

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

I. Proposal

Paragraph 5.1.6.3.12., amend to read:

"5.1.6.3.12. System information data

(a) The following data shall be provided, together with the documentation package required in Annex 6 of this Regulation, to the Technical Service at the time of type approval:

(i) Information on how the system confirms that the driver is unresponsive;

(ii) ...

...

(viii) Information/specification of the maximum speed the system operates with regards to different traffic environments (highway, urban, etc.) as well as information/specification on how the speed is reduced (e.g. adapted to surrounding traffic; no harsh braking endangering other road users) in order to come to a safe stop.

(ix) The method by which the RMF initiation signal can be objectively identified and retrieved. This may include, but is not limited to, a specific flag, status bit, or event code on in-vehicle networks.

(b) The manufacturer shall provide clear instructions and all necessary tools for the technical service to extract and interpret the signal described in 5.1.6.3.12.(a)(ix). The procedure for identifying the RMF initiation and the corresponding data shall be appended to the test report."

II. Justification

1. UN Regulation No. 79 mandates verification that appropriate warning signals are provided to the driver based on the timing of RMF (Risk Mitigation Function) intervention. However, to confirm that indicators such as warnings or hazard lights are activated at the correct moment, it is essential to precisely identify when the RMF intervention begins.

2. The experts from France propose the addition of a new paragraph to facilitate the verification of driver warnings, hazard lights, and other indicators in relation to the objectively determined RMF initiation point. This addition aims to improve the accuracy and reliability of such assessments.

3. The proposed modification to paragraph 5.1.6.3.12 would require manufacturers to define a clear and accessible method for objectively determining the moment of RMF initiation. This change would ensure consistent, repeatable, and objective verification across different systems and vehicles.
