

Proposal for a supplement to the 03 and 04 [and 05] series of amendments to UN Regulation No. 79 (Steering equipment)

Note: This proposal is an update to document GRVA-24-20 which aims to clarify the situation with regard to RCP functionalities. Modifications compared to GRVA-24-20 are highlighted in red font.

I. Proposal

Paragraph 4.4.3., amend to read:

“4.4.3. a letter “X” preceding the approval number in the case when either:

- (a) ACSF of Category A, B1 or C have been exempted from the technical requirements of this UN Regulation according to paragraph **5.6.1, 5.6.2. and/or 5.6.4.**
- (b) The steering system exhibits functionality defined as ACSF of Category B2, D or E.”

Paragraph 5.6.1., amend to read:

“5.6.1. Special Provisions for ACSF of Category A

~~Any ACSF of Category A shall fulfil the following requirements.~~

~~Vehicles equipped with an~~ Any ACSF of Category A shall fulfil the following requirements unless the vehicle is equipped with a DCAS which:

- (a) **Incorporates this function, and**
- (b) **Allows the activation of this function only during operation and as part of DCAS, and**
- (c) **Complies with the technical requirements of the original version or later series of amendments of UN Regulation No. 171.⁸”**

II. Justification

1. This proposal aims to extend the provisions for the ACSF categories B1, B2, C, D, E clarifying the scope between this Regulation and UN Regulation No. 171 also for the ACSF category A.
2. The proposed amendments become necessary as UN Regulation No. 171 fundamentally provides the possibility to type-approve a DCAS system with parking capabilities without complying with specific requirements in this regard. Therefore, these amendments clarify that UN Regulation No. 171 shall always be applied for parking capabilities exceeding the specific requirements defined in this Regulation (e.g., for parking applications with a higher speed range than 10 km/h).
3. As UN Regulation No. 171 contains specific provisions ~~for assistance with parking manoeuvring requiring the driver to be in the driver's seat in order for a feature to be activated (e.g., 5.5.3.2.3.) compared to this Regulation, such system capabilities as~~ Remote-Controlled Parking (RCP) functionalities remain within the scope of the UN Regulation No. 79 and cannot be type-approved under UN Regulation No. 171.