

## **Proposal for PTI provisions for LDWS**

### **A. PROPOSAL**

5.4.2. The failure warning signal ... shall be by means of a yellow optical warning signal.  
...

6.7. Failure detection

6.7.1. Simulate a LDWS failure, for example by disconnecting the power source to any LDWS component or disconnecting any electrical connection between LDWS components. When simulating an LDWS failure, neither the electrical connections for the failure warning signal of paragraph 5.4.2 nor the LDWS disable control of paragraph 5.3. shall be disconnected.

6.7.2. The failure warning signal shall be activated and remain activated while the vehicle is being driven and is reactivated after a subsequent ignition "off" ignition "on" cycle as long as the simulated failure exists.  
...

*Insert a new paragraph 6.9:*

### **6.9. Provisions for the periodic technical inspection**

**6.9.1 For periodic technical inspections, the documentation shall describe how the current operational status of LDWS can be checked.**

**6.9.1.1 As far as practicable and subject to agreement between the vehicle manufacturer and the type approval authority, the LDWS and its installation shall be so designed that, without disassembly, its operation can be checked with, if necessary, commonly used measuring instruments, methods or test equipment.**

**6.9.1.2. It must be possible to verify in a simple way the correct operational status of LDWS. If special information is needed, this shall be made freely available.**

**6.9.1.3. To fulfil the requirements of 6.9.1.1 and 6.9.1.2. the use of the failure warning signal of paragraph 5.4.2 is regarded sufficient.**

### **B. JUSTIFICATION:**

The regulation on LDWS should also comprise provisions for periodic technical inspection (PTI). This was agreed on during the GRRF brainstorming session (9 December 2008) concerning AEBS and LDWS as stated in the Informal Document No. GRRF-65-19:

"13. Failure warning was also expected to be included along with consideration of failure modes. In-use assessment, either for routine repair or roadworthiness inspections were considered essential requirements."

The proposed wording corresponds to provisions within Regulation No. 79. It is suggested to use the failure warning signal for the purpose of PTI.