



Economic and Social Council

Distr.: General
8 September 2021

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

185th session

Geneva, 23-25 November 2021

Item 4.10.1 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRVA

Proposal for Supplement 3 to the 02 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 tenth session in May 2021 (ECE/TRANS/WP.29/GRVA/10, para. 64). It is based on Annex IV to the session report. 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 November 2021 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in proposed programme budget for 2021 (A/75/6 (part V sect. 20) para 20.51), 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 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."