

This document contains proposals for relevant definitions for an ALKS vehicle

Changes to ACSF-20-04 are marked with purple

2.x. General Definitions

- 2.x.1. A system is in "off mode" (or "switched off") when the system is prevented from generating control action.
- 2.x.2. A system is in "active mode" (or "active" or **operating**) when the system is switched on and the conditions for being active are met. In this mode, the system continuously controls the automated driving function.
- ~~2.x.3. "Operation" of an activated system means continuously performing all driving tasks until the driver takes over manual control of the vehicle.~~

2.y. Definitions for systems of Class A (Highway)

- 2.y.1. "Lane-keeping and longitudinal control" means a function which is initiated/activated by the driver and which keeps the vehicle within its lane by influencing the lateral movement of the vehicle and controls the longitudinal movement of the vehicle for extended periods without further driver command/confirmation.
- 2.y.2. "Lane-keeping, longitudinal control and lane change" means a function which is initiated/activated by the driver and which can additionally to the lateral and longitudinal carry out lane change manoeuvres and complete these manoeuvres for extended periods without further driver command/confirmation.
- 2.y.3. "**Expected event**" is a situation which requires a transition of the control back to the driver and which is known well in advance (e.g. the end of the highway).
- 2.y.4. "**Unexpected event**" is a situation which requires a transition of the control back to the driver and which is unknown in advance, but assumed likely to happen (e.g. road construction, inclement weather approaching emergency vehicle, missing lane markings).
- 2.y.5. "**Imminent danger**" describes a situation or an event ~~other than an expected or unexpected event~~ which would definitely / certainly lead to a collision of the vehicle with another road user or an obstacle ~~in case unless~~ ~~no-an~~ Emergency Manoeuvre is executed.
- 2.y.6. "**Minimal risk manoeuvre**" means a procedure aimed at minimizing risks in traffic, which is automatically performed by the system, e.g. when the driver does not respond to a transition demand.
- 2.y.7. "**Emergency Manoeuvre**" means a manoeuvre performed by the system in case of an imminent danger of a collision, with the purpose of collision avoidance or mitigation. It shall contain an automatic deceleration and/ or an automatic evasion.
- 2.y.8. "**Transition demand**" means an instruction from the system that the driver has to take over manual control of the vehicle.
- 2.y.9. "**Transition phase**" means the duration of the transition demand.
- The driver is deemed to have taken over manual control if:
- - The driver deactivates the function.
 - - The driver brakes to maintain the vehicle stationary.
 - - The driver provides an input to the steering control [and additionally to brake, accelerator or clutch control], when the vehicle is moving