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World Forum for Harmonization of Vehicle Regulations

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Item 4.7.3 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRVA

Proposal for Supplement 4 to the 02 series of amendments to UN Regulation No. 79 (Steering equipment)

Submitted by the Working Party on Automated/Autonomous and Connected Vehicles ^{*,**}

The text reproduced below was adopted by the Working Party on Automated/Autonomous and Connected Vehicles at its eleventh session (see ECE/TRANS/WP.29/GRVA/11, para. 72). It is based on ECE/TRANS/WP.29/GRVA/2021/8 as amended by Annex III of the session report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2022 sessions.

* This document was scheduled for publication after the standard publication date owing to circumstances beyond the submitter's control.

** In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (part V sect. 20) para 20.76), 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.



“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 $a_{y_{\text{max}}}$) 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 avoid sudden loss of steering support by continuing 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.
- For vehicles ... UN Regulation No. 130.”
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