



Economic and Social Council

Distr.: General
21 December 2023

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

192nd session

Geneva, 5-8 March 2024

Item 4.7.5 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRVA

Proposal for a Supplement 5 to the 04 series of amendments to UN Regulation No. 79 (Steering Equipment)

Submitted by the Working Party on Automated/Autonomous and Connected Vehicles*

The text reproduced below was adopted by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its seventeenth session (see ECE/TRANS/WP.29/GRVA/17, para. 86) and is based on ECE/TRANS/WP.29/GRVA/2023/26. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2024 sessions.

* 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.



Paragraph 5.6.2.2.3., amend to read:

"5.6.2.2.3. When the system reaches its boundary conditions set out in paragraph 5.6.2.3.1.1. of this Regulation (e.g. the specified maximum lateral acceleration $a_{y_{\text{max}}}$) and both in the absence of any driver input to the steering control and when any front tyre of the vehicle starts to cross the lane marking, the system shall avoid sudden loss of steering support by continuing to provide assistance to the extent possible as outlined in the safety concept of the vehicle manufacturer and shall clearly inform the driver about this system status by an optical warning signal and additionally by an acoustic or haptic warning signal.

For vehicles of categories M₂, M₃, N₂ and N₃, the warning requirement above is deemed to be fulfilled if the vehicle is equipped with a Lane Departure Warning System (LDWS) fulfilling the technical requirements of UN Regulation No. 130, the original version (00 series of amendments)."

Annex 8

Paragraph 2.1., amend to read:

"2.1. Lane markings

The lane markings on the road used for the tests shall be in line with one of those described in Annex 3 of UN Regulation No. 130, the original version (00 series of amendments). The markings shall be in good condition and of a material conforming to the standard for visible lane markings. The lane-marking layout used for the tests shall be recorded in the test report.

The width of the lane shall be minimum 3.5 m, for the purpose of the tests of this annex. At the manufacturer's discretion and with the agreement of the Technical Service, a lane with a width of less than 3.5 m may be used, if the correct function of the system on roads with wider lanes can be demonstrated.

The test shall be performed under visibility conditions that allow safe driving at the required test speed.

The vehicle manufacturer shall demonstrate, through the use of documentation, compliance with all other lane markings identified in Annex 3 of UN Regulation No. 130, the original version (00 series of amendments). Any of such documentation shall be appended to the test report."
