

Proposal for revised Terms of Reference for the IWG on ACSF

Based on Annex VI of the report of the Working Party on Brakes and Running Gear on its eighty-fourth session (ECE/TRANS/WP.29/GRRF/84)

I. Terms of Reference

1. The Informal Working Group (IWG) on Automatically Commanded Steering Function technology (ACSF) shall review the requirements and limitations associated with ACSF as defined in UN Regulation No. 79. It shall prepare a draft regulatory proposal regarding advances in control system technology and the transport opportunities provided by the Vienna and Geneva Conventions.
2. The IWG shall address the following issues:
 - (a) Review the current speed limitation (10 km/h) with the purpose of permitting ACSF functionality during interurban journeys.
 - (b) Define Human Machine Interface (HMI) requirements for communicating between ACSF-system and the driver (e.g. system status, malfunction, transition).
 - (c) Define requirements to enable the evaluation of ACSF during periodic technical inspection.
 - (d) Outstanding issues identified during the eighty-second session of GRRF shall be addressed (e.g. ESF).

Constraints:

- (a) The driver shall be able to activate and deactivate the system.
- (b) The driver shall, at all times, be able to override the system.
3. The group will focus on systems for vehicles of categories N and M.
4. The group should take full account of existing data and research in developing its regulatory proposals. It should consider pre-existing standards (e.g. ISO, SAE and JSAE) and Regulations from other territories for ACSF developing its proposals.
5. As a first step, the target completion date for the informal group's work for less complex ACSF categories shall be the eighty-second session of GRRF in September 2016 (See ECE/TRANS/WP.29/GRRF/2016/45 as amended). Note: Corrective Steering Function (CSF), ACSF of Categories A and B1 were adopted by WP.29 in March 2017.
6. As second step the target completion date for the IWG work on the ACSF category which includes a function of a single manoeuvre (C~~+~~ and ESF) when commanded by the driver shall be the eighty-fifth GRRF (special session) in December 2017.
7. And then the target completion date for the IWG work on automated lane keeping function on highway ~~[on ACSF Category B2 and on further consideration whether ACSF Category C2 is necessary]~~ shall be the ~~second eighty-eighth~~ session of GRVA in January ~~GRRF in February~~ 2019.
8. The IWG will make recommendations as to whether the requirements for automated lane keeping technology could be introduced as a further amendment to UN Regulation 79 or should be introduced in a new UN Regulation. The final decision on regulatory proposals remains with WP.29 and the Contracting Parties.

II. Rules of Procedure

9. The IWG is a subgroup of GRRF and GRVA, and is open to all participants of GRRF and GRVA.
 10. Two Co-Chairs and a Secretary shall manage the IWG.
 11. The official language of the IWG is English.
 12. All documents and/or proposals shall be submitted to the Secretary of the IWG in a suitable electronic format in advance of the meeting. The group may refuse to discuss any item or proposal which has not been circulated ten working days in advance.
 13. An agenda and related documents is circulated to all members of the informal group in advance of all scheduled meetings.
 14. Decisions are reached by consensus. When consensus cannot be reached, one of the Co-Chairs of the group shall present the different points of view to GRRF and GRVA. The Co-Chairs may seek guidance from GRRF and GRVA as appropriate.
 15. The progress of the IWG will be routinely reported to GRRF and GRVA – wherever possible as an informal document and presented by the Co-Chairs or one of their representatives.
 16. All documents shall be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the dedicated website.
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