

E/ECE/324  
E/ECE/TRANS/505

Rev.2/Add.LDWS

5 November 2009

## **AGREEMENT**

**CONCERNING THE ADOPTION OF UNIFORM TECHNICAL PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES AND THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS GRANTED ON THE BASIS OF THESE PRESCRIPTIONS \*/**

(Revision 2, including the amendments which entered into force on 16 October 1995)

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### **Addendum XXX: Regulation No. LDWS+1**

Date of entry into force: XXX

**UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLES WITH REGARD TO THE LANE DEPARTURE WARNING SYSTEM**



**UNITED NATIONS**

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\*/ Former title of the Agreement:

Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

GE.08-



AEBS/LDWS-TF02-04

Regulation No. LDWS

UNIFORM PROVISIONS CONCERNING THE APPROVAL OF MOTOR VEHICLES  
WITH REGARD TO THE LANE DEPARTURE WARNING SYSTEM

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1. SCOPE AND PURPOSE

- 1.1. This Regulation applies to the lane departure warning system of vehicles of category M<sub>2</sub>, N<sub>2</sub>, M<sub>3</sub> and N<sub>3</sub><sup>1/</sup>.
- 1.2. Vehicles of other categories may be approved at the request of the manufacturer.

*Proposal by Japan (AEBS/LDWS-02-07):*

*Replace the wording of point 1.2 by the following:*

- 1.2.** Contracting Parties may mandate fitment of LDWS to specific category among M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub> in their territory. In this case, at the time of application of this Regulation, Contracting Parties shall notify to the Secretary-General of the United Nations that they intend to mandate the fitment of LDWS specified in this regulation in their territory for which vehicle.

**Justification**

**Since the traffic accident situation in each country may differ, any Contracting Party may prefer mandating the fitment of LDWS specified by the technical requirement of this regulation to the specific vehicle. To achieving this demand under the mutual recognition under 1958 agreement, if Contracting Party want to require to install LDWS to the specific vehicle, it is necessary to declare it to other Contracting Party beforehand. This amendment proposal is based on ECE116 and document ECE/TRANS/WP.29/2009/129.**

*TF02:*

2. DEFINITIONS

For the purposes of this Regulation:

- 2.1. "Approval of a vehicle type" means the full procedure whereby a Contracting Party to the Agreement certifies that a vehicle type meets the technical requirements of this Regulation;

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<sup>1/</sup> As defined in Annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/WP.29/78/Rev.1/Amend.2, as last amended by Amend.4).

- 2.2. “Vehicle type with regard to its Lane Departure Warning System” means a category of vehicles which do not differ in such essential respects as:
- (a) the manufacturer's trade name or mark,
  - (b) vehicle features which significantly influence the performances of the Lane Departure Warning System,
  - (c) the type and design of the Lane Departure Warning System.
- 2.3. “Lane Departure Warning System (LDWS)” means a system to warn the driver of an unintentional drift of the vehicle out of its travel lane.
- 2.4. “Lane” means the area of roadway that a vehicle would be expected to travel along in the absence of any obstruction without the driver’s desire to change the path of travel.
- 2.5. “Visible lane marking” means delineators intentionally placed on the borderline of the lane that are directly visible by the driver while driving (e.g. not covered by snow, etc.).
- 2.6. “Lane boundary” means the borderline of the lane that is determined by a visible lane marking and in the absence of a visible lane marking by incidental visible road features or other means such as GPS, electromagnetic nails, etc. In the case of a visible lane marking, the boundary shall be at the centre thereof.

*Proposal by Japan (AEBS/LDWS-02-07):*

*Amend the wording of point 2.6 as follows:*

- 2.6. “Lane boundary” means the borderline of the lane that is determined by a visible lane marking ~~and in the absence of a visible lane marking by incidental visible road features or other means such as GPS, electromagnetic nails, etc. In the case of a visible lane marking, the boundary shall be at the centre thereof.~~

