



UN Regulation No. 79

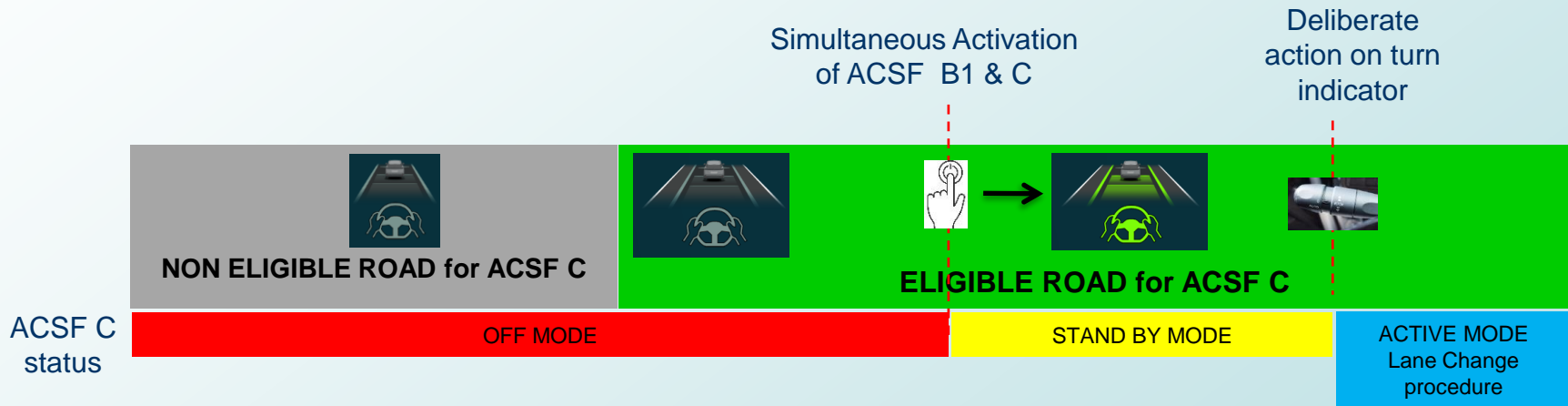
ACSF C

Amendment for HMI

CONTEXT

- UN R79 requests a deliberate action from driver for activation of ACSF B1 and ACSF C
- It is allowed to have a common means to activate ACSF B1 and ACSF C

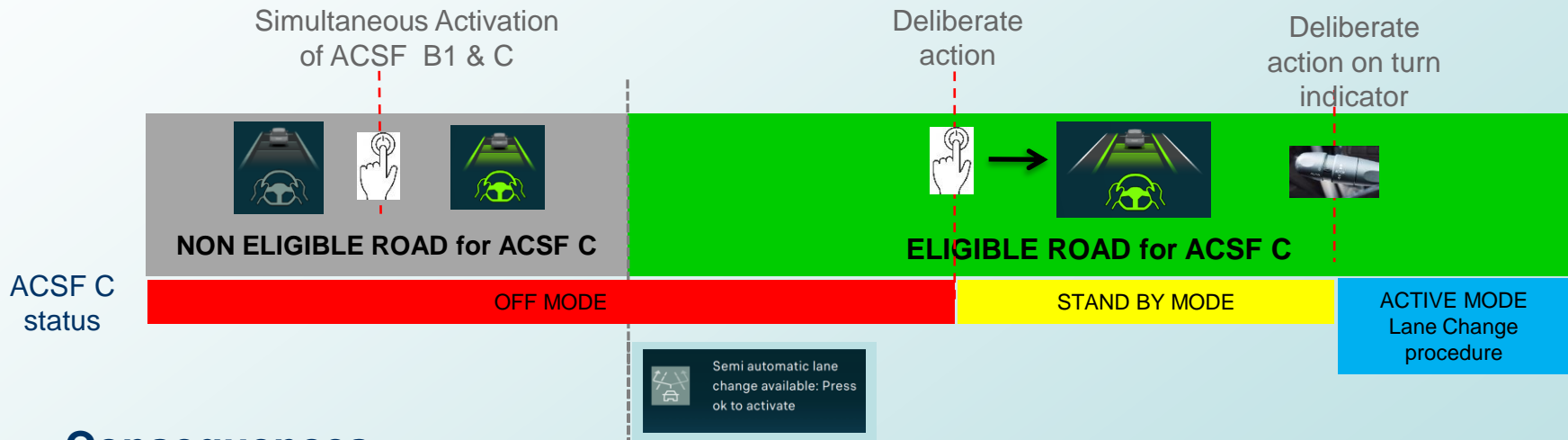
Use case 1: When both (B1 & C) are activated on an ACSF C eligible road



