

## Base document for ALKS for low speed application Proposal from the Small Drafting Group

Unchanged text (compared to ACSF 22-03-after\_3<sup>rd</sup>\_day) in black

Text agreed in the informal group in black with green background

Text suggested from the small drafting group in blue

Text suggested from Germany (not discussed up to now) in red

Text in square brackets is marked with grey background

### Proposal for Technical Requirements for an Automated Lane Keeping System

\*\*\* SPECIFIC REQUIREMENTS \*\*\*

[2.3.3. The activated system shall comply with all applicable relevant traffic rules in the country of operation.]

2.4.6. Following a deactivation, the driver may only be supported in his driving task by any driver assistance function which was active at the time of the activation of the ALKS or which was activated during the operation of the ALKS, [except such driver assistance functions which allow the driver make his/her hands be off from the steering control, or his/her foot be off from both the accelerator control and the braking control].

[The manufacturer shall provide evidence that suitable information is provided to the driver to ensure mode awareness when changing from ALKS to assisted driving mode.]

[Any longitudinal control that will be active after the deactivation of the ALKS shall not exceed upon [automatic] activation the speed limit valid at the time of deactivation of the ALKS.]

Following a deactivation, the vehicle configuration shall maximize driver controllability (e.g. wipers ON in case of rain, headlamps ON by night).

#### ALTERNATIVE from Germany for paragraph 2.4.6

When deactivated (off mode) the system shall not provide any continuous control of either longitudinal or lateral movement of the vehicle.

After deactivation, CSF may be active with the aim at accustoming the driver to execute the lateral control task by gradually reducing lateral support.

Notwithstanding both paragraphs above, any other safety system delivering longitudinal or lateral support [in accident-prone situations like e.g. AEBS, EVSC, ESC, BAS, ESF] shall not be deactivated in case of deactivation of ALKS.

Kommentiert [HF1]: To avoid any confusion regarding the action to cover

Kommentiert [HF2]: In the way of safety due to the fact that system and driver have not the same needs to assure a safe driving.

2.6.2.2. Non driving activities

Non driving activities, available through vehicle system and allowed when system is activated shall be only available when system is activated and interrupted, with a specific information to the driver, when deactivation or override is engaged.

Kommentiert [HF3]: To be aligned with discussions in WP1.