

28 October 2016

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)

Addendum 129 – Regulation No. 130

Amendment 1

Supplement 1 to the original version of the Regulation – Date of entry into force: 8 October 2016

Uniform provisions concerning the approval of motor vehicles with regard to the Lane Departure Warning System (LDWS)

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2016/6 (as amended by paragraph 59 of the report ECE/TRANS/WP.29/1120).



UNITED NATIONS

* 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.

Insert a new introduction, to read:

"Introduction

The intention of this Regulation is to establish uniform provisions for Lane Departure Warning Systems (LDWS) fitted to motor vehicles of the categories M₂, M₃, N₂ and N₃¹ primarily used under highway conditions.

These vehicle categories will benefit from the fitment of a LDWS, especially in the field of monotonous driving situations. The benefit of such system installation is to support a distracted or drowsy driver by warning if the vehicle is unintentionally leaving the lane.

While, in general, those vehicle categories will benefit from the fitment of a LDWS, there are subgroups where the benefit is rather uncertain because they are primarily used in other conditions than highway conditions (e.g. buses with standing passengers i.e. Classes I, II and A, off-road vehicles¹, construction vehicles, special purpose vehicles, etc.). Regardless from the benefit, there are other subgroups where the installation of LDWS would be technically difficult (e.g. on vehicles equipped with split windshields, asymmetrical cabs, windshield of high thickness, front hood vehicles, vehicles with front mounted equipment, etc.).

The system shall automatically detect unintentional drift of the vehicle out of its travel lane and warn the driver.

The system shall provide a warning, so that an inattentive driver is made aware of a critical situation.

The Regulation cannot include all the traffic conditions and infrastructure features in the type-approval process. Actual conditions and features in the real world should not result in false warnings to the extent that they encourage the driver to switch the system off.

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- ¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.4, para. 2 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html "

Insert new paragraph 5.1.2., to read:

"5.1.2. The effectiveness of LDWS shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by fulfilling the technical requirements and respecting the transitional provisions of Regulation No. 10 by applying:

- (a) The 03 series of amendments for vehicles without a coupling system for charging the Rechargeable Energy Storage System (traction batteries);
 - (b) The 04 series of amendments for vehicles with a coupling system for charging the Rechargeable Energy Storage System (traction batteries)."
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