

PROPOSAL FOR AMENDMENTS TO REGULATION No. 79  
(Steering equipment)

Transmitted by the experts from the European Association of  
Automotive Suppliers (CLEPA).

**A. Proposal**

Paragraph 5.2.6., (as proposed in document TRANS/WP.29/GRRF/2003/19), amend editorially, the in terms only of the order and numbering as follows:

"5.2.6. Systems that incorporate an Automatically Commanded Steering function may only be approved in accordance with this Regulation where they are intended to function in urban traffic situations or in low speed manoeuvring or parking. It shall only be possible to operate such a function up to a maximum vehicle speed of [50]km/h.

Automatically Commanded Steering functions that are designed to operate at above [50]km/h may only be approved on a National basis.

5.2.6.1. Whenever the Automatically Commanded Steering function becomes operational this shall be indicated to the driver and the control action shall be automatically disabled if the vehicle exceeds the speed limit given above or if the signals to be evaluated are no longer being received. This termination of control shall produce a short but distinctive driver warning by an acoustic signal and/or by imposing a tactile warning signal on the steering control.

5.2.6.2. The Automatically Commanded Steering function shall not cause any deterioration in the performance of the basic steering system and in all cases shall be designed such that the driver can, at any time, override or reject the function.

5.2.7. In the case of systems that incorporate a Corrective Steering function, that function shall not cause any deterioration in the performance of the basic steering system. The Corrective Steering function shall be designed such that the driver may, at any time, override the function."

Former paragraphs 5.2.7., 5.2.7.1. and 5.2.7.2. become 5.2.8., 5.2.8.1. and 5.2.8.2.

Former and paragraphs 5.2.8., 5.2.9. and 5.2.10. become 5.2.9., 5.2.10. and 5.2.11.

**B. Justification**

Paragraph 5.2.6. had too many clauses so for clarity the topic order is changed and subsidiary paragraph numbering 5.2.6.1. and 5.2.6.2. is introduced.

Additionally the final clause of 5.2.6 related not to Automatically Commanded steering but to Corrective Steering and therefore should be numbered separately.