

Transitional provisions for LKAS as finalized by the LKAS adhoc group

Draft amendments to document GRRG/2015/XXX (LKAS informal group). This document is presented by the Chair of the LKAS informal group for introducing transitional provisions into the document GRRF/2015/XXX. The changes to the text of the current regulation are indicated in strike-through and bold characters.

I. Proposal

Insert a new paragraph 12., to read:

- “12 Transitional provisions**
- 12.1. As from the official date of entry into force of the 02 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 02 series of amendments.**
- 12.2 For vehicles of categories M1 and N1, as from [1 September 2015/2017/2018/2019 (00/12/24/36 months)], Contracting Parties applying this UN Regulation shall grant UN type approvals only if the vehicle type to be approved meets the requirements of this UN Regulation as amended by the 02 series of amendments.**
- 12.3. For vehicles of categories M2, N2, M3 and N3, as from 1 September 2020 (48 months), Contracting Parties applying this UN Regulation shall grant UN type approvals only if the vehicle type to be approved meets the requirements of this UN Regulation as amended by the 02 series of amendments.**
- 12.4. For vehicles of categories M1 and N1, As from [1 September 2019/21 (36/60 months)], Contracting Parties applying this Regulation shall not be obliged to accept, for the purpose of national or regional type approval, a vehicle type approved to the preceding (01) series of amendments to this Regulation.**
- 12.5. For vehicles of categories M2, N2, M3 and N3, As from [1 September 2021 (60 months)], Contracting Parties applying this Regulation shall not be obliged to accept, for the purpose of national or regional type approval, a vehicle type approved to the preceding (01) series of amendments to this Regulation.**
- 12.6 Contracting Parties applying this UN Regulation shall not refuse to grant extensions of UN type approvals for existing types which have been granted according to the preceding series of amendments to this UN Regulation.”**

II. Justification:

1. The adhoc group on LKAS tasked Industry to construct relevant transitional provisions for the introduction of LKAS into UN R79.
2. Industry finds necessary to profit of a lead time of 36 months for such quickly evolving technology. The development of the next generation of LKAS is indeed already well advanced, and it would be detrimental to the safe introduction of this

new technology to require conformance earlier than 36 months after it is regulated by the amended text.

3. D and NL propose 0 months for New Types (paragraph 12.2.) because the new requirements are at interpretation level and as far as they know, all the systems on the market fulfil the new requirements and transitional provisions would allow systems not fulfilling the new requirements. Those systems not fulfilling the new requirements are at a too low safety level.
4. The proposed transitional provisions focus on the new types of vehicle, in order to permit the current production, when equipped with a system corresponding to the definition of LKAS, to continue to be accepted with their current Type Approval.
5. Date for existing types was requested by the adhoc group