

Triggering Conditions and Data Quality Unresponsive Driver



About the C2C-CC

Enhancing road safety and traffic efficiency by means of Cooperative Intelligent Transport Systems and Services (C-ITS) is the dedicated goal of the CAR 2 CAR Communication Consortium (C2C-CC). The industrial driven, non-commercial association was founded in 2002 by vehicle manufacturers affiliated with the idea of cooperative road traffic based on Vehicle-to-Vehicle Communications (V2V) and supported by Vehicle-to-Infrastructure Communications (V2I). The Consortium members represent worldwide major vehicle manufactures, equipment suppliers and research organisations.

Over the years, the C2C-CC has evolved to be one of the key players in preparing the initial deployment of C-ITS in Europe and the subsequent innovation phases. C2C members focus on wireless V2V communication applications based on Direct Communication and concentrate all efforts on creating standards to ensure the interoperability of cooperative systems, spanning all vehicle classes across borders and brands. As a key contributor, the C2C-CC and its members work in close cooperation with the European and international standardisation organisations.

Disclaimer

The present document has been developed within C2C-CC and might be further elaborated within C2C-CC. C2C-CC and its members accept no liability for any use of this document and other documents from C2C-CC for implementation. C2C-CC documents should be obtained directly from the C2C-CC.

Copyright Notification: No part may be reproduced except as authorized by written permission. The copyright and the foregoing restriction extend to reproduction in all media. © 2026, C2C-CC.

Intellectual Property Rights – Essential patents

IPRs essential or potentially essential to profiles or specifications may have been declared to the C2C-CC. The declarations pertaining to these essential IPRs, if any, are publicly available for the C2C-CC members and non-members, and can be found in "Essential or potentially Essential IPRs notified to the C2C-CC in respect of C2C-CC profiles or specifications" ([C2CCC IPR R]), which is available with the latest update from the webpage (<https://www.car-2-car.org>) of the C2C-CC.

Pursuant to the C2C-CC's IPR Policy [C2CCC IPR P], no investigation regarding the essentiality of IPRs, including IPR searches, has been carried out by the C2C-CC. No guarantee can be given as to the existence of other IPRs not referenced in [C2CCC IPR R] (or the updates on the C2C-CC web server) which are, or may be, or may become, essential to the present document.

Document information

Number:	2321	Version:	n.a.	Date:	2026-07-24
Title:	Triggering Conditions and Data Quality Unresponsive Driver			Document Type:	RS
Release	1.6.10				
Release Status:	Public				
Status:	Final				

Table 1: Document information

Changes since last release

Release	Date	Changes	Edited by	Approved
1.6.10	2026-07-24	No changes	Release Management	Steering Committee
1.6.9	2025-12-19	Initial release	Release Management	Steering Committee

Table 2: Changes since last release

Table of contents

About the C2C-CC	1
Disclaimer	2
Intellectual Property Rights – Essential patents	2
Document information	3
Changes since last release	4
Table of contents	5
List of tables	5
1 Introduction	6
2 Definitions.....	7
3 Requirement specifications	8
3.1 Unresponsive driver – risk mitigation function active	8
3.1.1 Description of vehicle C-ITS service.....	8
3.1.2 Triggering conditions.....	8
3.1.3 Termination conditions.....	9
3.1.4 Update.....	9
3.1.5 Repetition duration and repetition interval	10
3.1.6 Traffic class	10
3.1.7 Message parameters	10
3.1.8 Network and transport layer.....	13
3.1.9 Security layer.....	13
3.1.10 Transition towards the stationary vehicle Warning.....	13

List of tables

Table 1: Document information	3
Table 2: Changes since last release.....	4
Table 3: Information quality of ‘unresponsive driver – risk mitigation function active’	9
Table 4: DENM data elements of ‘Unresponsive driver – risk mitigation function active’	10

1 Introduction

Other (informational)

RS_tcUrD_1

This document describes the triggering conditions for unresponsive driver for the following C-ITS services:

- unresponsive driver – risk mitigation function active

2 Definitions

Definition

RS_tcUrD_2

'*Vehicle speed*' is the length of the velocity-vector of the reference position point.

