

Proposed amendments to document TRANS/WP.29/GRRF/20025/Rev.1

Transmitted by the expert from Japan

- b) by allowing the approval of systems where the driver remains in primary control of the vehicle but may be helped by the steering system being influenced by signals initiated on-board the vehicle. These systems are defined as “Advanced Driver Assistance Steering Systems” and may incorporate an “Automatically Commanded Steering Function”, for example, using passive infrastructure devices to assist the driver in keeping the vehicle on an ideal path (Lane Guidance, Lane Keeping or Heading Control), to assist the driver in manoeuvring the vehicle at low speed in confined spaces or to assist the driver in coming to rest at a pre-defined point (Bus Stop Guidance). Alternatively they may incorporate a “Corrective Steering Function” that, for example, warns the driver of any deviation from an ideal path (Lane Departure Warning), corrects the steering angle to avoid the departure from the lane (Lane Departure Avoidance) or corrects the steering angle of one or more wheels to improve the dynamic behaviour or stability of the vehicle to assist in maintaining the desired line.

Direct positive steering of trailers using energy supply and electrical control from the towing vehicle is not able to be type approved to this Regulation at present as there are not any standards applicable to energy supply connectors or to control transmission digital information interchange.
