

## **ACSF Industry Proposal**

### **Emergency Steering Function (ESF)**

#### **I. Proposal**

*Paragraph 2.3.4., amend to read:*

2.3.4. "Advanced Driver Assistance Steering System" means a system, additional to the main steering system, that provides assistance to the driver in steering the vehicle but in which the driver remains at all times in primary control of the vehicle. It comprises one or ~~both~~ **more** of the following functions:

2.3.4.2. "Corrective steering function (CSF)" means [...]

2.3.4.1. "Automatically commanded steering function" means [...]

*Insert a new paragraph 2.3.4.3. to read:*

**2.3.4.3 "Emergency Steering Function (ESF)" means a control function within an electronic control system whereby, for a limited duration, changes to the steering angle of one or more wheels may result from the automatic evaluation of signals initiated on-board the vehicle, in order to assist the avoidance of a collision.**

*Insert a new paragraph 5.1.6.3. and footnote to read:*

**5.1.6.3 ESF systems shall be subject to the requirements of Annex 6. /footnote 1**

**Footnote 1/** Until uniform test procedures have been agreed, the vehicle manufacturer shall provide the Technical Services with a description of the system, including a description of nominal and failure modes, their test procedures and results. This information shall be subject to discussion and agreement between the Technical Service and the vehicle manufacturer.

#### **II. Justification**

During the 8th meeting of ACSF informal group in Stockholm, it was decided that all functions to „assist the avoidance of a collision“ should be excluded from the scope of CSF. The agreement in the group was to create a new definition for „Emergency Steering Functions (ESF)“ and define new specific requirements. This work was agreed to be done within the frame of the second step of the ACSF informal group (which will deliver ACSF categories „beyond B1“).

As a consequence of these decisions, we lack now of an ESF definition to be able to still approve such systems to UN R79, while they are beneficial for safety on road. Thus industry has prepared a proposal including a new definition for ESF functions, as well as a simple requirement based on Annex 6 CEL. A footnote has also been added to define the specific conditions for the approval of these systems, until uniform provisions are defined by the ACSF informal group.