

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

This document is amending informal document GRVA-15-30

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
- **in order to avoid distraction to the driver, not before the vehicle has reached a regular lane of travel**

~~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”~~

II. Justification

While entering the eligible road, the driver may be distracted or annoyed by this “prominent” indication. His attention resources shall be totally available during this phase. So the system would switch automatically to standby mode when fulfilling these two conditions: reaching an eligible and regular lane of travel. This second condition may be fulfilled for example by implementing a suitable time delay or by a direct verification of the lane of travel. These criteria should be explained, agreed between the technical service and the vehicle manufacturer.