

## **Proposal for amendments to UN Regulation No. 79 03 and 04 series (Steering Equipment)**

This document amends the document ECE/TRANS/WP.29/GRVA/2023/06. Proposed amendments are indicated in bold for new characters, and strikethrough for deleted characters.

### **I. Proposal**

*Paragraph 5.6.4.2.3., amend to read:*

“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).

**Notwithstanding the activation and transition criteria above and following an activation request on any type of road by a deliberate action with the same means as for ACSF of Category B1, the ACSF of Category C may switch automatically to standby mode when the system has verified that the road is of a valid type as described above and the vehicle is already in a stable motion on that road, e.g. by implementing a 10s delay between the verification of a valid road type and a transition to the standby mode, or by verification that the vehicle has already reached a regular lane of travel.”**

*Paragraph 5.6.4.5.2., amend to read:*

“5.6.4.5. Human Machine Interface (HMI)

5.6.4.5.1. Unless otherwise specified, the optical signals identified in paragraph 5.6.4.5. shall be easily distinguishable from each other (e.g. different symbol, colour, blinking, text).

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.

**An automatic change into the standby mode ~~status~~ as defined in paragraph 5.6.4.2.3 shall be indicated to the driver in a prominent and understandable way. This indication shall be different from the optical signal of the standby mode itself (e.g. an additional popup message, blinking indication) unless an off-mode indication is displayed at least after the activation.”**

## II. Justification

1. When the same means is used by the driver to simultaneously activate the Automatically Commanded Steering Function of Category B1 (ACSF B1) and of Category C (ACSF C), both functions switch to standby mode when the vehicle enters an ACSF C eligible road. But if the road is non-eligible to ACSF C, then only the ACSF B1 is activated.
  2. With the current text of the regulation, once the vehicle moves to an ACSF C eligible road, the driver must operate again the means to activate the ACSF C. This second deliberate action is confusing for the driver since it makes the manipulation more complex. The current wording discourages most drivers from using this assistance function.
  3. The proposed wording permits the following, logical, cascade of actions:
    - (a) The driver has done a deliberate action to activate ACSF B1 and ACSF C (on a non-eligible road); then
    - (b) He drives into an eligible road, and is clearly informed thereof; then
    - (c) He initiates a lane change procedure by activating e.g. the direction indicator.
  4. This amendment further clarifies the requirement on the indication of when the vehicle enters an eligible road. It gives some examples of the type of indication to be given to the driver, e.g. additional popup or blinking indication, without being design restrictive.
  5. A dedicated status indication of an ACSF C off-mode is by nature already different from the standby or active indication. Therefore, the driver is already sufficiently informed on a potential status change.
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