

Proposal for amendments to ECE/TRANS/WP.29/GRRF/2016/45

The changes added to ECE/TRANS/WP.29/GRRF/2016/45 are indicated in red text.

I. Proposal

Paragraph 5.6.2.2.2., amend to read:

"5.6.2.2.2. When the system is temporarily not available, for example due to inclement weather conditions, the system shall clearly inform the driver about the system status by an optical signal, except if the system is in the OFF mode, e.g. switched off.

When the system reaches its boundary conditions (e.g. the specified maximum lateral acceleration $a_{y_{smax}}$) and the system detects that the vehicle is going to leave the lane, the system shall clearly inform the driver about this system status by an optical and acoustical signal."

II. Justification

If a B1-system is reaching its boundary conditions (e.g. in a highway curve) and the additional steering input of the driver is not strong enough to stay in the lane the car may cross the lane marking. In this case there would only a simple optical warning to the driver be sufficient without this proposed supplement to 5.6.2.2.2.. If the driver is looking onto the street in front during this moment as he should do to surveil the traffic, he may not see the single optical warning at the dashboard and may get surprised, when the vehicle crosses the lane marking suddenly and the system gave no clear information to the driver that it had reached its boundary conditions maybe seconds before. With an additional acoustical warning in the case of imminent danger to leave the lane the driver could be informed earlier about the system status without leaving the lane and gets a better chance to keep the vehicle in the lane in this situation.
