ibd SOI [O32]

Emergency Manoeuvre (EM)

§5.3.2, §5.3.3.2, §5.3.1, §5.3.3, §5.3.2, §5.3.2, §5.3.3.1, §5.3.4

emergency manŒuvre is adapted in case of system failures. [R47]

warning lamps are deactivated after EM. [R52]

warning lamps are activated during EM and at standstill. [R53]

Emergency ManŒuvre is required in case of imminent collision risk with maximum braking or evasive manŒuvre. [R44]

lane is kept during evasive manŒuvre. [R48]

the position is resumed after evasive manŒuvre. [R49]

System operation during transition phase

§5.4.1, , §5.4.3, §5.4.4.1, §5.4.2.2

warning lamps are activated during MRM and after. [R12]

if driver is not responding to transition demand, MRM is started. [R64]

ADV operates during control transfer to driver. [R60]

transition demand is emitted in case of ALKS failure. [R59]

UN Standard

System Safety and Fail-safe Response.

Transition demand

§5.4.3.1, §5.4.3.2, §5.4.4, §5.4.4.1.1, §5.4.2.1

transition demand is initiated to leave enough time for a safe transition to driver. [R56]

transition demand is escalated after 4 s. [R62]

transition demand is ended by deactivation or MRM. [R63]

if the driver is not responding, early request transition is given to ensure MRM. [R57]

transition demand is emitted upon unplanned event detection. [R58]

Minimum Risk Manoeuvre (MRM)

§5.5.1, §5.5.5, §5.5.4, §5.5.1, §5.5.5, §5.5.6

speed is decelerated when making MRM in the current lane. [R11]

ALKS is deactivated at the end of any MRM. [R15]

MRM is ended by vehicle standstill or driver intervention. [R13]

reactivation after MRM is possible after each new run cycle. [R17]