

Proposal for amending the list of tests (based on ACSF-23-02) after a first revision.

Modifications are marked **blue**.

Tests considered important for ALKS are marked with an “**X**”, whereas tests which do not seem so relevant for low speed ALKS are marked with an “**O**”

\* \* \* TESTS \* \* \*

The width of a traffic lane shall be considered to be 3.65m.

Lane Keeping Functionality Test:

- approach curve with narrow (minimum) radius with the maximum operational speed **X**
  - **Pass: No crossing of lane markings**
- swerving test: stable lateral position in straight lane **O**
  - **Pass: No crossing of lane markings**
- driver availability test: detecting that the driver is not available to take-over the control **X**
  - **Pass: Begin Transition demand when driver unbuckles, leaving the seat, or closes his eyes for more than [10 s]**

Following Distance Test:

- approach a slower lead vehicle which is on constant speed **O**
  - **Pass: No collision and no violation of safety distance**
- follow a leading vehicle which starts slightly decelerating **O**
  - **Pass: No collision and not performing an EM and no prolonged violation of safety distance**

Blocked Lane Test:

- approach a stationary target in the lane of travel with the maximum operational speed **X**
  - **Pass: No collision and not performing an EM**
- **approach a stationary target which blocks only [1 m] on the side of the lane of travel with the maximum operational speed** **X**
  - **Pass: No collision and not performing an EM**

- follow a leading vehicle which cuts out of the lane of travel right before a stationary target in the lane of travel with the maximum operational speed X
  - Pass: No collision up to maximum operational speed if cut out of the lead vehicle is earlier than TTC of [1 s] before the target

#### Deceleration Tests

- Lead vehicle performs an emergency braking X
  - Pass: No collision
- Cutting in vehicle with short safety distance X
  - Pass: Adjust safety distance without performing an EM
- Cutting in vehicle, followed instantly by [max. / x m/s<sup>2</sup>] deceleration in the lane of travel X
  - Pass: No collision
- Deceleration during minimal risk manoeuvre is below [4m/s<sup>2</sup>] O
  - Pass: Deceleration below [4 m/s<sup>2</sup>] without any objects in the lane of travel
- Maximum deceleration during emergency manoeuvre (inclusive full braking performance manually by the driver as a reference) O

#### Maximum Operational Speed Test

- Sensor performance test X
  - Pass: Min detection range of a motorcycle acc. to the formula is reached
- Maximum speed test (with and without leading vehicle) X
  - Pass: Specified maximum speed is reached and hold

#### Transition Phase Test

- Timing and warning channels during transition X
  - Pass: Transition starts at least with optical warning and is escalated latest after 4 s. Total duration at least 10 s before start of the MRM. Start of MRM.

DETAILS TO BE DEFINED ONCE THE REQUIREMENTS ARE AGREED