**Justification**

**Considering the current road station, it is not necessary to mention such a special case.**

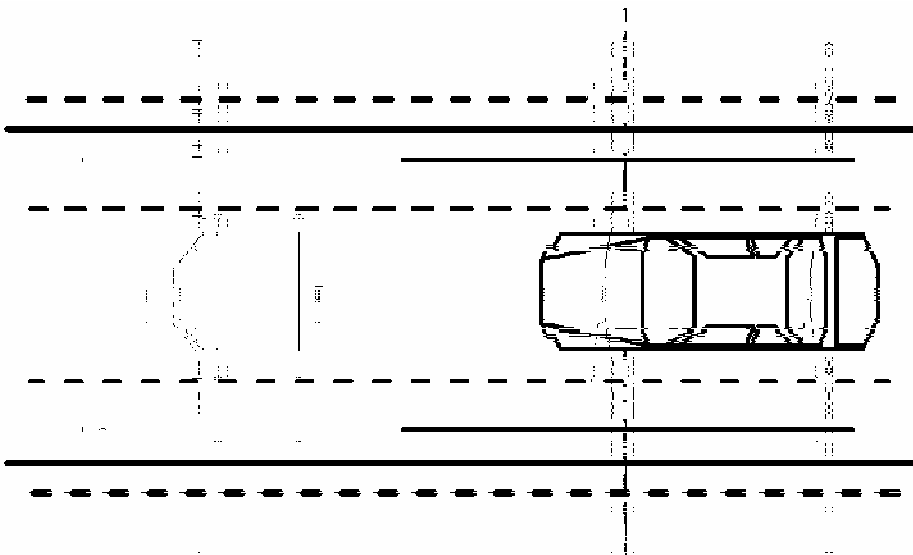
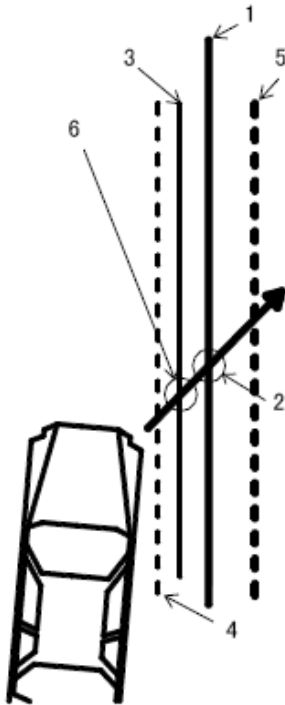
*PM: outcome discussions at TF01:*

Proposal by Japan accepted

*TF02:*

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- 2.7. "Rate of departure" means the subject vehicle's approach velocity at a right angle to the lane boundary at the warning issue point.
- 2.8. "Latest warning line" means the outermost limit of the warning threshold.
- 2.11. Explanatory schemes



### 3. APPLICATION FOR APPROVAL

- 3.1. The application for approval of a vehicle type with regard to the LDWS shall be submitted by the vehicle manufacturer or by his authorized representative.
- 3.2. It shall be accompanied by the documents mentioned below in triplicate and include the following particulars:
  - 3.2.1. a description of the vehicle type with regard to the items mentioned in paragraph 5., together with dimensional drawings. The numbers and/or symbols identifying the vehicle type shall be specified; and
  - 3.2.2. particulars of the primary reference marks in sufficient detail to enable them to be readily identified and the position of each in relation to the others and to the "R" point verified.
- 3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Technical Service conducting the approval tests.

### 4. APPROVAL

- 4.1. If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of paragraph 5. below, approval of that vehicle shall be granted.
- 4.2. An approval number shall be assigned to each type approved; its first two digits (00 for the Regulation in its initial form) shall indicate the series of amendments incorporating the most recent major technical amendments made to the Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to the same vehicle type equipped with another type of field of vision, or to another vehicle type.
- 4.3. Notice of approval or of refusal or withdrawal of approval pursuant to this Regulation shall be communicated to the Parties to the Agreement which apply this Regulation by means of a form conforming to the model in Annex 1 and photographs and/or plans supplied by the applicant being in a format not exceeding A4 (210 x 297 mm), or folded to that format, and on an appropriate scale.
- 4.4. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark conforming to the model described in Annex 2, consisting of:



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- 4.4.1 a circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval 2/;
- 4.4.2. the number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the circle prescribed in paragraph 4.4.1. above.
- 4.5. If the vehicle conforms to a vehicle type approved under one or more other Regulations, annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1. need not be repeated; in such a case, the Regulation and approval numbers and the additional symbols shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1. above.
- 4.6. The approval mark shall be clearly legible and be indelible.
- 4.7. The approval mark shall be placed close to or on the vehicle data plate.

