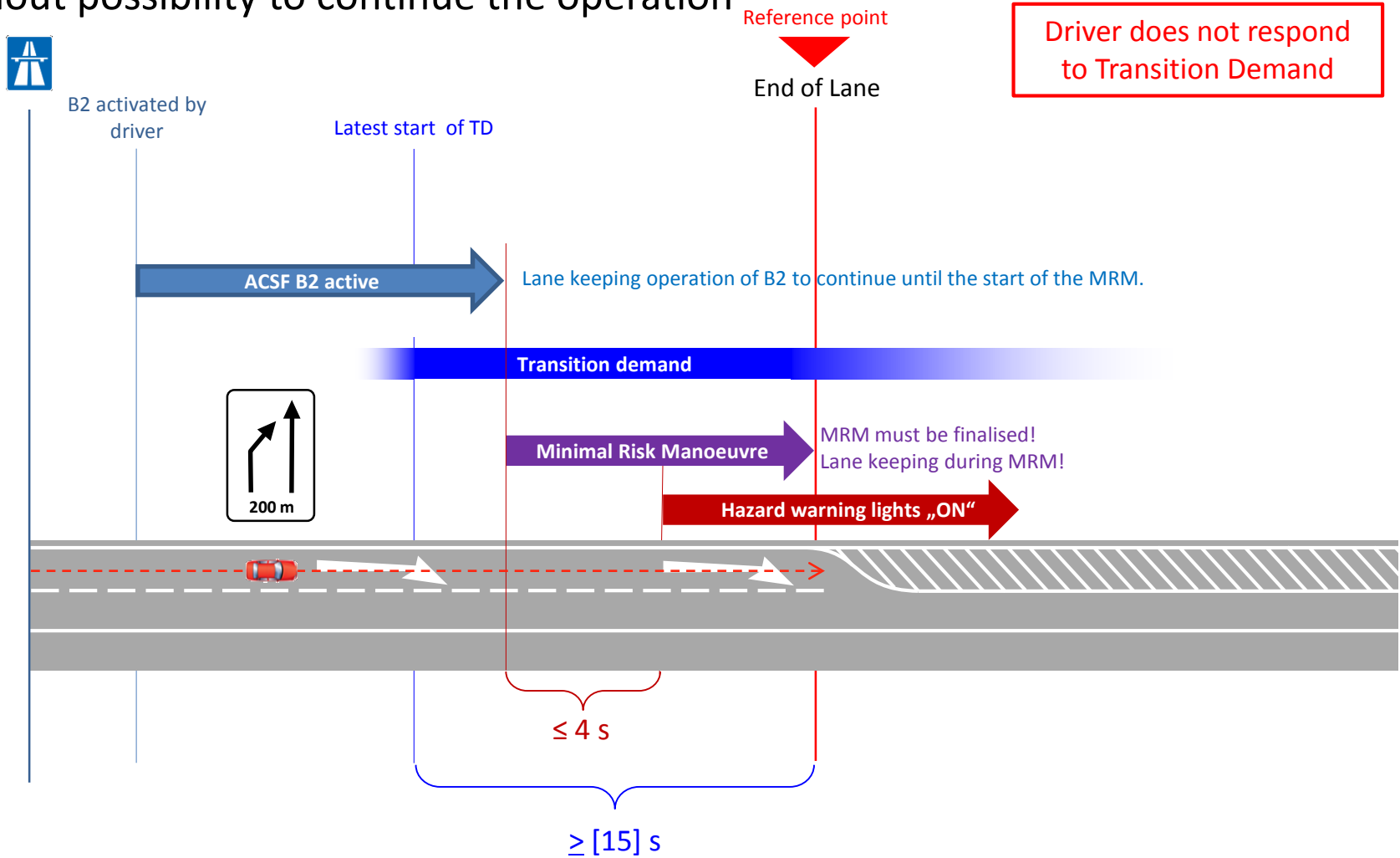
System knows reference point ≥ 15 s upfront
(but could however operate in a safe way)



Example: Vehicle with ACSF B2 active approaches end of highway (operation not allowed)

