

**Proposal for corrigendum to document ECE/TRANS/WP.29/GRE/2009/33  
(Proposal for Supplement 5 to Regulation No.48)**

A. PROPOSAL

Paragraph 6.25.7., amend to read:

6.25.7. Electrical connections \*/

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\*/ **Compliance with these requirements shall be demonstrated by the applicant, by simulation or other means of verification accepted by the Technical Service responsible for type approval.**

*The reference to further footnote will be renumbered accordingly.*

Paragraph 6.25.7.5., amend to read:

6.25.7.5. The rear-end collision alert signal may only be activated under the following conditions:

.....  
.....

"TTC ( Time to collision )": means the estimated time for a vehicle with rear-end collision alert signal and a following vehicle to collide assuming the relative speed at the time of estimation remains constant.

~~Even if the conditions are fulfilled, the signal shall not be activated if the estimated trajectory of the following vehicle indicates that no collision with the leading vehicle with rear end collision alert signal is possible.~~

B. JUSTIFICATION

Paragraph 6.25.7.:

In order for the Type Approval Authority to check the proper activation of RECAS, this footnote should be inserted in the proposal. It applies to all sub-paragraphs of 6.25.7. which set the minimum requirements for the operation of the system.

The wording of this footnote is similar to some provisions already existing in ECE48, e.g. in paragraph 6.2.7.

Paragraph 6.25.7.5.:

The last sentence of this paragraph can be deleted. This provision was initially included as a precaution but is finally not necessary: in the case described Time To Collision equals the infinity, the detection system activating RECAS should detect that the following vehicle will not collide with the leading vehicle.

page 2

According to the new footnote to paragraph 6.25.7., the manufacturers will demonstrate the appropriate operation of the system.

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