

Proposal for amendments to ECE/TRANS/WP.29/GRVA/2024/12

Note: The text reproduced below is based on the document ECE/TRANS/WP.29/GRVA/2024/12 and GRVA-18-14. This is a consolidation of the amendments with modifications to the existing text of the Regulation indicated in bold for new characters and strikethrough for deleted characters and those that are related to GRVA-18-14 are shown in red text.

I. Proposal

Paragraph 1.2.3., amended to read:

- “1.1. This Regulation applies to the steering equipment of vehicles of categories M, N and O^A.
- 1.2. This Regulation does not apply to:
 - 1.2.1. Steering equipment with a purely pneumatic transmission;
 - 1.2.2. Autonomous Steering Systems as defined in paragraph 2.3.3.;
 - 1.2.3. **Steering systems exhibiting the functionality defined as ACSF of Category B2, D or E in paragraphs 2.3.4.1.3., 2.3.4.1.5., or 2.3.4.1.6., respectively, until specific provisions are introduced in this Regulation.”**

Insert a new paragraph 2.10., to read:

- “**2.10. “Driver Control Assistance System (DCAS)” means the hardware and software collectively capable of assisting a driver in controlling the longitudinal and lateral motion of the vehicle on a sustained basis.”**

Insert a new paragraph 4.4.3., to read:

- “4.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark consisting of:
 - 4.4.1. a circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval;^B
 - 4.4.2. the number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the circle prescribed in paragraph 4.4.1.
 - 4.4.3. **a letter “X” preceding the approval number in the case when either:**
 - (a) ACSF of Category B1 or C have been exempted from the technical requirements of this UN Regulation according to paragraph 5.6.2. and/or 5.6.4.**
 - (b) The steering system exhibits functionality defined as ACSF of Category **B2, D or E.**”**

^A As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6, para. 2 -

<https://unece.org/transport/standards/transport/vehicleregulations-wp29/resolutions>

^B The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6, Annex 3 -

www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

Paragraph 5.6.2., amend to read:

“5.6.2. Special Provisions for ACSF of Category B1

Vehicles equipped with an ~~Any~~ ACSF of Category B1 shall fulfil the following requirements, unless the vehicle is equipped with a DCAS which:

- (a) Incorporates this function, and**
- (b) Allows the activation of this function only during operation and as part of DCAS, and**
- (c) Complies with the technical requirements and transitional provisions of UN Regulation No. [DCAS].^y”**

Paragraph 5.6.3., amend to read:

“5.6.3. ~~(Reserved for ACSF of Category B2)~~

~~Systems exhibiting the functionality defined as ACSF of Category B2, D or E shall be prohibited, unless the vehicle is equipped with a DCAS which:~~

- ~~**(a) Incorporates the function(s), and**~~
- ~~**(b) Allows the activation of the function(s) only during operation and as part of DCAS, and**~~
- ~~**(c) Complies with the technical requirements and transitional provisions of UN Regulation No. [DCAS].^y”**~~

Paragraph 5.6.4., amend to read:

“5.6.4. Special Provisions for ACSF of Category C

Power-driven vehicles equipped with an ACSF system of Category C and trailers supporting lane change function(s) shall fulfil the following requirements, unless the vehicle is equipped with a DCAS which:

- (a) Incorporates this function, and**
- (b) Allows the activation of this function only during operation and as part of DCAS, and**
- (c) Complies with the technical requirements and transitional provisions of UN Regulation No. [DCAS].^y”**

Insert a new paragraph 5.6.5., to read:

“5.6.5. **Vehicles equipped with systems exhibiting the functionality defined as ACSF of Category D shall not be approved according to this UN Regulation, unless the vehicle is equipped with a DCAS which:**

- (a) incorporates the function(s), and**
- (b) allows the activation of the function(s) only during operation and as part of DCAS, and**
- (c) complies with the technical requirements and transitional provisions of UN Regulation No. [DCAS].^y”**

Insert a new footnote y (used in the paragraphs mentioned above), to read:

“^y Contracting Parties who do not apply UN Regulation No. [DCAS] are not obliged to accept approvals to UN Regulation No. 79 for vehicles with systems which exhibit the functionality defined as ACSF of Category ~~B2, D or E~~, or for vehicles which do not comply in full with the technical requirements for ACSF in this UN Regulation.”

