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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Automated/Autonomous and Connected Vehicles****Twenty-second session**

Geneva, 24 June 2025

Item 6(b) of the provisional agenda

**Advanced Driver Assistance Systems:****UN Regulation No. 79 (Steering equipment)****Proposal for supplement to the 03 and 04 series of  
amendments to UN Regulation No. 79 (Steering equipment)****Submitted by the expert from United Kingdom of Great Britain and  
Northern Ireland, and Germany \***

This proposal was prepared by the experts from the United Kingdom of Great Britain and Northern Ireland, and Germany to ensure that where vehicles exhibit functionality meeting the definition of Automatically Commanded Steering Function (ACSF) of Categories B2 or E, they are required to comply with the correct series of UN Regulation No. 171. It is based on informal document GRVA-21-58 that was presented at the twenty-first session of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA). The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), 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.



## I. Proposal

*Paragraph 5.6.2., amend to read:*

“5.6.2. Special Provisions for ACSF of Category B1

Vehicles equipped with an ACSF of Category B1 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 ~~and transitional provisions~~ **of the original version or later series of amendments of UN Regulation No. 171.**<sup>8”</sup>

*Paragraph 5.6.4., amend to read:*

“5.6.4. Special Provisions for ACSF of Category C

Power-driven vehicles equipped with an ACSF system of Category C and trailers supporting lane change function(s) 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 ~~and transitional provisions~~ **of the original version or later series of amendments of UN Regulation No. 171.**<sup>8”</sup>

*Paragraph 5.6.5., amend to read:*

“5.6.5. Vehicles equipped with systems exhibiting the functionality defined as ACSF of Category B2, D or E shall not be approved according to this UN Regulation, unless the vehicle is equipped with a DCAS which:

- (a) Incorporates the function(s), and
- (b) Allows the activation of the function(s) only during operation and as part of DCAS, and
- (c) Complies with the technical requirements ~~and transitional provisions~~ of UN Regulation No. 171- <sup>8”</sup> **according to its:**
  - (i) **Original version or later series of amendments, in the case of functionality defined as ACSF of Category D, or**
  - (ii) **01 series of amendments or later in the case of functionality defined as ACSF of Category B2 or E.”**

## II. Justification

1. In the twenty-first session of GRVA, the United Kingdom of Great Britain and Northern Ireland along with Germany and the Netherlands submitted an informal document (GRVA-21-58) to clearly designate which series of amendments of UN Regulation No. 171 that a steering system exhibiting the functionality of Automatically Commanded Steering Function (ACSF) of Category B2, D, or E should comply with in UN Regulation No. 79.

2. It is only in the 01 series (or later) of UN Regulation No. 171, where the necessary technical requirements exist to allow the type approval of such features that exhibit functionality meeting the definition of ACSF-B2 or ACSF-E, such as ‘withholding hands on requests’ operation or performing system-initiated manoeuvres. Therefore, for the avoidance of doubt, it is considered necessary to make reference to the 01 series (or later) in the

reference to UN Regulation No. 171 in the provisions concerning ACSF-B2 and ACSF-E. This ensures that the prohibition in UN Regulation No. 79 for such feature remains enacted as necessary.

3. Whilst there is not such necessity for ACSF of Category D, the corresponding provisions referring to UN Regulation No. 171 are updated to reference the original version. Further clarification is also added to the provisions concerning ACSF of Category B1 and C which were agreed to previously and reference to “transitional provisions” are removed since they don’t need to be taken into account with these requirements.

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