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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on Automated/Autonomous and Connected Vehicles\*****Fifth session**

Geneva, 10-14 February 2020

Item 6 (a) of the provisional agenda

**UN Regulation No. 79****Automatically Commanded Steering Function****Proposal for a Supplement to the 03 series of amendments to  
UN Regulation No. 79 (Steering equipment)****Submitted by the expert from the European Association for  
Electromobility \*\***

The text reproduced below was prepared by the expert from the European Association for Electromobility (AVERE) introducing an amendment to UN Regulation No. 79. It is aimed at clarifying the text of the Regulation. It is based on ECE/TRANS/WP.29/GRVA/2019/26. The modifications to the existing text of the Regulation are marked in bold for new and strikethrough for deleted characters.

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\* Formerly: **Working Party on Brakes and Running Gear (GRRF)**.

\*\* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

Paragraph 5.6.4.6.7., amend to read:

"5.6.4.6.7. The direction indicator shall remain active throughout the whole period of the lane change manoeuvre and shall be **automatically** deactivated by the system no later than 0.5 seconds after the resumption of ACSF of Category B1 lane keeping function as described in paragraph 5.6.4.6.6. above. **Automatic deactivation by the system of the direction indicator is required only if the lane change manoeuvre is initiated automatically, or if the direction indicator control is not fully engaged (latched position) during the lane change manoeuvre.**"

## II. Justification

1. Following analysis of driver behaviour, we propose to modify paragraph 5.6.4.6.7. This proposal ensures consistency in expected behaviour between vehicles with and without ACSF of Category C systems. Having fully engaged the direction indicator, the driver would expect to manually deactivate the direction indicator upon completion of the lane change.

2. An informal document will be submitted for consideration by the Contracting Parties which will reflect the changes proposed in this document in view of ECE/TRANS/WP.29/GRVA/2019/24 which was adopted in the September GRVA session.

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