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2/ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Serbia, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa, 48 for New Zealand, 49 for Cyprus, 50 for Malta, 51 for the Republic of Korea, 52 for Malaysia, 53 for Thailand, 54 and 55 (vacant) and 56 for Montenegro. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.

5. SPECIFICATIONS

5.1. General

5.1.1. Subject to the requirements of paragraph 12, any vehicle fitted with a LDWS complying with the definition of paragraph 2.3 shall meet the performance requirements contained in paragraphs 5.1 to 5.4 of this regulation.

5.1.2. Any LDWS fitted on a vehicle shall comply with the requirements of Regulation No. 10 on electromagnetic interferences.

5.2. Performance requirements

5.2.1. When tested in the conditions of paragraphs 6.1. to ~~6.4~~ ~~6.3.~~, the LDWS shall:

5.2.1.1. provide the driver with the warning specified in paragraph 5.4.1. when tested in accordance with the provisions of paragraph 6.5. (departure warning test), and

5.2.1.2. provide the driver with the warning specified in paragraph 5.4.2. when tested in accordance with the provisions of paragraph 6.6. (malfunction detection test).

Result from TF01:

*New point 5.2.1.3 proposed:*

“5.2.1.3. The warning mentioned in para 5.2.1.1. above may be suppressed when there is an on-board indication of the driver’s intention to change lane.” + editorial improvements

TF02:

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- 5.2.2. The AEBS shall be active at least at vehicle speeds above 60 km/h, unless manually de-activated as per paragraph 5.3. below.

*Proposal by Japan (AEBS/LDWS-02-07):*

*Amend the wording of point 5.2.2 as follows:*

- 5.2.2. The LDWS shall be active at least at vehicle speeds above [60 km/h], unless manually de-activated as per paragraph 5.3. below.

**Justification**  
Appropriate value to be discussed.

*See also action point from TF01:*

- Japan to provide input concerning the test speed.

*TF02:*

- 5.3. When a vehicle is equipped with a means to disable the LDWS function, the following conditions shall apply as appropriate:
- 5.3.1. The LDWS function shall be automatically reinstated at the initiation of each new ignition cycle.
- 5.3.2. A constant optical warning signal shall inform the driver that the LDWS function has been disabled. The yellow warning signal specified in paragraph 5.4.2 below may be used for this purpose.

5.4. Warning indication

5.4.1. The lane departure warning referred to in paragraph 6.5. shall be by means of an easily perceivable haptic and/or audible warning signal.

*Proposal by Japan (AEBS/LDWS-02-07):*

*Amend the wording of point 5.4.1 as follows:*

5.4.1. The lane departure warning referred to in paragraph 6.5. shall use at least two means among audible, haptic and optical warning signals ~~be by means of an easily perceivable haptic and/or audible warning signal.~~

**Justification**

**From general HMI principle (it will be discussed at the ITS informal group in this September.) point of view, the warning signal for leaving very little margin for driver's maneuver delay or error should have more than one means.**

*PM: state of discussions in TF01:*

5.4.1. The lane departure warning referred to in paragraph 6.5. shall be by means of an easily perceivable [haptic and/or audible] [at least two means among audible, haptic and optical] warning signal.

Subject to discussions at ITS informal group.

5.4.2. The malfunction warning referred to in paragraph 6.6. shall be by means of a [yellow] optical warning signal.

Conclusion: keep "yellow" in brackets

*TF02:*

5.4.2. The malfunction warning referred to in paragraph 6.6. shall be by means of a [yellow] optical warning signal.

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5.4.3. Any LDWS optical warning signal shall be activated either when the ignition (start) switch is turned to the "on" (run) position or when the ignition (start) switch is in a position between the "on" (run) and "start" that is designated by the manufacturer as a check position (bulb check). This requirement does not apply to tell-tales shown in a common space.

5.4.4. The optical warning signals shall be visible even by daylight; the satisfactory condition of the signal must be easily verifiable by the driver from the driver's seat.

