

Proposal for amendments to UN Regulation No. 79 (Steering equipment)

This proposal was prepared by the experts from the European Association of Automotive Suppliers (CLEPA) and the International Organization of Motor Vehicle Manufacturers (OICA). It is based on informal documents GRVA-22-07 and -09 and takes into account the discussion held at GRVA-22 (June 2025). The modifications of the existing Regulation are marked in bold for new or strikethrough for deleted characters

I. Proposal

Paragraph 5.6.1.2.1. amend to read (paragraph 5.6.1.2.2. unchanged):

“5.6.1.2. Additional provisions for RCP

5.6.1.2.1. The parking manoeuvre shall be initiated by the driver but controlled by the system. **Via the remote-control device or by the movement of the driver**, a direct influence on ~~the steering angle, value of acceleration and deceleration~~ **via the remote-control device or by the movement of the driver** shall not be possible, **a direct influence on the vehicle speed shall only be possible in a way that the speed is reduced.**

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 motion) a continuous motion of the driver in the same longitudinal direction, is required during the parking manoeuvre.”

II. Justification

1. This proposal aims to allow the driver to slow down the manoeuvre including the possibility to come to stop earlier than intended by the system. This leads to safer and more comfortable operation if the driver deems it necessary.
2. This proposal also aims to give the driver the opportunity to avoid unnecessarily jerky and abrupt stops i.e. to compensate that the system cannot distinguish whether the driver sees a danger or not.
3. This proposal helps leaving more space between the vehicle and the stopping point selected by the system e.g. some space between the vehicle and a wall.