

- 5.2.4. The activated system shall be able to bring the vehicle to a complete stop behind a stationary vehicle, a road user or a blocked lane of travel. This shall be ensured up to the maximum operational speed of the system.
- 5.2.5. The activated system shall detect the risk of an imminent collision e.g. with another road user ahead or beside the vehicle, due to a harsh decelerating lead vehicle, a suddenly cutting in vehicle or a suddenly appearing obstacle and shall automatically perform an appropriate emergency manoeuvre as specified in paragraph 5.3.
- 5.2.5.1. The activated system shall be able to avoid a collision with a leading vehicle which decelerates up to its full braking performance provided that there was no undercut of the required safety distance due to a cut in manoeuvre of the lead vehicle.**
- 5.2.5.2. The activated system shall detect the risk of an imminent collision with a suddenly cutting in vehicle and be able to avoid a collision,**
- **provided the cutting in vehicle maintains its longitudinal speed and**
 - **when the distance between the vehicle's front and the cutting in road user's rear corresponds to a time-to-collision calculated by the following equation,:**
- Parameters defining a maneuver that shall be avoided have to be reviewed.**
- [5.2.5.3. The activated system shall detect the risk of an imminent collision with an unobstructed crossing adult pedestrian in front of the vehicle and be able to avoid a collision**
- **in situations where the anticipated impact point is displaced by not more than 0.2m compared to the vehicle longitudinal centre plane**
 - **for pedestrian crossing speeds up to 5 km/h and**
 - **when the road affords the necessary adhesion.]**
- 5.2.5.3. It is recognised that the fulfilment of the requirement in paragraph 5.2.5. may not be fully achieved in other conditions than those described above. However, the system shall not deactivate or unreasonably switch the control strategy in these other conditions. This shall be demonstrated in accordance with Annex Y [CEL] of this Regulation

To be inserted into the Emergency Maneuver section

- 5.3.x Any longitudinal deceleration demand of more than 5.0 m/s² of the system shall be considered to be an emergency manoeuvre.**