

Revised terms of reference and rules of procedure for the Informal Working Group on Automatically Commanded Steering Function

ECE/TRANS/WP.29/GRVA/1, Annex III.

I. Terms of Reference

1. The Informal Working Group (IWG) on Automatically Commanded Steering Function technology (ACSF) shall review the requirements and limitations associated with ACSF as defined in UN Regulation No. 79. It shall prepare a draft regulatory proposal on advances in control system technology and the transport opportunities provided by the Vienna and Geneva Conventions.

2. The IWG shall address the following issues:

(a) Review the current speed limitation (10 km/h) with the purpose of permitting ACSF functionality during interurban journeys.

(b) Define Human Machine Interface (HMI) requirements for communicating between ACSF-system and the driver (e.g. system status, malfunction, transition).

(c) Define requirements to enable the evaluation of ACSF during periodic technical inspection.

(d) Outstanding issues identified during the eighty-second session of GRRF shall be addressed (e.g. Emergency Steering Function (ESF)).

Constraints:

(a) The driver shall be able to activate and deactivate the system.

(b) The driver shall, at all times, be able to override the system.

3. The group will focus on systems for vehicles of categories N and M.

4. The group should take full account of existing data and research in developing its regulatory proposals. It should consider pre-existing standards (e.g. ISO, SAE and JSAE standards) and regulations from other territories for ACSF developing its proposals.

5. As a first step, the target completion date for the informal group's work for less complex ACSF categories shall be the eighty-second session of GRRF in September 2016 (See ECE/TRANS/WP.29/GRRF/2016/45 as amended). Note: Corrective Steering Function (CSF), ACSF of Categories A and B1 were adopted by WP.29 in March 2017.

6. As second step the target completion date for the IWG work on the ACSF category which includes a function of a single manoeuvre (C and ESF) when commanded by the driver shall be the eighty-fifth GRRF (special session) in December 2017.

7. And then the target completion date for the IWG work on automated lane keeping function on highway* shall be the ~~second~~ **fourth** session of GRVA in January ~~2019~~ **2020**.

8. The IWG shall deliver a draft new UN Regulation for the January ~~2019~~ **2020** session of GRVA for automated lane keeping function on highway.*

9. The IWG shall deliver the core technical requirements for automated lane keeping function on highway* so that they can be used to develop a new UN Regulation and/or a UN GTR.

10. The decision on regulatory proposals remains with WP.29 as well as AC.3 and the Contracting Parties.

***Note: the primary focus shall be on M1 low speed application**

II. Rules of Procedure

11. The IWG is a subgroup of GRVA. It is open to all participants of GRVA.

12. Two Co-Chairs and a Secretary shall manage the IWG.

13. The ~~official~~ **working** language of the IWG is English.

14. All documents and/or proposals shall be submitted to the Secretary of the IWG in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated ten working days in advance.

15. An agenda and related documents is circulated to all members of the informal group in advance of all scheduled meetings.

16. Decisions are reached by consensus. When consensus cannot be reached, one of the Co-Chairs of the group shall present the different points of view to GRVA. The Co-Chairs may seek guidance from GRVA as appropriate.

17. The progress of the IWG will be routinely reported to GRVA – wherever possible as an informal document and presented by the Co-Chairs ~~or one of their representatives~~.

18. All documents shall be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the dedicated website.