3 Requirement specifications

3.1 Unresponsive driver – risk mitigation function active

3.1.1 Description of vehicle C-ITS service

Other (informational)

RS_tcUrD_3

This clause describes the triggering of V2X messages for the *unresponsive driver warning - risk mitigation function active* vehicle C-ITS service. In the exceptional situation where the driver fails to respond to requests to take control of the vehicle, a DENM shall be triggered, while the risk mitigation function manoeuvres the vehicle to a safe standstill within its system limits.

Other (informational)

RS_tcUrD_4

A DENM signal shall be sent to the stack only if the triggering conditions described in this clause are evaluated as valid. Such a signal prompts the stack to generate a new or an update DENM. If the triggering conditions are not fulfilled, a DENM signal shall not be generated.

3.1.2 Triggering conditions

3.1.2.1 Preconditions

Requirement (i)

RS_tcUrD_5

No specific preconditions apply for this vehicle C-ITS service.

Tested by:

3.1.2.2 Service-specific conditions

Requirement (i)

RS_tcUrD_6

If the following condition is satisfied, the triggering condition for this vehicle C-ITS service are fulfilled and the generation of a DENM shall be triggered:

A risk mitigation function is active, as defined in [UNECE R79].

Tested by:

3.1.2.3 Information quality

Requirement (i)

RS_tcUrD_7

The value of the data element *informationQuality* in the DENM depends on how the event is detected. The *informationQuality* value shall be set in accordance with the following table (highest possible value shall be used):

Table 3: Information quality of 'unresponsive driver – risk mitigation function active'

Event detection	Value of InformationQuality
No TRCO-compliant implementation	0
Condition of RS_tcUrD_6	1

Tested by:

3.1.3 Termination conditions

Requirement (i)

RS_tcUrD_8

The vehicle C-ITS service shall be terminated when the triggering condition is no longer valid or the vehicle became stationary. At the termination of the vehicle C-ITS service, update DENM request shall be terminated.

Tested by:

3.1.3.1 Cancellation

Requirement (i)

RS_tcUrD_9

A cancellation DENM shall not be used for this vehicle C-ITS service.

Tested by:

3.1.3.2 Negation

Requirement (i)

RS_tcUrD_10

A negation DENM shall not be used for this vehicle C-ITS service.

Tested by:

3.1.4 Update

Requirement (i)

RS_tcUrD_18

The generated DENM shall be updated every 500 ms if the triggering conditions are still satisfied. All data fields that are assigned new values are defined in RS_tcUrD_13.

Tested by:

3.1.5 Repetition duration and repetition interval

Requirement (i)

RS_tcUrD_11

A repetition of the DENM shall not be used for this vehicle C-ITS service.

Tested by:

3.1.6 Traffic class

Requirement (i)

RS_tcUrD_12

New and update DENMs shall be set to *traffic class* 0.

Tested by:

3.1.7 Message parameters

3.1.7.1 DENM

Requirement (i)

RS_tcUrD_13

The following table specifies the data elements of the DENM that shall be set.

Table 4: DENM data elements of 'Unresponsive driver – risk mitigation function active'

Data field	Value
Management container	
<i>actionID</i>	Identifier of a DENM. Shall be set in accordance with [TS 102 894-2].
<i>detectionTime</i>	<i>Timestamp</i> <i>ts</i> -timestamp at which the event is detected by the originating vehicle C-ITS station. Shall be set in accordance with [TS 102 894-2].
	Shall be refreshed for an update DENM.
<i>referenceTime</i>	<i>Timestamp</i> <i>ts</i> -Timestamp at which a new DENM or an update DENM is generated. Shall be set in accordance with [TS 102 894-2].
<i>termination</i>	Shall not be set, because neither negation nor cancellation are to be used in this vehicle C-ITS service.
<i>eventPosition</i>	<i>ReferencePosition</i> . Shall be set in accordance with [TS 102 894-2].
	Shall be refreshed for every update DENM.
<i>relevanceDistance</i>	lessThan1000m(4)