Planned transition (Example)

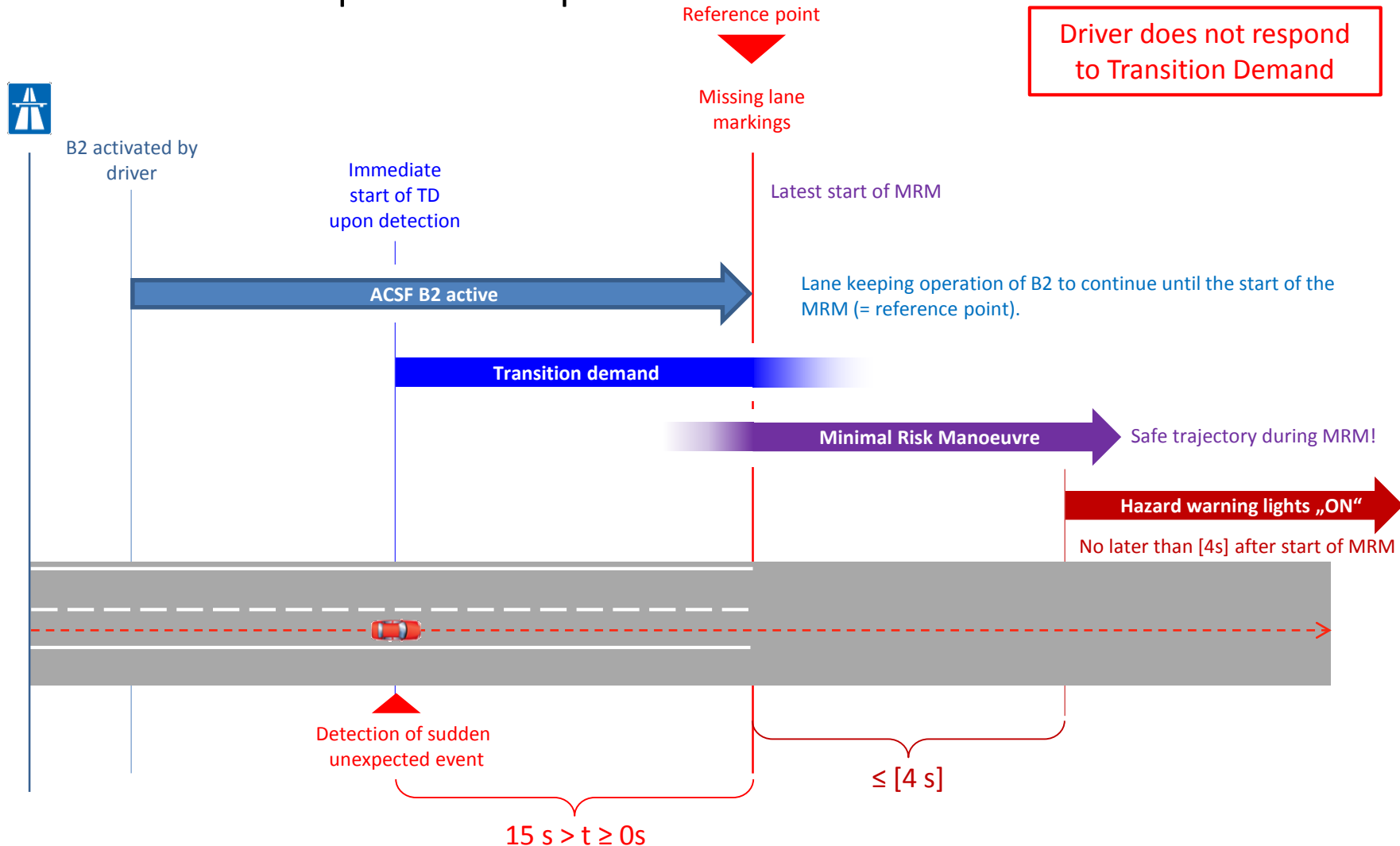
System knows reference point ≥ 15 s upfront
without possibility to continue the operation



