

Proposal for transitional provisions to the new 03 series of amendments to UN Regulation No. 79

1. Proposal

Insert new paragraphs 12.7 to 12.10, to read:

- “12.7. As from the official date of entry into force of the 03 series of amendments, no Contracting Party applying this UN Regulation shall refuse to grant or refuse to accept UN type-approvals under this UN Regulation as amended by the 03 series of amendments.
- 12.8. As from 1 September 2020, Contracting Parties applying this UN Regulation shall not be obliged to accept UN type-approvals to the preceding series of amendments, first issued after 1 September 2020.
- 12.9. Contracting Parties applying this UN Regulation shall continue to accept UN type-approvals to the preceding series of amendments to the UN Regulation, first issued before 1 September 2020.
- 12.10. Contracting Parties applying this UN Regulation shall not refuse to grant UN type-approvals according to any preceding series of amendments to this UN Regulation or extensions thereof”

2. Justification

The technical modifications require a new series 03 of amendment.

A transition period of 2 years after the entry into force is needed for application to new types, in order for industry:

- to adapt their products, i.e. ESF, ACSF C and unexpectedly ACSF B1 (despite originally assumed to be compatible with ACSF C new requirements),
- to prepare new CEL assessment (documentation, tests...), whose scope is also extended to all non-complex electronic systems as from series 03.

Additionally, both industry and the technical services are currently experiencing difficulties to implement the new test procedures applicable to ACSF A/B1 and to CSF which are specified in the 02 series of amendments. A lead-time of two years is needed to implement the new test procedures (test tracks, measurement tools and methods, **tests with a motorbike at high speed**, etc.), in order to e.g. prevent risks of delaying market introduction of new products.

Regarding the application to “All Types” (e.g. for new registration), industry proposes to leave unchanged the existing vehicles on the market which are approved on the base of national or regional exemptions by Contracting Parties signatories of the UN R79 regulation, given the **heavy technical impacts** on ACSF C (sensor range...) which are indirectly affecting ACSF B1 systems that were initially assumed to be compatible with cat. C (e.g. **3s hands-off detection instead of 15s**, lane centering prior to the lateral movement towards the marking etc.), and the addition of requirements restricting design possibilities without clear safety benefits (e.g. the use of direction indicators to suppress the procedure).