Annex 1,

Insert new paragraphs 6.4. to 6.5.1., to read:

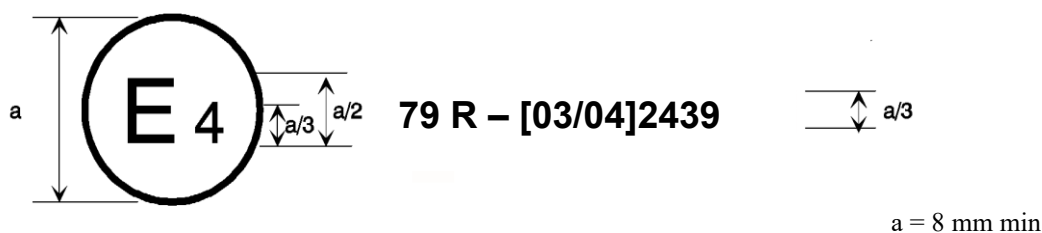
- “6.4. Vehicle is equipped with ACSF which has been exempted from the requirements of this UN Regulation: yes/no**
- 6.4.1. If yes, details:**
- 6.5. Vehicle is equipped with a steering system which exhibits functionality defined as an ACSF of Category ~~B2, D or E~~: yes/no**
- 6.5.1. If yes, details:”**

Annex 2, amend to read with square brackets amended as appropriate :

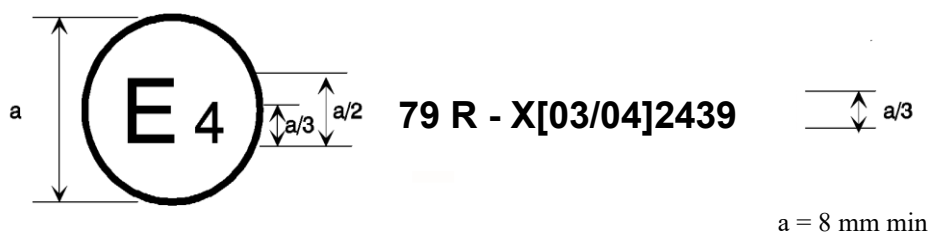
“Arrangements of approval marks

Model A

(See paragraph 4.4. of this Regulation)



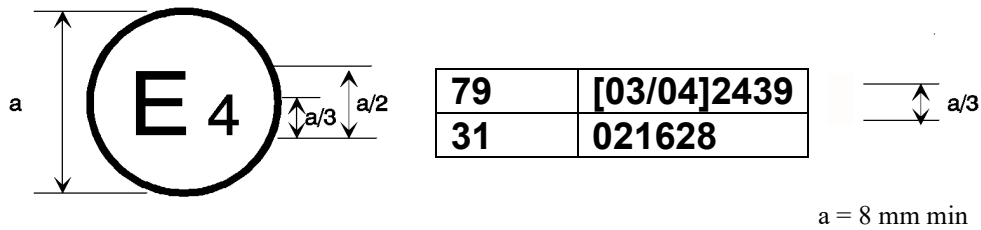
The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to steering equipment, been approved in the Netherlands (E 4) pursuant to UN Regulation No. 79 under approval No. [03/04]2439. The approval number indicates that the approval was granted in accordance with the requirements of UN Regulation No. 79 incorporating the [03/04] series of amendments.



