

Driver Availability Recognition System	UN Standard	Activation, Deactivation and Driver Input
Â§6.1.4, Â§6.1.3.1, Â§6.1.3.1, Â§6.1.3, Â§6.1.1, Â§6.1.3.1	Human Machine Interface/operator information	Â§6.2.6, Â§6.2.5.2, Â§6.2.1, Â§6.2.7, Â§6.2.5.4, Â§6.2.3, Â§6.2.4, Â§6.2.6
Other activities than driving through on-board displays are suspended when driver attention is required. [R06]		ALKS deactivation is independent from other ADAS. [R80]
if a driver presence warning lasts for 15s, a transition demand is emitted. [R71]		ALKS remains active until the driver takes control or the vehicle is at standstill. [R77]
MRM is engaged if the driver isn't available. [R69]		ALKS deactivation interface is available during operation. [R73]
if driver is not present, or safety belt is unfastened, or drowsiness is detected, a MRM is engaged. [R68]		ALKS deactivation is notified. [R81]
System override		activation is made by the driver. [R75]
Â§6.3.2, Â§6.3.1, Â§6.3.1, Â§6.3.3		the driver is protected against manual deactivation. [R76]
the driver can override longitudinal control by braking. [R85]		Information to the driver
the driver can override lateral control by steering wheel operation. [R82]		Â§6.4.5, Â§6.4.1, Â§6.4.2.2, Â§6.4.2.3, Â§6.4.3.2, Â§6.4.3
the driver can override longitudinal control by acceleration. [R86]		acoustic/optical warning are prioritized. [R98]
		activation is indicated by a dedicated optical signal. [R89]
		constant signal is provided during operation until the initiation of a transition demand. [R92]
		acoustic signal is emitted during transition demand. [R95]
		signal characteristics are changed with the start of the MRM. [R97]
		driver is informed explicitly when a transition request is required. [R96]