6. TEST PROCEDURE

6.1. Test conditions

6.1.1. The test shall be performed on a flat asphalt or concrete surface.

*PM: outcome discussion TF01:*

6.1.1. The test shall be performed on a flat, dry asphalt or concrete surface.

Conclusion: support for adding "dry"

*PM: action point from TF01:*

- All Contracting Parties are kindly invited to verify their proving ground capabilities in terms of testing the systems performance on curved roads. As a reminder, 2 km can be considered a standard highway radius of curvature, and 250 m is considered the radius of curvature of a tight curve on motorways.

*TF02:*

6.1.2. The ambient temperature shall be between 0° C and 45° C.

6.1.3. Visible lane markings

6.1.3.1. The markings of the test location shall be in a good condition.

PM: action point from TF01:

- USA to propose a draft description of “good condition” of the markings of the test location, and some relevant criteria for the definition of markings

TF02:

6.1.3.2. The left edge road marking pattern shall be a continuous line parallel to the axis of the road.

6.1.3.3. The left edge road marking width shall be at least 0,2 m.

6.1.3.4. The centre line road marking pattern shall be 2,5 m segments separated by 10 m voids.

6.1.3.5. The centre line road marking width shall be at least 0,15 m.

6.1.3.6. The right edge road marking pattern shall be a continuous line parallel to the axis of the road.

6.1.3.7. The right edge road marking width shall be at least 0,2 m.

PM: outcome discussion inTF01:

critierion for definition of marking to be discussed in a wide group

TF02:

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6.1.4. The horizontal visibility range shall be greater than 1 km.

*PM: action point from TF01:*

- OICA and UK to provide draft proposal for a clear wording concerning the “horizontal visibility range” of the test location

*Proposal by Dr. Trost (LDWS/AEBS-TF02-08):*

**Proposals for considering the “horizontal visibility range” issue for LDWS system regulation.**

Any subsequent proposals for the visibility issue should take into account two aspects: any overhead costs on homologation testing should be avoided.

A direct measurement of visibility adds costs in timing and infrastructure requirements and may even hinder the progress of a test, even where the system is able to operate in poor visibility. However, testing under unrealistic conditions should not be a Regulation requirement.

Therefore I would, instead of regulating the test visibility explicitly, suggest the use of one of the following proposals.

1) Don't specify the visibility at all.

2) Use an indirect visibility specification such as:

The test should be performed under visibility conditions that allow safe driving at the required test speed.

*Justification:*

Regulating the visibility would mean referring a special technical requirement for LDWS systems. An infrared sensor based approach may present different limitations on visibility than that needed by a video based approach.

Therefore the regulation should not specify the visibility directly but by a general test requirement along with the test speed. As long as it is safe to operate at test speed, the LDWS system has to be able to function. Therefore testing will not be performed during extreme fog, rain or snowfall, whilst under all other conditions, the currently available systems will not have problems.

*TF02:*

6.2. Accuracy of the measurements

6.2.1. Distances shall be measured with an accuracy of +/- 5%.

6.2.2. Speeds shall be measured with an accuracy of +/- 5%.

6.2.3. Time and delays shall be measured with an accuracy of +/- 1%.

6.3. Test course

The course shall be a segment of straight road of sufficient length in order to maintain a minimum vehicle speed of 60 km/h to allow drifting out of the lane at a rate of departure comprised between 0 m/s and 0,8 m/s.

*Proposal by Japan (AEBS/LDWS-02-07):*

*Amend the wording of point 6.3 as follows:*

6.3. Test course

The course shall be a segment of straight road of sufficient length in order to maintain a minimum vehicle speed of [60 km/h] to allow drifting out of the lane at a rate of departure comprised between 0 m/s and 0,8 m/s.

**Justification**

**Appropriate value to be discussed.**

*See also action point from TF01:*

- (1) Japan to provide input concerning the test speed.

*PM: action point from TF01:*

- UK to provide a draft text for “drifting” rate and speed.

*TF02:*



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6.4. Vehicle conditions

6.4.1. Test weight

The vehicle may be tested at any condition of load, the distribution of the mass among the axles being that stated by the vehicle manufacturer without exceeding any of the maximum permissible mass for each axle. No alteration shall be made once the test procedure has begun.

6.4.2. The LDWS shall be installed and configured in accordance with the instructions provided by the vehicle manufacturer. In the case where the LDWS is equipped with a user-adjustable warning threshold, each test shall be performed twice: once with the warning threshold set at its earliest setting, and once with the warning threshold set at its latest setting. No alteration shall be made once the test procedure has begun.

