

Proposal for amendments to ECE/TRANS/WP.29/GRVA/2021/8

Proposal for a Supplement to the 03 series of amendments to
UN Regulation No. 79 (Steering equipment)

This document reflects the outcomes of the discussions held on 28 January 2021 during the workshop organized by Industry on Assistant systems (UN Regulation No. 79).
The changes proposed to document ECE/TRANS/WP.29/GRVA/2021/8 are indicated in blue.

I. Proposal

Paragraph 5.6.2.2.3., amend to read:

- “5.6.2.2.3. When the system reaches its boundary conditions set out in paragraph 5.6.2.3.1.1. of this Regulation (e.g. the specified maximum lateral acceleration $a_{y_{\max}}$) and both in the absence of any driver input to the steering control and when any front tyre of the vehicle starts to cross the lane marking, the system shall ~~continue to provide assistance to the extent possible as outlined in the safety concept of the vehicle manufacturer and shall~~
- Clearly inform the driver about this system status by an optical warning signal and additionally by an acoustic or haptic warning signal, **and**
 - **Continue to provide assistance in the case where the specified maximum lateral acceleration $a_{y_{\max}}$ is reached, as long as the system is still able to determine the original lane of travel, in order to avoid a sudden loss of steering support.**

For vehicles ... UN Regulation No. 130.”

II. Justification

1. The intention of the proposed amendment is to clarify the existing text on continued support of an Automatically Commanded Steering Function of Category B1, if the boundary conditions are exceeded. It shall be clarified that under certain circumstances, e.g. if there are no lane markings present, or if the vehicle has already drifted substantially out of the lane, the lane may no longer be recognized, a continuation of support may no longer be possible or reasonable.
 2. **At their workshop organized on 28 January 2021, Industry collected the comments of the different parties present, e.g. the wish to accurately describe what happens when the system reaches its boundaries. Industry then constructed the above (blue) new wording which better captures the necessary criteria ($a_{y_{\max}}$, original lane of travel) and the intention (avoid sudden loss of support) of the paragraph.**
 3. **The proposed wording is partly inspired from the EU General Safety Regulation (GSR) for Emergency Lane Keeping System (ELKS): “...Significant loss of steering support once overridden shall not happen suddenly...”**
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