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World Forum for Harmonization of Vehicle Regulations**Working Party on Automated/Autonomous and Connected Vehicles****Twentieth session**

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Item 6(b) of the provisional agenda

Advanced Driver Assistance Systems and UN Regulation No. 79:**UN Regulation No. 79 (Steering equipment)****Proposal for supplement to the 03 of amendments to UN
Regulation No. 79 (Steering equipment)****Submitted by the experts from the International Organization of Motor
Vehicle Manufacturers and from the European Association of
Automotive Suppliers***

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA) and the European Association of Automotive Suppliers (CLEPA), regarding the conditions for automatic re-instatement of system at the “initiation of each engine start / run cycle”. It is based on informal document GRVA-19-20. The modifications to the existing text of the Regulations are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), 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.



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 by the power-driven vehicle from performing a lane change manoeuvre until the system of the power-driven vehicle or the trailer (as relevant) 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, unless the system is already enabled according to paragraph 5.6.4.8.3., 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.

A lane change procedure shall then be initiated by the driver with the appropriate deliberate action(s).”

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 with the appropriate deliberate action(s).”

II. Justification

1. The document ECE/TRANS/WP.29/GRVA/2024/16 erroneously referred to an obsolete text of only the 03 series of amendments to UN Regulation No. 79. It does not include the necessary amendments to the 04 series, while it should amend both the 03 and the 04 series in their latest versions. This informal document aims to correct this error indicated by the secretariat.

2. The missing text corresponded to recent amendments introduced by:

(a) Supplements 2, 4 and 8 to the 03 series of amendments (documents ECE/TRANS/WP.29/2020/11, ECE/TRANS/WP.29/2021/14 and ECE/TRANS/WP.29/2022/80), and by

(b) Supplement 3 of the 04 series of amendments (document ECE/TRANS/WP.29/2022/81),

Which are reintroduced in this document.
