

## **Proposal for amendments to ECE/TRANS/WP.29/GRVA/2024/16**

The document ECE/TRANS/WP.29/GRVA/2024/16 proposes amendments to UN Regulation No. 79 based on the 03 series of amendments. It did not include the necessary amendments to the 04 series of amendments. This document aims to introduce the proposed amendments into the 03 and 04 series of amendments including the changes introduced by the last supplements to the regulation.

The text highlighted in yellow shows the differences introduced by the latest supplements to the 03 and the 04 series of amendments to UN R79 not originally included in the document ECE/TRANS/WP.29/GRVA/2024/16. Note: This informal document does not propose any modification to the part 2 of the document ECE/TRANS/WP.29/GRVA/2024/16 (amendments to UN R157).

### **I. Proposal for amendments to UN Regulation No. 79**

#### **A. Proposal for amendments to the 03 series of amendments**

*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  $S_{\text{rear}}$  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).”

## **B. Proposal for amendments to the 04 series of amendments**

*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  $S_{\text{rear}}$  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 and manoeuvre 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 and manoeuvre shall then be initiated by the driver with the appropriate deliberate action(s).”**

## II. Proposal for amendments to UN Regulation No. 157

*[The original proposal contained in ECE/TRANS/WP.29/GRVA/2024/16 remains unchanged]*

## III. Justification

The document ECE/TRANS/WP.29/GRVA/2024/16 erroneously referred to an obsolete text of only the 03 series of amendments to UN R79. 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.

The text highlighted in yellow shows the recent amendments introduced by:

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

which were not included in our proposal ECE/TRANS/WP.29/GRVA/2024/16.