

## **Regulation 79: Proposals for amendments to include ESF**

### **I. Proposal**

*Insert a new paragraph 5.1.6.2., to read:*

**"5.1.6.2. Provisions for ESF**

**An ESF system shall be subject to the requirements of Annex 6**

**5.1.6.2.1. Any ESF shall only start an intervention in case a risk of a collision is detected.**

**5.1.6.2.2 Any vehicle fitted with ESF shall be equipped with means to monitor the driving environment (e.g. lane markings, road edge, other road users) in line with the specified use case. These means shall monitor the driving environment at any time the ESF is active.**

**5.1.6.2.3 An automatic avoidance manoeuvre initiated by an ESF shall not lead the vehicle to leave the road.**

**5.1.6.2.3.1 In the case of an ESF intervention on a road or a lane delimited with lane markings on one or both side(s), an automatic avoidance manoeuvre initiated by an ESF shall not lead the vehicle to cross a lane marking. However, if the intervention starts during a lane change manoeuvre performed by the driver or during an unintentional drift into the adjacent lane, the system may steer the vehicle back into its original lane of travel.**

**5.1.6.2.3.2 In the absence of a lane marking on one or on both side(s) of the vehicle, a single ESF intervention is permitted, provided that it does not produce a lateral offset of the vehicle greater than 0.75 m in a direction where the lane marking is absent. The lateral offset during the automatic avoidance manoeuvre shall be determined using a fixed point on the front of the vehicle at the start and at the conclusion of the ESF intervention.**

**5.1.6.2.4 The ESF intervention shall not lead the vehicle to collide with another road user.\***

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**\* Until uniform test procedures have been agreed, the manufacturer shall provide the Technical Service documentation and supporting evidence to demonstrate compliance with this provision. This information shall be subject to discussion and agreement between the Technical Service and the vehicle manufacturer.**

**5.1.6.2.5 The manufacturer shall demonstrate during type approval, to the satisfaction of the technical service, which means to monitor the driving environment, are fitted to the vehicle to satisfy the provisions in the above subparagraphs of 5.1.6.2.**

**5.1.6.2.6 Any intervention of an ESF shall be indicated to the driver with an optical and with an acoustic or haptic warning signal to be provided at the latest with the start of the ESF intervention.**

For this purpose appropriate signals used by other warning systems (e.g. blind spot detection, lane departure warning, forward collision warning) are deemed to be sufficient to fulfil the requirements for the respective optical, acoustic or haptic signals above.

- 5.1.6.2.7 A system failure shall be indicated to the driver with an optical warning signal. However, when the system is manually deactivated, the indication of failure mode may be suppressed.
- 5.1.6.2.8 The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N.
- 5.1.6.2.9 The vehicle shall be tested in accordance with the relevant vehicle tests specified in Annex 8 of this Regulation.
- 5.1.6.2.10 System information data

The following data shall be provided together with the documentation package required in Annex 6 of this regulation to the Technical Service at the time of type approval:

- Use case(s) where ESF is designed to operate (among the use cases i.a, i.b, i.c and ii. specified in the ESF definition 2.3.4.3),
- The conditions under which the system is active, e.g. the vehicle speed range  $V_{smax}$ ,  $V_{smin}$ ,
- How ESF detects a risk of a collision,
- Description of the means to detect the driving environment,
- How to deactivate/reactivate the function,
- How it is ensured that the overriding force does not exceed the limit of 50 N.”

Paragraph 3.3., insert to read in Annex 8:

### “3.3 Tests for ESF

The vehicle shall be driven with activated ESF on a road with lane markings on each side, positioned within the lane markings.

The test conditions and the vehicle speeds shall be within the operating range of the system as declared by the manufacturer.

Specific details of the mandatory tests described below shall be discussed and agreed between the vehicle manufacturer and the technical service to adapt the required testing to the declared use case(s) the ESF is designed to operate.

In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraph 5.1.6.2.1 to 5.1.6.2.6. are fulfilled in the whole range of the ESF operation (specified by the vehicle manufacturer in the system information data) This may be achieved on the basis of appropriate documentation appended to the test report.

#### 3.3.1 Test for ESF Type i a/b: (unintentional lateral manoeuvre)

A target vehicle driving in the adjacent lane shall approach the vehicle under test and one of the vehicles shall minimize their lateral distance until an ESF intervention is started.

The tests requirements are fulfilled if:

- (a) the warnings are provided no later than the ESF intervention starts, and
- (b) the ESF intervention does not lead the vehicle to leave its original lane.

### **3.3.2 Test for ESF Type i c: (intentional lateral manoeuvre)**

**The vehicle under test starts a lane change while another vehicle is driving in the adjacent lane such that no intervention of the ESF system would lead to a collision.**

**The test requirements are fulfilled if:**

- (a) an ESF intervention is started, and**
- (b) the warnings are provided no later than the ESF intervention starts, and**
- (c) the ESF intervention does not lead the vehicle to leave its original lane.**

### **3.3.3 Test for ESF Type ii.:**

**The vehicle under test shall approach an object positioned within its trajectory. The object shall be of such size and positioned in a way that the vehicle can pass the object without crossing the lane markings.**

**The tests requirements are fulfilled if:**

- (a) the ESF intervention avoids or mitigates the collision, and**
- (b) the warnings are provided no later than the ESF intervention starts, and**
- (b) the ESF intervention does not lead the vehicle to leave its lane.**

### **3.3.4 Tests for systems able to operate in the absence of lane markings**

**In case any system works in absence of lane markings the corresponding tests from sections 3.3.1 to 3.3.3 need to be repeated on a test track without lane markings.**

**These test requirements are fulfilled if,**

- (a) an ESF intervention is started, and**
- (b) the warnings are provided no later than the ESF intervention starts, and**
- (c) the lateral offset during the manoeuvre is 0.75 m, as specified in paragraph 5.1.6.2.2., at maximum and**
- (d) the vehicle has not left the road due to the ESF intervention.**

### **3.3.5 False reaction test for ESF Type ii**

**The vehicle under test shall approach a plastic sheet having a colour contrast to the road surface, a thickness less than 3mm, a width of 0.8m and a length of 2m positioned between the lane markings in the trajectory of the vehicle. The plastic sheet shall be positioned in a way that the vehicle could pass the sheet without crossing the lane markings**

**The test requirements are fulfilled, if the ESF does not start any intervention.”**