

Agreed amendments to ECE/TRANS/WP.29/GRVA/2019/10

I. Proposal

Paragraph 5.1.6.1.1., amend to read:

- "5.1.6.1.1. Every CSF intervention shall immediately be indicated to the driver by an optical warning signal which is displayed for at least 1s or as long as the intervention exists, whichever is longer.

When a flashing mode is used, a lighting phase shall be visible at the end of the intervention or later..

In the case of a CSF intervention which is controlled by an Electronic Stability Control (ESC) or a Vehicle Stability Function as specified in the relevant UN Regulation (i.e. UN Regulations Nos. 13, 13-H or 140), the ESC flashing tell-tale indicating the interventions of ESC may be used, as long as the intervention exists, as an alternative to the optical warning signal specified above."

Paragraph 5.1.6.2.6., amend to read:

- "5.1.6.2.6. Any intervention of an ESF shall be indicated to the driver with an optical and with an acoustic or haptic warning signal to be provided at the latest with the start of the ESF intervention **and maintained as long as the intervention exists.**

For this purpose appropriate signals used by other warning systems (e.g. blind spot detection, lane departure warning, forward collision warning) are deemed to be sufficient to fulfil the requirements for the respective optical, acoustic or haptic signals above.

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Paragraph 5.6.4.2.3., amend to read:

- "5.6.4.2.3. The system shall only be activated (standby mode) after a deliberate action by the driver.

Activation by the driver shall only be possible on roads where pedestrians and cyclists are prohibited and which, by design, are equipped with a physical separation that divides the traffic moving in opposite directions and which have at least two lanes in the direction the vehicles are driving. These conditions shall be ensured by the use of at least two independent means.

In the case of a transition from a road type with a classification permitting an ACSF of Category C, to a type of road where an ACSF of Category C is not permitted, the system shall be deactivated automatically (**off mode**)."

Paragraph 5.6.4.5.6., amend to read:

- "5.6.4.5.6. The system shall provide a means of detecting that the driver is holding the steering control and shall warn the driver in accordance with the warning strategy below:

If, after a period of no longer than 3s after the initiation of the lane change procedure **and before the start of the lane change manoeuvre**, the driver is not holding the steering control, an optical warning signal shall be provided. This signal shall be the same as the signal specified in paragraph 5.6.2.2.5. above.

The warning signal shall be active until the driver is holding the steering control, or until the system is deactivated, either manually or automatically **according to 5.6.4.6.8."**