Example: Vehicle with ACSF B2 active approaches end of lane

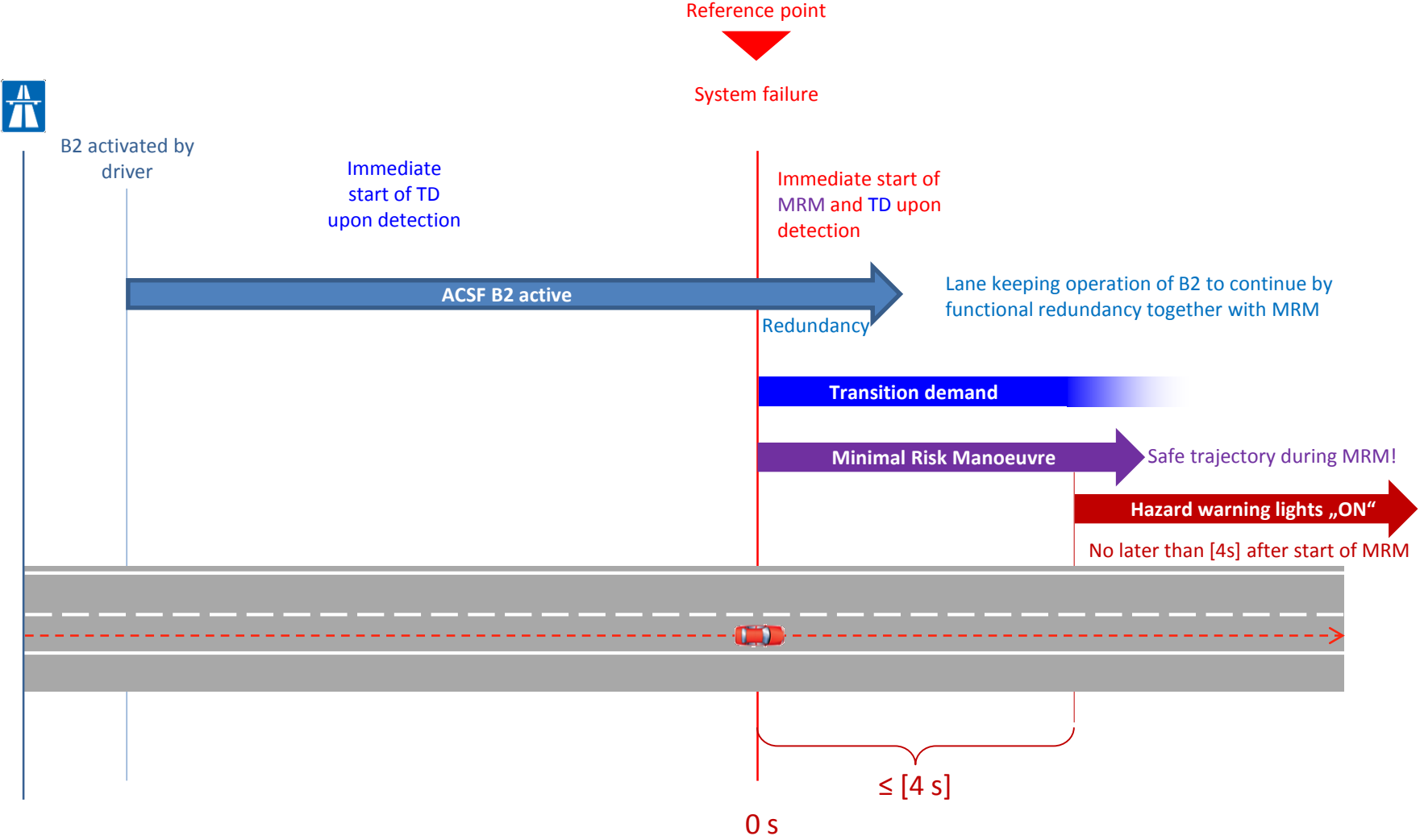
Unplanned transition

System know reference point < 15s upfront



Example: Vehicle with ACSF B2 active approaches section without lane markings

