

Proposal for amendments to UN Regulation No. 79

(Proposal for Supplements to the 03 and 04 series of amendments to UN Regulation No. 79 (Steering equipment)).

This document proposes amendments to provisions on ACSF of category B1 on the basis of provisions adopted for UN-R157. The changes proposed to the current text of the regulation are indicated in ~~strike through~~ for deleted and **bold** for new text.

I. Proposal

Paragraph 5.6.2.1.5., amend to read:

“5.6.2.1. General

5.6.2.1.1. The activated system shall at any time, within the boundary conditions, ensure that the vehicle does not cross a lane marking for lateral accelerations below the maximum lateral acceleration specified by the manufacturer aysmax. [...]

[...]

5.6.2.1.5. Crossing lane markings when forming an access corridor for emergency and enforcement vehicles in slow moving traffic

5.6.2.1.5.1. Notwithstanding paragraph 5.6.2.1.1., the activated system is permitted to leave its current lane of travel to proactively form an access corridor for emergency and enforcement vehicles where this is deemed appropriate, e.g. when this behaviour is required according to national traffic rules or surrounding vehicles demonstrate similar behaviour in slow moving traffic.

5.6.2.1.5.2. The activated system shall aim to ensure sufficient distance to road boundaries, vehicles and other road users.

5.6.2.1.5.3. The vehicle shall return completely to its original lane of travel once the situation that required this access corridor has passed.”

II. Justification

1. In several countries drivers are required to proactively form an access corridor for emergency and enforcement vehicles once the traffic speed on a motorway is very slow.
 2. This behaviour is speed dependent and required even when there currently is no emergency vehicle approaching.
 3. Current provisions for ACSF of category B1 prevent the system from assisting this behaviour, because the system is not permitted to cross lane markings.
 4. UN-R157 has established appropriate requirements to ensure safety during this manoeuvre.
 5. The text in this proposal amends what was previously established in UN-R157 to be better applicable to driver assistance and is proposed to be used to permit ACSF of category B1 to assist the driver in forming this access corridor as well.
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