

15 September 2022

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)

Addendum 78 – UN Regulation No. 79

Revision 3 - Amendment 4

Supplement 3 to the 02 series of amendments – Date of entry into force: 22 June 2022

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.29/2021/136.



UNITED NATIONS

* 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 2.4.8., amend to read:

"2.4.8. "Remote Controlled Parking (RCP)" means an ACSF of category A, actuated by the driver, providing parking or low speed manoeuvring. The actuation is made in close proximity to the vehicle."

Paragraph 2.4.9., amend to read:

"2.4.9. "Specified maximum RCP operating range (SRCP_{max})" means the maximum distance between the nearest point of the motor vehicle and the remote control device or alternatively the driver (for systems based on detection of driver position and movement), up to which ACSF is designed to operate."

Paragraphs 5.6.1.2.1. and 5.6.1.2.2. (5.6.1.2. for reference only), amend to read:

"5.6.1.2. Additional provisions for RCP

5.6.1.2.1. The parking ... A direct influence on steering angle, value of acceleration and deceleration via the remote-control device or by the movement of the driver shall not be possible.

5.6.1.2.2. Either a continuous actuation of the remote-control device by the driver or alternatively (for systems based on detection of driver position and movement) a continuous movement of the driver in the same longitudinal direction as the vehicle, is required during the parking manoeuvre."

Paragraph 5.6.1.2.3., amend to read:

"5.6.1.2.3. For systems based on continuous actuation of the remote-control device, the vehicle shall stop immediately, if:

- (a) The continuous actuation is interrupted;
- (b) The distance between vehicle and remote-control device exceeds the specified maximum RCP operating range (S_{RCPmax}); or
- (c) The signal between remote control and vehicle is lost.

For systems based on detection of driver position and movement, the vehicle shall stop immediately if:

- (a) The continuous movement of the driver is interrupted;
- (b) The distance between vehicle and remote-control device or driver exceeds the specified maximum RCP operating range (S_{RCPmax});
- (c) The detection of the driver is lost; or
- (d) There is a rapid increase in the movement speed of the driver."

Insert a new paragraph 5.6.1.2.9., to read:

"5.6.1.2.9. For RCP systems based on detection of driver position and movement, the deactivation referred to in paragraph 3.6.1.1.3. shall be through a simple and obvious action that will be recognised by the system."

Insert a new paragraph 5.6.1.3.1.4., to read:

"5.6.1.3.1.4. For RCP systems based on detection of driver position and movement the manufacturer shall demonstrate to the technical service during type approval how a person is identified as the driver, how this person is tracked and how the driver initiates and terminates control. This shall be subject to agreement of the technical service."