



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### 190th session

Geneva, 20-22 June 2023

Item 4.8.3 of the provisional agenda

#### 1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRVA

## Proposal for a Supplement 9 to the 03 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 (GRVA) at its fifteenth session (see ECE/TRANS/WP.29/GRVA/15, para. 98). It is based on ECE/TRANS/WP.29/GRVA/2023/6, as amended by GRVA-15-54. 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 June 2023 sessions.

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\* In accordance with the programme of work of the Inland Transport Committee for 2023 as outlined in proposed programme budget for 2023 (A/77/6 (Sect.20), para 20.6), 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 5.6.4.2.3.*, 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:

- (a) When the system has verified that the road is of a valid type as described above; and
- (b) In order to avoid distraction to the driver, not before the vehicle has reached a regular lane of travel."

*Paragraph 5.6.4.5.2.*, amend to read:

"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 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."

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