6.5. Lane departure warning test

*PM: action point from TF01:*

CLEPA to provide draft wording for the lane departure warning test to reflect the outcome of the discussions at the September 09 TF meeting in Bonn.

*TF02:*

6.5.1. With the vehicle stationary and the ignition locking system in the "Lock" or "Off" position, activate the ignition locking system to the "On" or "Run" position. The LDWS shall perform a check of lamp function as specified in paragraph 5.4.3. of this Regulation.

*PM: outcome discussions at TF01:*

CLEPA to provide draft text to align wording with point 5.4.3.

*TF02:*

6.5.2. Drive the vehicle, enter the vehicle the course and smoothly track the lane so that the posture of the vehicle is stable. Gently drift off the vehicle inside and outside of the course while moving along the road at the speed of [60 km/h] +/- 5 km/h.

Proposal by Japan (AEBS/LDWS-02-07):

*Put the value of 60 km/h in square brackets:*

**Justification**  
**Appropriate value to be discussed.**

TF02:

Steer the vehicle so as to gently depart from the lane at a rate of departure comprised between 0,1 m/s and 0,3 m/s for four tests to the left and four tests to the right.

Steer the vehicle so as to gently depart from the lane at a rate of departure comprised between 0,6 m/s and 0,8 m/s for four tests to the left and four tests to the right.

A total of 16 trials shall be performed as shown in the table 1 below:

Rate of departure	Departure to the left	Departure to the right
0,1 m/s to 0,3 m/s	Four trials	Four trials
0,6 m/s to 0,8 m/s	Four trials	Four trials

**Table 1**

PM: outcome discussions at TF01:

2 tests accepted:

A total of 2 tests shall be performed as shown in the table 1 below:

Rate of departure	Departure to the left	Departure to the right
0,1 m/s to 0,8 m/s	1 test	1 test

TF02:

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- 6.5.3. The LDWS shall provide the lane departure warning indication mentioned in paragraph 5.4.1. at the latest when the outside of the tyre of the vehicle's front wheel crosses a line [0,3 m] exterior to the outside of the visible lane marking.

Proposal by Japan (AEBS/LDWS-02-07):

*Put the value of 0,3 m in square brackets:*

**Justification**  
**Appropriate value to be discussed.**

PM: outcome discussion TF01

J: 0,3 m should be in [ ]

Conclusion: OK

TF02:

- 6.5.4. If the LDWS did not provide the lane departure warning indication as mentioned in paragraph 6.5.3. above, discontinue the test.

PM: outcome discussions at TF01:

Conclusion: Para 6.5.4 to be deleted

TF02:

6.6. Malfunction detection

- 6.6.1. Simulate a LDWS malfunction, for example by disconnecting the power source to any LDWS component or disconnecting any electrical connection between LDWS components. When simulating a LDWS malfunction, the electrical connections for the telltale lamps shall not be disconnected.

- 6.6.2. With the vehicle stationary and the ignition locking system in the "Lock" or "Off" position, activate the ignition locking system to the "On" or "Run" position. The LDWS shall perform a check of lamp function as specified in paragraph 5.4.3. of this Regulation
- 6.6.3. Drive the vehicle for up to 60 minutes along any portion of the test course.
- 6.6.4. The sum of the total cumulative drive time under paragraph 6.6.3. shall be the lesser of 60 minutes or the time at which the LDWS malfunction telltale illuminates in accordance with paragraph 5.4.2.
- 6.6.5. If the LDWS malfunction indicator did not illuminate in accordance with paragraph 5.4.2. as required, discontinue the test.

## 7. MODIFICATION OF VEHICLE TYPE AND EXTENSION OF APPROVAL

- 7.1. Every modification of the vehicle type as defined in paragraph XXXX above shall be notified to the Administrative Department which approved the vehicle type. The department may then either:
- 7.1.1. consider that the modifications made do not have an adverse effect on the conditions of the granting of the approval and grant an extension of approval;
- 7.1.2. consider that the modifications made affect the conditions of the granting of the approval and require further tests or additional checks before granting an extension of approval.
- 7.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3. above to the Contracting Parties to the Agreement which apply this Regulation.
- 7.3. The Competent Authority shall inform the other Contracting Parties of the extension by means of the communication form which appears in Annex 2 to this Regulation. It shall assign a serial number to each extension, to be known as the extension number.

