

Proposal for amendments to ECE/TRANS/WP.29/GRVA/2020/9

Note: This informal document is combining the proposed changes of ECE/TRANS/WP29/GRVA/2020/9 with the adopted changes in ECE/TRANS/WP.29/GRVA/2019/24, agreed in the September 2019 GRVA session

I. Proposal

Paragraph 5.6.4.6.7., amend to read:

"5.6.4.6.7. The direction indicator shall remain active throughout the whole period of the lane change manoeuvre and shall be **automatically** deactivated by the system no later than 0.5 seconds after the resumption of ACSF of Category B1 lane keeping function as described in paragraph 5.6.4.6.6. above. **Automatic deactivation by the system of the direction indicator is required only if the lane change manoeuvre is initiated automatically, and/or if the direction indicator control is not fully engaged (latched position) during the lane change manoeuvre, or both.**

II. Justification

1. This informal document combines the proposed changes of 9 ECE-TRANS-WP29-GRVA-2020-9 with the adopted changes of ECE/TRANS/WP.29/GRVA/2019/24 agreed in the September 2019 GRVA session to provide an overview of the final intended text in the Regulation. This document also intends to amend the changes proposed in ECE-TRANS-WP29-GRVA-2020-9 to facilitate readability.
 2. Though various proposals were made to include an (escalating) warning in systems with a mechanical latch to the driver in cases where the driver forgets to unlatch the indicator stalk after the manoeuvre has been completed, adding additional warnings to the ongoing flashing and chiming of the indicator risks creating more confusion for the driver. In addition, increasing the frequency of flashes or chimes also disconnects the internal warning with external indication of the indicator.
 3. An ACSF C1 lane-change manoeuvre is considered an assistance function where the driver is responsible of overseeing the system and its surroundings. In normal operation of the vehicle, the driver will also be responsible for deactivating the indicator following a lane change. As such, this is already normal and habitual behaviour.
 4. Evidence shared to GRVA by OICA shows that drivers do not tend to forget to deactivate the indicator following a lane change. Our internal data also does not suggest a fundamental risk in this regard.
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