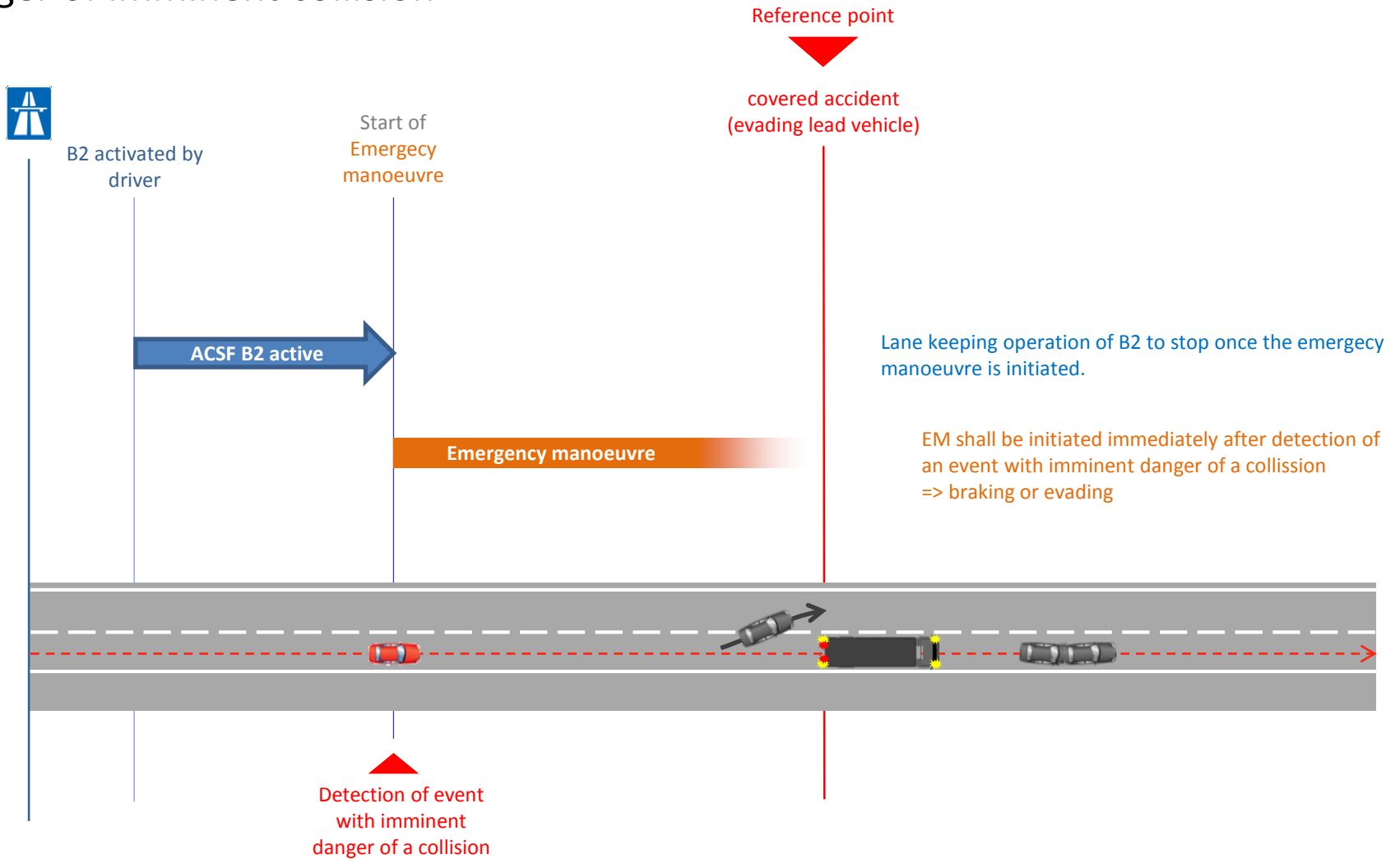
System Failure



Example: System failure occurs on vehicle with ACSF B2 active

Emergency situation

Danger of imminent collision



Example: Vehicle with ACSF B2 active approaches covered accident (evading lead vehicle)