Submitted by the experts from CLEPA and OICA Informal document **GRVA-01-22**

1st GRVA, 25-28 September 2018

Agenda item 6(d)

 **Proposal for a Supplement to the 03 series of amendments
to UN Regulation No. 79**

1. **Background**

The proposed changes are in red and based on formal document **ECE/TRANS/WP.29/GRVA/2018/2.**

1. **Proposal**

Amend 5.6.4.6.4.

5.6.4.6.4.        The lateral movement of the vehicle towards the intended lane shall not start earlier than 1 s**econd** after the start of the lane change procedure. Additionally**,** the lateral movement to approach the lane marking and the lateral movement necessary to complete the lane change manoeuvre shall be completed as one continuous movement.

~~The lane change manoeuvre shall not be initiated before a period of 3.0 seconds and not later than 5.0 seconds after the deliberate action of the driver described in paragraph 5.6.4.6.2. above~~.

**The lateral movement may be initiated automatically or by a second deliberate action of the driver, as per Annex 9.**

*Paragraph 5.6.4.6.7.,* amend to read:

5.6.4.6.7.     The direction indicator shall remain active throughout the whole period of the lane change manoeuvre and shall be **automatically** deactivated by the system no later than 0.5 seconds after the resumption of ACSF of Category B1 lane keeping function as described in paragraph 5.6.4.6.6 above. **Automatic deactivation by the system of the direction indicator is only required if the lane change manoeuvre is initiated automatically without a second deliberate action.**"

Add a new Annex 9:

**Annex 9 – description of lane change procedure of ACSF category C**

**The following drawings summarizes the requirements specified in paragraph 5.6.4.**

**1. Case where the lateral movement is initiated automatically:**



**2. Case where the lateral movement is initiated by a second deliberate action of the driver:**

