

Proposal for the Amendment of UN Regulation No. 17x on FVA, Approval of a Vehicle Type with regard to its Field of Vision Assistant (ECE/TRANS/WP.29/2024/155)

Proposal:

Paragraph 5.1.6. amend to read:

- “5.1.6. It shall be possible for the driver to adjust the functional content or the amount of information or both to be displayed in accordance with paragraph 5.1.4. except subparagraph 5.1.4.(g). The last setting shall be the initial setting **at each initiation of the powertrain** ~~when the vehicle master control switch is activated again~~. If any personal settings are available, they may be used alternatively. **This provision does not apply after a vehicle electric circuit disconnection e.g. for reset.**”

Paragraph 5.3.1 amend to read:

- “5.3.1. It shall be possible for the driver to easily switch off the FVA by an intuitive action. It shall consist of at least one ~~manual option~~ **driver action** with a maximum of two consecutive steps. Intuitive action (e.g. double press, swipe and press) is considered as a single step. This provision (i.e. a maximum of two consecutive steps) does not apply when the vehicle is in a backing event as defined in UN Regulation No. 158. This derogation does not apply to FVA located in the field of view used in a backing event.”

Justifications:

- 5.1.6. The wording “vehicle master switch” can be misleading for some electric or ADR vehicles. OICA recommends alignment on the text recently harmonized among the GRVA regulations per documents GRVA-20-42, GRVA-20-43-r1 and GRVA-20-44-r1 based on the wording recommended by Mutual Resolution No.2 (M.R.2). This Resolution was specifically created to establish uniform definitions for vehicle propulsion systems and created generic terms for components and aspects of propulsion systems that are independent of fuel type or technology used. Using the definition of ‘powertrain’ from M.R.2 provides a generic term that sufficiently covers the aspect of a vehicle which needs to be referred to when considering the default state of systems following initialisation.

After a battery-off (circuit disconnection), some vehicle settings may turn to a default setting that is not necessarily the last setting. This is also applicable for FVA systems: the proposal introduces an exemption in cases such as system reset.

- 5.3.1. Change for giving the flexibility to use other technologies than manual controls: the wording “*driver action*” covers all control technologies and clearly describes the driver solicitation.