

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

I. Proposal

Paragraph 5.6.4.2.1., amend to read:

“5.6.4.2.1. The default status of the system shall be off at the initiation of each new engine start/~~run cycle~~ **(or run cycle, as relevant)**. This requirement does not apply when a new engine start/~~run cycle~~ **(or run cycle, as relevant)** is performed automatically, e.g. the operation of a stop/start system.”

Paragraph 5.6.4.8.3., amend to read:

“5.6.4.8.3. After each vehicle new engine start/~~run cycle~~ **(or run cycle, as relevant)**, other than when performed automatically, e.g. the operation of a stop/start systems), the ACSF of Category C function shall be prevented from performing a lane change manoeuvre until the system has detected, at least once, a moving object at a distance greater than the minimum distance S_{rear} declared by the manufacturer in paragraph 5.6.4.8.1. above.”

Annex 8, Paragraph 3.5.6.1., amend to read:

“3.5.6.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.

The vehicle speed shall be: $V_{\text{min}} + 10\text{km/h}$.

The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.

The approaching vehicle shall then pass the vehicle under test entirely.

The rear sensor(s) shall be made blind, with means agreed between the vehicle manufacturer and the Technical Service, which shall be recorded in the test report. This operation may be carried out at standstill, provided no new engine start/~~run cycle~~ **(or run cycle, as relevant)** is performed.

The vehicle shall be driven to a speed of $V_{\text{min}} + 10\text{km/h}$, and a lane change procedure shall be initiated by the driver.”

Annex 8, Paragraph 3.5.7.1.1., amend to read:

“3.5.7.1.1. Following a new engine start/~~run cycle~~ **(or run cycle, as relevant)** performed by the driver, the test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.

The ACSF of Category C shall not be activated (off mode) and another vehicle shall approach from the rear and the approaching vehicle shall pass the vehicle entirely.

The direction indicator used to initiate a lane change procedure shall be activated by the driver for a period greater than 5 seconds.”

Annex 8, Paragraph 3.5.7.2.1., amend to read:

“3.5.7.2.1. Following a new engine start/~~run cycle~~ **(or run cycle, as relevant)** performed by the driver, the test vehicle shall be driven in a lane of a straight test track,

which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.

The ACSF of Category C shall be manually activated (standby mode).

A lane change procedure shall then be initiated by the driver.”

II. Justification

1. At its 13th session, GRVA supported the interpretation 1 described in the document GRVA-13-33 (OICA) about the wording existing in UN R152 (AEBS-M1N1) to mandate automatic re-instatement of the AEBS at the “initiation of each engine start / run cycle”.
2. This interpretation 1 identifies this wording with “each new engine start or new run cycle, at the choice of the manufacturer”.
3. At its 14th session, GRVA adopted the wording “engine start (or run cycle, as relevant)” as properly reflecting the interpretation 1 adopted at GRVA-13, and supported the view that this interpretation and its wording should be extended to the other relevant GRVA regulations.
4. The present document proposes to extend the wording to the relevant paragraphs of UN R79.03, in a view to further enlarge the harmonization among the GRVA regulations.