

12 February 2024

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## **Agreement**

### **Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations\***

(Revision 3, including the amendments which entered into force on 14 September 2017)

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#### **Addendum 78 – UN Regulation No. 79**

#### **Revision 5 - Amendment 4**

Supplement 4 to the 04 series of amendments – Date of entry into force: 5 January 2024

#### **Uniform provisions concerning the approval of vehicles with regard to steering equipment**

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2023/69.



**UNITED NATIONS**

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\* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version); Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).



*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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