relevanceTrafficDirection	If the roadType is known the value shall be set as follows:		
	RoadType	Direction	
	0	allTrafficDirections(0)	
	1	upstreamTraffic(1)	
	2	allTrafficDirections(0)	
	3	upstreamTraffic(1)	
	Otherwise, the value shall be set to allTrafficDirections(0)		
validityDuration	2 s		
stationType	The type of the originating vehicle C-ITS station. Shall be set in accordance with [TS 102 894-2].		
Situation container			
informationQuality	See RS_tcUrD_7.		
causeCode	dangerousSituation(99)		
subCauseCode	riskMitigationFunctionEngaged(8) Note: The updated version of the ETSI Common Data Dictionary in [TS 102 894-2 V2.4.1] shall be used.		
linkedCause	A linkedCause with CauseCode humanProblem (93) and SubCauseCode unresponsiveDriver (3) shall be set. Note: The updated version of the ETSI Common Data Dictionary in [TS 102 894-2 V2.4.1] shall be used.		
Location container			
eventSpeed	Speed of the originating vehicle C-ITS station. Shall be set in accordance with [TS 102 894-2].		
	Shall be refreshed for an update DENM.		
eventPositionHeading	Heading of the originating vehicle C-ITS station. Shall be set in accordance with [TS 102 894-2].		
	Shall be refreshed for an update DENM.		
traces	PathHistory of the originating vehicle C-ITS station. Shall be set in accordance with [TS 102 894-2].		
	Shall be refreshed for an update DENM.		
roadType	RoadType of the road on which the detecting vehicle C-ITS station is situated.		

	Shall be refreshed for an update DENM.		
	Shall be set in accordance with [TS 102 894-2] in combination with the following rules:		
	Urban / non-urban	Structural separation	Data element
	Urban	No	urban-NoStructuralSeparationToOppositeLanes(0)
	Urban	Yes	urban-WithStructuralSeparationToOppositeLanes(1)
	Urban	Unknown	urban-NoStructuralSeparationToOppositeLanes(0)
	Non-urban	No	nonUrban-NoStructuralSeparationToOppositeLanes(2)
	Non-urban	Yes	nonUrban-WithStructuralSeparationToOppositeLanes(3)
	Non-urban	Unknown	nonUrban-NoStructuralSeparationToOppositeLanes(2)
If the information about the urban/non-urban status cannot be determined, the data element shall be omitted.			
Alacarte container			
<i>lanePosition</i>	If the lanePosition is provided by an on-board sensor (e.g. radar, camera), the value shall be set in accordance with [TS 102 894-2]. Use of GNSS and a digital map to estimate the lane number is not legitimate for this version of the triggering condition.		
	If the lanePosition is unknown, the data element shall be omitted.		
	Shall be refreshed for an update DENM.		

Tested by:

3.1.7.2 CAM

Requirement (i)

RS_tcUrD_14

CAM adaption shall not be used for this vehicle C-ITS service.

Tested by:

3.1.8 Network and transport layer

Requirement (i)

RS_tcUrD_15

The interface parameter destination area in IF.DEN.1 [ETSI EN 302 637-3] shall be equal to a circular shape with centre point equal to *eventPosition* and radius equal to *relevanceDistance*.

Tested by:

3.1.9 Security layer

Requirement (i)

RS_tcUrD_16

When the triggering conditions as described in clause 3.1.2 apply, the application shall request the blocking of the AT changeover as defined in RS_BSP_184.

Tested by:

3.1.10 Transition towards the stationary vehicle Warning

Other (informational)

RS_tcUrD_17

The risk mitigation function either ends or stops the vehicle. If the driver does not respond to takeover requests, the system stops the vehicle safely within its limits. After stopping, a DENM is triggered according to the conditions outlined in “Triggering Conditions and Data Quality Stationary Vehicle Warning.”