

17 January 2020

Agreement

Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations*

(Revision 3, including the amendments which entered into force on 14 September 2017)

Addendum 78 – UN Regulation No. 79

Revision 4 - Amendment 1

Supplement 1 to the 03 series of amendments – Date of entry into force: 11 January 2020

Uniform provisions concerning the approval of vehicles with regard to steering equipment

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2019/73.



UNITED NATIONS

* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version); Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).



"5.1.6.1.1. Every CSF intervention shall ..., whichever is longer.

When a flashing mode is used, a lighting phase shall be visible at the end of the intervention or later.

In the case of a CSF intervention ... optical warning signal specified above."

Paragraph 5.1.6.2.6., amend to read:

"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 and maintained as long as the intervention exists.

For this purpose appropriate ... fulfil the requirements for the respective optical, acoustic or haptic signals above."

Paragraph 5.6.4.2.3., amend to read:

"5.6.4.2.3. The system shall only be activated (standby mode) after a deliberate action by the driver.

Activation by the driver ... least two independent means.

In the case of a transition from a road type with a classification permitting an ACSF of Category C, to a type of road where an ACSF of Category C is not permitted, the system shall be deactivated automatically (off mode)."

Paragraph 5.6.4.5.6., amend to read:

"5.6.4.5.6. The system shall provide ... in accordance with the warning strategy below:

If, after a period of no longer than 3s after the initiation of the lane change procedure and before the start of the lane change manoeuvre, the driver is not holding the steering control, an optical warning signal shall be provided. This signal shall be the same as the signal specified in paragraph 5.6.2.2.5. above.

The warning signal shall be active until the driver is holding the steering control, or until the system is deactivated, either manually or automatically according to 5.6.4.6.8."
