

RM = Regular Manoeuvre / EM = Emergency Manoeuvre / NAS = Not Avoidable Situation

Paragraph (ACSF 24-18)	Topic	Mandatory test track / Real driving (§ test annex)			Audit / Assessment	Remarks
		Observation	Measure	Test protocol		
2.3.	General requirements				X	
2.4.1	Dedicated means to activate and deactivate	§ 4.				Simple specification
2.4.2	Default status of new engine start/run	§ 4.				Simple specification
2.4.3a	System active if driver is in driver seat & belt is fastened	§ 4.				Simple specification
2.4.3b	System active if driver is available	§ 4.	§ 4.		X	See 2.6. Criteria for driver availability vary depending on the manufacturer; possible to confirm by simple tests ?
2.4.3c	System active if no failure	§ 4.			X	Simple specification
2.4.3d	System active if DSSAD is operational	§ 4.			X	Simple specification See 2.12.1.
2.4.3e	System active if environment and infrastructure OK				X	Option for real driving 'Environment and infrastructure' condition vary depending on the manufacturer; assessment under CEL is adequate ?
2.4.3f	System active if vehicle is on a right road				X	Option for real driving Simple tests on test track is difficult; assessment under CEL is adequate ?
2.4.4a	Same dedicated means to activate and deactivate manually	§ 4.				Simple specification
2.4.4b	Means of desactivating protected against unintentional action	§ 4.			X	Simple specification
2.4.4c	At time of deactivation driver must be in lateral control	§ 4.			X	Simple specification
2.4.5.1	Desactivation by input to driving controls	§ 4.				See 2.4.8.
2.4.5.2	Desactivation during an ongoing transition demand	§ 4.				See 2.4.8. & 2.6.3.
2.4.5.3	Desactivation during an ongoing emergency manoeuvre				X	See 2.10.1. Simple tests on test track is difficult; assessment under CEL is adequate. ?
2.4.5.4	Desactivation in case of severe failure	§ 4.			X	
2.4.6.	At time of deactivation the system shall not provide any continuous control of either longitudinal or lateral movement of the vehicle	(X)		§5.1. - RM		See 2.4.8.1.
2.4.7.	Indication of any deactivation	(X)		§5.1. - RM		See 2.8.2.3./2.4.8.1.
2.4.8.1.	Override by a driver input to the steering control			§5.1. - RM	X	
2.4.8.2.	Override by a driver input to the braking control			§5.1. - RM	X	
2.4.8.3.	Override by a driver input to the accelerator control			§5.1. - RM	X	
2.4.8.4.	Initiation of a transition demand by any driver input to the accelerator or brake control	(X)		§5.1. - RM		
2.4.8.5.	Reduction or suppression of the effect of the driver input on any control in case the system has detected an imminent collision				X	
2.4.8.6.	ALKS control strategies in case of a severe vehicle failure or a severe ALKS failure				X	
2.5.1.	Dynamic driving task of ALKS (lane keeping)	(X)		§5.2.1./5.2.2./5.3.2. - RM		
2.5.2.	Dynamic driving task of ALKS (beside vehicle)	(X)		§5.2.1./5.2.2. - RM		
2.5.3.1.	Adaptation of the vehicle speed to infrastructural and environmental conditions				X	Option for real driving
2.5.3.2.	Minimum following distance			§5.3.1. - RM / EM	EM	
2.5.4.1	Capability to bring the vehicle to a complete stop behind a stationary vehicle (obstacle)			§5.4.1./5.4.3./5.4.4. - RM / EM / NAS	EM / NAS	
2.5.4.2.	Capability to bring the vehicle to a complete stop behind a stationary vehicle (cutting in)			§5.5.1. - RM / EM / NAS	EM / NAS	
2.5.5.1	Emergency manoeuvre after detection of imminent collision (obstacle)			§5.2.2./5.3.3./5.4.2./5.5.2. - RM / EM / NAS	EM / NAS	See 2.10

2.5.5.2.	Emergency manoeuvre after detection of imminent collision (cutting in)			§5.5.1. - RM / EM / NAS	EM / NAS	See 2.10
2.5.5.3.	Emergency manoeuvre after detection of imminent collision (crossing pedestrian)			§5.4.3./5.4.4. - RM / EM / NAS	EM / NAS	TBD - Draft added paragraph proposal : to be combined between stationary road user § 2.5.4.1. and proposition for crossing pedestrian under new § 2.5.5.3.
2.5.6.1.	Detection range of the sensing system to the front		X	X	X	
2.5.6.2.	Strategies to detect and cope with environmental and technical conditions which might reduce the detection range of the sensing system				X	
2.5.6.3.	Evidence that the effects of wear and ageing do not reduce the performance of the sensing system below the minimum required value specified in paragraph 2.5.6.1. over the lifetime of the system/vehicle.				X	
2.5.8.	Design strategies in case of a single perception malfunction without failure				X	
2.6.1.	Driver presence	§ 4.	§ 4.		X	Simple specification
2.6.2.1.	Criteria for deeming driver availability	§ 4.	§ 4.		X	Simple specification
2.6.3.	Driver attentiveness	§ 4.	§ 4.		X	Simple specification
2.6.4.	Other activities than driving task	§ 4.				Simple specification
2.7.2.1.	Transition demand in case of a planned event	(X)		§5.4.1./5.4.2. - RM / EM / NAS	EM / NAS	
2.7.2.2.	Transition demand in case of a unplanned event	(X)		§5.5.1/5.5.2/5.3.3. - RM / EM / NAS	EM / NAS	
2.7.2.3.	Transition demand in case of any failure of the system or of any function needed for the operation	(X)		(X)	X	
2.7.3.	Continuous operation of ALKS during transition phase			§5.4.1/5.4.2/5.5.1/5.5.2./5.3.3. - RM / EM / NAS	EM / NAS	See 2.7.2.1./2.7.2.2.
2.7.3.1.	Activation of the hazard warning lights after standstill	(X)		§5.4.1/5.4.2/5.5.1/5.5.2./5.3.3. - RM / EM / NAS	EM / NAS	
2.7.3.2.	Escalation after the start of the transition demand	(X)		§5.4.1/5.4.2/5.5.1/5.5.2./5.3.3. - RM / EM / NAS	EM / NAS	See 2.7.2.1./2.7.2.2./2.7.2.3.
2.7.4.	Termination of transition demand by ALKS deactivation or MRM initiation	(X)		§5.4.1/5.4.2/5.5.1/5.5.2./5.3.3. - RM	EM / NAS	
2.7.4.1.	Minimum Risk Manoeuvre operation in case the driver is not responding to a transition demand by deactivating the system	(X)		§5.4.1/5.4.2/5.5.1/5.5.2./5.3.3. - RM / EM / NAS	EM / NAS	
2.7.4.2.	Minimum risk manoeuvre operation in case of a severe ALKS or severe vehicle failure.				X	
2.8.	Information to the driver	(X)		§5.4.1/5.4.2/5.5.1/5.5.2./5.3.3. - RM / EM / NAS	EM / NAS	
2.9.	Minimum risk manoeuvre	(X)		§5.4.1/5.4.2/5.5.1/5.5.2./5.3.3. - RM / EM / NAS	EM / NAS	
2.10.1/2.10.3.1./2.10.3.2.	Emergency manoeuvre				X	
2.11.	System information data				X	