

**Proposal from the United Kingdom to clarify the draft Regulation No.79**

Note that this document also contains the proposed amendments from Japan, given in Informal Document No.23 and a small amendment suggested by Mr Brearley of CLEPA. These amendments are given in italics.

**1 Amend section 0, b) to read:**

- b) by allowing the approval of systems where the driver remains at all times in primary control of the vehicle but may be helped by the steering system being influenced by signals initiated on board the vehicle. These systems are defined as “Advanced Driver Assistance Steering Systems” (ADASS) and may incorporate an “Automatically Commanded Steering Function”, for example, using passive infrastructure devices to assist the driver in keeping the vehicle on an ideal path (Lane Guidance, Lane Keeping or Heading Control), to assist the driver in manoeuvring the vehicle at low speed in confined spaces or to assist the driver in coming to rest at a pre-defined point (Bus Stop Guidance). ~~Alternatively they Advanced Driver Assistance Steering Systems may also incorporate a “Corrective Steering Function” that, for example, warns the driver of any deviation from *the chosen lane* ~~an ideal path~~ (Lane Departure Warning), *corrects the steering angle to prevent departure from the chosen lane (Lane Departure Avoidance)* or corrects the steering angle of one or more wheels to improve the *vehicle’s* dynamic behaviour or stability. ~~of the vehicle to assist in maintaining the desired line.~~~~

In the case of both an Automatically Commanded Steering Function and the driver warning aspect of a Corrective Steering Function, the driver can at all times choose to override or ignore the function.

**2 Amend paragraph 2.3.4.1 to read:**

- 2.3.4.1 “Automatically Commanded Steering Function” means ----- on board the vehicle, possibly in conjunction with passive infrastructure devices, in order ----- manoeuvring.

**3 Amend paragraph 2.3.4.2 to read:**

- 2.3.4.2 “Corrective Steering Function” means ----- the vehicle.

Systems that themselves do not positively actuate the steering system but that, possibly in conjunction with passive infrastructure devices, simply warn the driver of a deviation from the ideal path of the vehicle, or of an unseen hazard, by means of a tactile warning transmitted through the steering control are also considered to be corrective steering.