CONTEXT

- UN R79 requests a deliberate action from Driver for ACSF B1 and ACSF C
- Same means to activate ACSF B1 and ACSF C

Use case 2 : When B1+C is activated on a none ACSF C eligible road – a second deliberate action to activate the ACSF C is needed when the vehicle enters the ACSF C eligible road



Consequences:

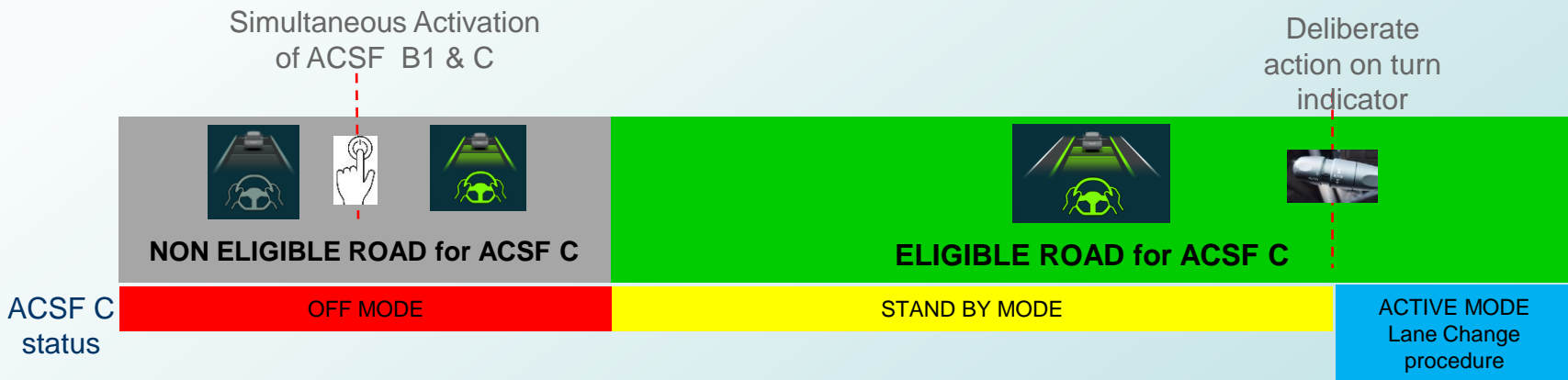
- Risk of confusing the driver with this logic of actions (frequently reported by numerous customers).
- The procedure is more complex for the driver.
- That will discourage him from using this function.

Pictograms and Icons are for illustrative purposes only and are not part of the proposed amendment.

AMENDMENT PROPOSAL

- We propose that, in a situation such as use case 2:

A deliberate action to activate ACSF C on a non-eligible road, could consider ACSF C has being in a Standby mode when entering such an eligible road.



AMENDMENT PROPOSAL

Amend to read § 5.6.4.2.3

§ 5.6.4.2.3. The system shall only be activated (standby mode) after a deliberate action by the driver. Activation by the driver shall only be possible on roads where pedestrians and cyclists are prohibited and which, by design, are equipped with a physical separation that divides the traffic moving in opposite directions and which have at least two lanes in the direction the vehicles are driving. These conditions shall be ensured by the use of at least two independent means.

Notwithstanding the activation criteria above and following the activation request at any type of road by a deliberate action with the same means as for ACSF of category B1, the ACSF of category C may turn automatically to standby mode when entering a type of road as described above.

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), unless a missing second lane in driving direction is the only condition not fulfilled from the above (e.g. a connector between two highways).

Thank you for your attention

AMENDMENT PROPOSAL

- When the vehicle shift from an eligible road to a non eligible road, the ACSF C shall be automatically deactivated unless a missing second lane in driving direction is the only condition not fulfilled .

The ACSF C visual feedback for Standby disappears

Simultaneous Activation
of ACSF B1 & C



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REGULATION ECE R79-04

5.6.4.2.2. The vehicle shall be equipped with a means for the driver to activate (standby mode) and deactivate (off mode) the system. The same means as for an ACSF of Category B1 may be used.

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

Activation by the driver shall only be possible on roads where pedestrians and cyclists are prohibited and which, by design, are equipped with a physical separation that divides the traffic moving in opposite directions and which have at least two lanes in the direction the vehicles are driving. These conditions shall be ensured by the use of at 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), unless a missing second lane in driving direction is the only condition not fulfilled from the above (e.g. a connector between two highways).

5.6.4.5.2. When the system is in standby mode (i.e. ready to intervene), an optical signal shall be provided to the driver