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World Forum for Harmonization of Vehicle Regulations**Working Party on Automated/Autonomous and Connected Vehicles*****Fourth session**

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Item 6 (a) of the provisional agenda

UN Regulation No. 79**Automatically Commanded Steering Function****Proposal for Amendments to the 03 series of Amendments to
UN Regulation No. 79 (Steering equipment)****Submitted by the expert from the European Association for
Electromobility****

The text reproduced below was prepared by the expert from the European Association for Electromobility (AVERE) introducing an amendment to UN Regulation No. 79. It is aimed at clarifying the text of the Regulation. The modifications to the existing text of the Regulation are marked in bold for new and strikethrough for deleted characters.

* Formerly: **Working Party on Brakes and Running Gear (GRRF)**.

** In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21/Add.1, Cluster 3), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



I. Proposal

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 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.

In case the manoeuvre is initiated with a vehicle equipped with a turn indicator lever with a mechanical direction indicator control, the turn indicator may remain on after the lane change is completed.

If the driver has not deactivated the mechanical direction indicator control for 2 seconds after the lane change manoeuvre is complete, an optical information will be presented to the driver indicating that the lane change is complete, and the turn indicator must be turned off.

Only one lane change manoeuvre may be executed per deliberate action of the driver as described in paragraph 5.6.4.6.2."

II. Justification

Following analysis of driver behaviour, we propose to supplement 5.6.4.6.7. with additional requirements that should allow for a more intuitive user experience while limiting a significant risk of mode confusion. This supplement still respects the intent of the original regulation without jeopardizing safety, but offers a solution for vehicle systems equipped with a turn indicator lever combined with a mechanical direction indicator control.
