PD ISO/PAS 11585:2023



BSI Standards Publication

Road vehicles — Partial driving automation — Technical characteristics of conditional hands-free driving systems

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National foreword

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The UK participation in its preparation was entrusted to Technical Committee AUE/15, Safety related to vehicles.

A list of organizations represented on this committee can be obtained on request to its committee manager.

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Published by BSI Standards Limited 2023

ISBN 978 0 539 20640 1

ICS 43.020

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This Published Document was published under the authority of the Standards Policy and Strategy Committee on 31 October 2023.

Amendments/corrigenda issued since publication

Date	Text affected

PD ISO/PAS 11585:2023

PUBLICLY AVAILABLE SPECIFICATION

ISO/PAS 11585

First edition
2023-09-25

Road vehicles — Partial driving automation — Technical characteristics of conditional hands-free driving systems

Véhicules routiers — Automatisation partielle de la conduite — Caractéristiques techniques des systèmes de conduite mains-libres conditionnels

Reference number
ISO/PAS 11585:2023(E)

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Foreword

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The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO document should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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This document was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 33, *Vehicle dynamics, chassis components and driving automation systems testing*.

Any feedback or questions on this document should be directed to the user’s national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

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Introduction

This document can be used as a system level standard by other standards, which extend the combination of ACC according to ISO 15622 and PADS according to ISO 21717 with additional requirements motivated by costumer use-cases and by safety to a more detailed standard for a higher level of functionality which will include the hands-free use case in certain conditions.

The main functionality of a "L2 hands-free system" is to control and limit the vehicle behaviour for longitudinal and lateral control, as it is described in ISO 15622 and ISO 21717, with respect to the performance, the intended ODD and the driver's capabilities. Together with an appropriate driver monitoring, which is typically realized with a driver monitoring camera and in addition a hands-on/off detection regarding to the steering wheel, it is possible for a system to operate while the driver can take the hands away from the steering without losing the ability and the responsibility to control the DDT.

This document contains the basic control strategy, basic driver interface elements and a minimum set of requirements for a L2 hands-free system. This document is applicable for, but not limited to, passenger cars. It is not applicable to automated driving systems of Level 3 according to ISO/SAE PAS 22736 or higher.

While a lane change functionality is not specified in this document, it is explicitly considered.

Regional regulation, e.g. UN/ECE R79, can limit the applicability of parts of this document.

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PUBLICLY AVAILABLE SPECIFICATION **ISO/PAS 11585:2023**

Road vehicles — Partial driving automation — Technical characteristics of conditional hands-free driving systems

1 Scope

This document provides technical characteristics of partial driving automation system according to ISO/SAE PAS 22736 and associated control strategies enabling hands-free driving.

These technical characteristics, together with an appropriate operational design domain enable the proper usage of such partial driving automation systems which is supervised by drivers.

This document does not address performance limits, verification and validation of such systems.

2 Normative references

There are no normative references in this document.

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at https://www.electropedia.org/

3.1
ODD
operational design domain
operating conditions under which the driving automation system is specifically designed to function, including, but not limited to, environmental, geographical, and time-of-day restrictions, and/or the requisite presence or absence of certain traffic or roadway characteristics

[SOURCE: ISO/SAE PAS 22736:2021, 3.21, modified —The notes to entry and examples have been removed.]

3.2
EOR
eyes-on request
request by the L2 hands-free system to the driver to monitor the traffic situation

3.3
HOW
hands-on warning
warning by the L2 hands-free system to the driver to *direct control* (3.12) the vehicle, at least by lateral steering control of the vehicle

Note 1 to entry: An HOW could be represented by a yellow warning signal accompanied by an acoustic warning.

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