

Proposal for amendments to UN Regulation No.79

This document proposes amendments to the provisions of ACSF of Category B1, with the main aim to clarify the text of the Regulation.

Any amendments are marked in **bold** for new text, and ~~strikethrough~~ for deleted text.

1. Proposal

Paragraph 5.6.2.2.3., amend to read:

“5.6.2.2.3. When the system reaches its boundary conditions set out in paragraph 5.6.2.3.1.1. of this Regulation (e.g. the specified maximum lateral acceleration a_{ysmax}) and both in the absence of any driver input to the steering control and when any front tyre of the vehicle starts to cross the lane marking, the system shall continue to provide assistance **to the extent possible as outlined in the safety concept of the vehicle manufacturer** and shall clearly inform the driver about this system status by an optical warning signal and additionally by an acoustic or haptic warning signal.

For vehicles ... UN Regulation No. 130.”

2. Justification

1. The intention of the proposed amendment is to clarify the existing text on continued support of an ACSF B1 if the boundary conditions are exceeded. It shall be clarified that under certain circumstances, e.g. if there are no lane markings present or if the vehicle has already drifted substantially out of the lane, the lane may no longer be recognized, a continuation of support may no longer be possible or reasonable. Therefore, the vehicle manufacturer shall outline the [conditions for continued assistance / limitations] in his safety concept.