## 8. CONFORMITY OF PRODUCTION

- 8.1. Procedures concerning conformity of production shall conform to the general provisions defined in Appendix 2 to the Agreement (E/ECE/324-E/ECE/TRANS/505/Rev.2) and meet the following requirements:
- 8.2. A vehicle approved pursuant to this Regulation shall be so manufactured as to conform to the type approved by meeting the requirements of paragraph 5. above;

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8.3. The Competent Authority which has granted approval may at any time verify the conformity of control methods applicable to each production unit. The normal frequency of such inspections shall be once every two years.

9. PENALTIES FOR NON-CONFORMITY OF PRODUCTION

9.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirements laid down in paragraph 8. above are not complied with.

9.2. If a Contracting Party withdraws an approval it had previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation by sending them a communication form conforming to the model in Annex 1 to this Regulation.

10. PRODUCTION DEFINITELY DISCONTINUED

If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he shall so inform the authority which granted the approval, which in turn shall forthwith inform the other Contracting Parties to the Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.

11. NAMES AND ADDRESSES OF THE TECHNICAL SERVICES RESPONSIBLE FOR CONDUCTING APPROVAL TESTS AND OF ADMINISTRATIVE DEPARTMENTS

The Contracting Parties to the Agreement applying this Regulation shall communicate to the United Nations Secretariat the names and addresses of the Technical Services responsible for conducting approval tests and of the Administrative Departments which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval are to be sent.

12. INTRODUCTORY PROVISIONS

12.1. As from the date of entry into force of this Regulation, Contracting Parties applying this Regulation shall not:

(a) Refuse to grant ECE approval for a type of vehicle under this Regulation; or

(b) Prohibit the sale or entry into service of a vehicle

if the vehicle falls within the scope of this Regulation and complies with the requirements of this Regulation.



Annex 1

COMMUNICATION

(Maximum format: A4 (210 x 297 mm))



issued by :

Name of administration:

.....  
.....  
.....

concerning: 2/

- APPROVAL GRANTED
- APPROVAL EXTENDED
- APPROVAL REFUSED
- APPROVAL WITHDRAWN
- PRODUCTION DEFINITELY DISCONTINUED

of a type of vehicle with regard to the lane departure warning system pursuant to Regulation No. LDWS

Approval No.: ..... Extension No.: .....

1. Trademark: .....
2. Type and trade name(s): .....
3. Name and address of manufacturer: .....
4. If applicable, name and address of manufacturer's representative: .....  
.....
5. Brief description of vehicle: .....
6. Data to enable the identification of reference point "R" of the seating position designated for the driver in relation to the primary reference marks: .....  
.....
7. Identification, place and relative positions of the primary reference marks: .....
8. Date of submission of vehicle for approval: .....
9. Technical Service performing the approval tests: .....

10. Date of report issued by that service: .....
11. Number of report issued by that service: .....
12. Approval with regard to the LDWS is granted/refused: 2/ .....
13. Place: .....
14. Date: .....
15. Signature: .....
16. Annexed to this communication are the following documents, bearing the approval number indicated above:  
..... dimensional drawings  
..... exploded view or photograph of the passenger compartment
17. Any remarks: .....

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1/ Distinguishing number of the country which has granted/extended/refused/withdrawn an approval (see approval provisions in the Regulation).

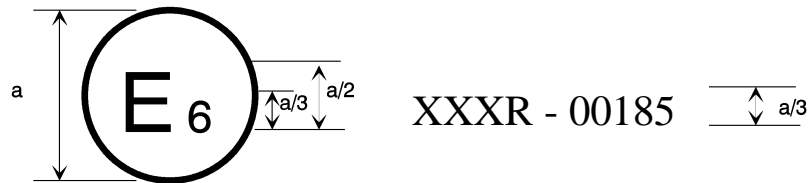
2/ Delete what does not apply.



Annex 2

ARRANGEMENTS OF APPROVAL MARKS

(see paragraphs 4.4. to 4.4.2. of this Regulation)



a = 8 mm min

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Belgium (E6) with regard to the LDWS pursuant to Regulation No. LDWS. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of Regulation No. XXX in its original form.

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