

Adopted amendments to ECE/TRANS/WP.29/GRVA/2022/6

I. Proposal for a Supplement to the 03 series of amendments to UN Regulation No. 79

Paragraph 5.1.6.1.1., amend to read:

“5.1.6.1.1. Every CSF intervention shall immediately be indicated to the driver by an optical warning signal which is displayed for at least 1 s or as long as the intervention exists, 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 which is controlled by an Electronic Stability Control (ESC) or a Vehicle Stability Function as specified in the relevant UN Regulation (i.e. UN Regulations Nos. 13, 13-H or 140), the ESC flashing tell-tale indicating the interventions of ESC may be used, as long as the intervention exists, as an alternative to the optical warning signal specified above.”

Paragraph 5.3.3.1., amend to read:

“5.3.3.1. The system shall be designed such that the vehicle cannot be driven ~~indefinitively~~ **indefinitely** at speeds above 10 km/h where there is any fault which requires operation of the warning signal referred to in paragraph 5.4.2.1.1.”

Annex 8, paragraph 3.5.4.1., amend to read:

“3.5.4.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.

The vehicle speed shall be: $V_{\text{min}} + 10\text{km/h}$.

The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.

The approaching vehicle shall then pass the vehicle under test entirely.

A Lane Change Procedure shall then be initiated by the driver.

The test shall be repeated for each of the following conditions, which shall occur before the lane change manoeuvre has started:

- (a) The system is overridden by the driver;
- (b) The system is switched off by the driver;
- (c) The vehicle speed is reduced to: $V_{\text{min}} - 10\text{ km/h}$;
- (d) The driver has removed his hands from the steering control and the hands-off warning has been initiated;
- (e) The direction indicator lamps are manually deactivated by the driver;
- (f) The lane change manoeuvre has not commenced within 5.0 seconds following the initiation of the lane change procedure. (e.g. another vehicle is driving in the adjacent lane in a critical situation as described in paragraph 5.6.4.7.) **or 7.0 seconds if initiated by a second deliberate action.**

- (g) **The second deliberate action for an appropriate system is performed later than 5.0 seconds after the initiation of the lane change procedure."**

II. Proposal for a Supplement to the 04 series of amendments to UN Regulation No. 79

Paragraph 2.3.4.18. (former), renumber as paragraph 2.4.18. (content unchanged), to read:

"~~2.3.4.18.~~ **"Specified maximum RCM operating range (S_{RCMmax})"** means the maximum distance between the nearest point of the motor vehicle and the remote-control device up to which RCM is designed to operate."

Paragraph 2.4.18. (former), re-number as paragraph 2.4.19.

Paragraph 5.1.6.1.1., amend to read:

"5.1.6.1.1. Every CSF intervention shall immediately be indicated to the driver by an optical warning signal which is displayed for at least 1 s or as long as the intervention exists, 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 which is controlled by an Electronic Stability Control (ESC) or a Vehicle Stability Function as specified in the relevant UN Regulation (i.e. UN Regulations Nos. 13, 13-H or 140), the ESC flashing tell-tale indicating the interventions of ESC may be used, as long as the intervention exists, as an alternative to the optical warning signal specified above."

Paragraph 5.3.3.1., amend to read:

"5.3.3.1. The system shall be designed such that the vehicle cannot be driven ~~indefinitely~~ **indefinitely** at speeds above 10 km/h where there is any fault which requires operation of the warning signal referred to in paragraph 5.4.2.1.1."

Annex 8, paragraph 3.5.4.1., amend to read:

"3.5.4.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.

The vehicle speed shall be: $V_{smin} + 10\text{km/h}$.

The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.

The approaching vehicle shall then pass the vehicle under test entirely.

A Lane Change Procedure shall then be initiated by the driver.

The test shall be repeated for each of the following conditions, which shall occur before the lane change manoeuvre has started:

- (a) The system is overridden by the driver;
- (b) The system is switched off by the driver;
- (c) The vehicle speed is reduced to: $V_{smin} - 10\text{ km/h}$;
- (d) The driver has removed his hands from the steering control and the hands-off warning has been initiated;
- (e) The direction indicator lamps are manually deactivated by the driver;

- (f) The lane change manoeuvre has not commenced within 5.0 seconds following the initiation of the lane change procedure. (e.g. another vehicle is driving in the adjacent lane in a critical situation as described in paragraph 5.6.4.7.) **or 7.0 seconds if initiated by a second deliberate action.**
 - (g) **The second deliberate action for an appropriate system is performed later than 5.0 seconds after the initiation of the lane change procedure."**
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