

Proposal for amendments to UN Regulation No. 79

Proposal for an alternative to the actuation of the remote control device for the use of RCP

1. Proposal

Paragraph 5.6.1.2.2, amend to read (paragraph 5.6.1.2.1. unchanged):

5.6.1.2. Additional provisions for RCP

5.6.1.2.1. The parking manoeuvre shall be initiated by the driver but controlled by the system. A direct influence on steering angle, value of acceleration and deceleration via the remote control device **or by the movement of the driver** shall not be possible.

“5.6.1.2.2. **Either** a continuous actuation of the remote control device by the driver **or alternatively (for systems based on detection of driver position and movement) a continuous movement of the driver in the same longitudinal direction**, is required during the parking manoeuvre.”

Paragraph 5.6.1.2.3, amend to read:

“5.6.1.2.3. **For systems based on continuous actuation of the remote control device, the vehicle shall stop immediately if**

- the continuous actuation is interrupted or
- the distance between vehicle and remote control device exceeds the specified maximum RCP operating range (S_{RCPmax}) or
- the signal between remote control and vehicle is lost,

~~the vehicle shall stop immediately.~~

For systems based on detection of driver position and movement, the vehicle shall stop immediately if

- **the continuous movement of the driver is interrupted or**
- **the distance between vehicle and remote control device exceeds the specified maximum RCP operating range (S_{RCPmax}) or**
- **the detection of the driver is lost.”**

A new *paragraph 5.6.1.3.1.4* is added:

“5.6.1.3.1.4. **For RCP systems based on detection of driver position and movement the manufacturer shall demonstrate to technical service during type approval how a person is identified as the driver and how this person is tracked.”**

2. Justifications

1. This document is based on GRVA-07-17. Tracked changes show modification inserted in this basis document.
2. This proposal aims at allowing an alternative to the continuous actuation of the remote control device.
3. With this proposal the continued movement of the driver is introduced as an alternative means to support driver attentiveness.
4. This alternative possibility requires driver engagement and supports the driver to focus on the area around the vehicle.
5. Here is a link to [GRVA-05-47](#)