

Proposal for amendments to informal document GRRF-79-04

*The modifications to the existing text are marked in **bold** for new or strikethrough for deleted characters.*

I. Proposal

Paragraph 5.1.6.6., amend to read:

"5.1.6.6. When the LKAS is available (i.e. ready to intervene or intervening), it shall provide a means of detecting that the driver is in control of the vehicle. In the event that the LKAS has detected that the driver is likely (to be no longer in control of the vehicle, distinctive warning shall be provided until the driver is detected to be in control of the vehicle again (e.g. via input on the steering wheel, brake pedal actuation) or until the LKAS is deactivated, either **manually** or automatically ~~or manually~~."

When the LKAS is automatically deactivated, the system shall clearly inform the driver ~~about~~ **prior to the change of the system status and once deactivated, a positive signal of the final system status shall remain visible (the extinguishing of a signal cannot be considered as a positive signal).**

The ~~LKAS~~ **distinctive** warning shall be provided by at least two means out of optical, acoustic and haptic given simultaneously or in a cascade."

II. Justification

The aim of the new wording is:

1. To inform the driver that, without reaction from him, the system will be deactivated automatically.
 2. To inform the driver of the final status and to avoid to consider the extinguishing of a signal as being a sufficient clear information of the deactivation of the system.
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