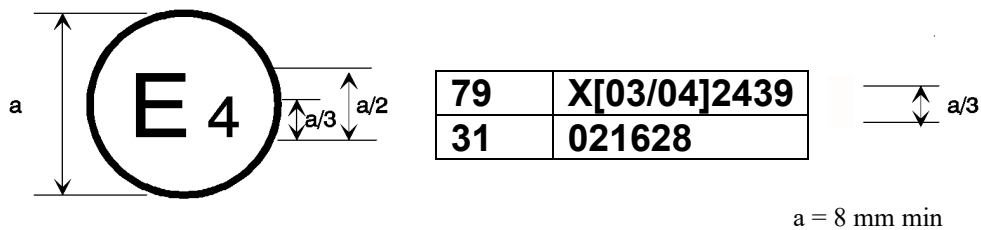
The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to steering equipment, been approved in the Netherlands (E 4) pursuant to UN Regulation No. 79 under approval No. [03/04]2439. The letter “X” preceding the approval number indicates that the vehicle is equipped with ACSF which has been exempted from the requirements of this UN Regulation, and/or that the vehicle is equipped with a steering system which exhibits functionality defined as an ACSF of Category ~~B2, D or E~~. The approval number indicates that the approval was granted in accordance with the requirements of UN Regulation No. 79 incorporating the [03/04] series of amendments.”

Model B

(See paragraph 4.5. of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to Regulations Nos. 79 and 31.^c The approval numbers indicate that, at the dates when the respective approvals were given, UN Regulation No. 79 incorporating the [03/04] series of amendments and UN Regulation No. 31 included the 02 series of amendments.



The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to Regulations Nos. 79 and 31.^d The letter “X” preceding the approval number pursuant to Regulation No. 79 indicates that the vehicle is equipped with ACSF which have been exempted from the requirements of this UN Regulation, or that the vehicle is equipped with a steering system which exhibits functionality defined as an ACSF of Category **B2, D or E**. The approval numbers indicate that, at the dates when the respective approvals were given, UN Regulation No. 79 incorporating the [03/04] series of amendments and UN Regulation No. 31 included the 02 series of amendments.”

Annex 8,

Paragraph 3.4., amend to read:

“3.4. (Reserved for ACSF of Category B2)”

II. Justification

1. The amendment should not place any additional requirements on vehicles already approved to UN Regulation No. 79, since the Regulation previously did not apply to vehicles with such features. It is therefore proposed as a supplement.
2. *Paragraphs 1.2.3. and 5.6.5.:* Approval of steering systems exhibiting Automatically Commanded Steering Function of category B2, D or E functionality was excluded from UN Regulation No. 79 until ‘specific provisions are introduced’ into the Regulation. Specific provisions for functions meeting the definition of ACSF-D now exist, although they have been written into another (new) regulation. The footnote allows Contracting Parties who do not apply UN Regulation on DCAS to maintain the previous restrictions imposed by UN Regulation No. 79.
3. *Paragraph 2.10.:* A definition of a Driver Control Assistance System (DCAS) added, as it is now used in this UN Regulation.

^c The second number is given merely as an example.

^d The second number is given merely as an example.

4. *Paragraph 4.4.3. and Annex 2:* A new marking provision is added so that approvals to UN R79 which have made use of the provisions specifically relating to DCAS can be identified, and therefore Contracting Parties who do not apply R[DCAS] can assess whether an UN R79 approval is valid in their territory or not.
5. *Paragraphs 5.6.2. and 5.6.4.:* It is necessary to exempt the technical requirements in UN R79 covering ACSF-B1 and ACSF-C when these have been approved to (or met the requirements of) R[DCAS], in order to avoid duplication of testing and/or incompatibility of requirements.
6. *Paragraph 5.6.3 and Annex 8, paragraph 3.4.:* References to ACSF-B2 in these reserved paragraphs can now be removed, as provisions for ACSF-B2 will not be added to UN Regulation No. 79.
7. Because the amendments introduced here rely on the existence of the new UN Regulation on DCAS, this proposal should be agreed at the same session of GRVA as that new UN Regulation and should enter into force at the same time.
