



Economic and Social Council

Distr.: General
2 September 2021

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

185th session

Geneva, 23-25 November 2021

Item 4.7.9. of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRSG

Proposal for Supplement 1 to the original version of UN Regulation No. 159 (Moving Off Information Systems)

Submitted by the Working Party on General Safety Provisions *

The text reproduced below was adopted by the Working Party on General Safety Provisions at its 121st session, held in April 2021 (ECE/TRANS/WP.29/GRSG/100, para. 49). It is based on ECE/TRANS/WP.29/GRSG/2021/6, as complemented by GRSG-121-10. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and the Administrative Committee of the 1958 Agreement (AC.1) for consideration and vote at their November 2021 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in proposed programme budget for 2021 (A/75/6 (part V sect. 20) para 20.51), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



Paragraph 5.2.2.3.3., amend to read:

"5.2.2.3.3. When performing a turning maneuver, the MOIS detection strategy may be adjusted. It is not required to adjust the sensors to the steering angle. The detection adjustment strategy shall be explained in the information referred to in paragraph 6.1. The Technical Service may verify the operation of the system according to the strategy."

Paragraph 5.5.1., amend to read:

"5.5. System initialization

5.5.1. If the MOIS has not been initialized after a cumulative driving time of 15 seconds above a speed of 0 km/h, information of this status shall be indicated to the driver. This information shall exist until the system has been successfully initialized."

Paragraph 5.8.3., amend to read:

"5.8.3. The MOIS failure warning signal shall be activated with the activation of the vehicle master control switch. This requirement does not apply to failure warning signals shown in a common space."

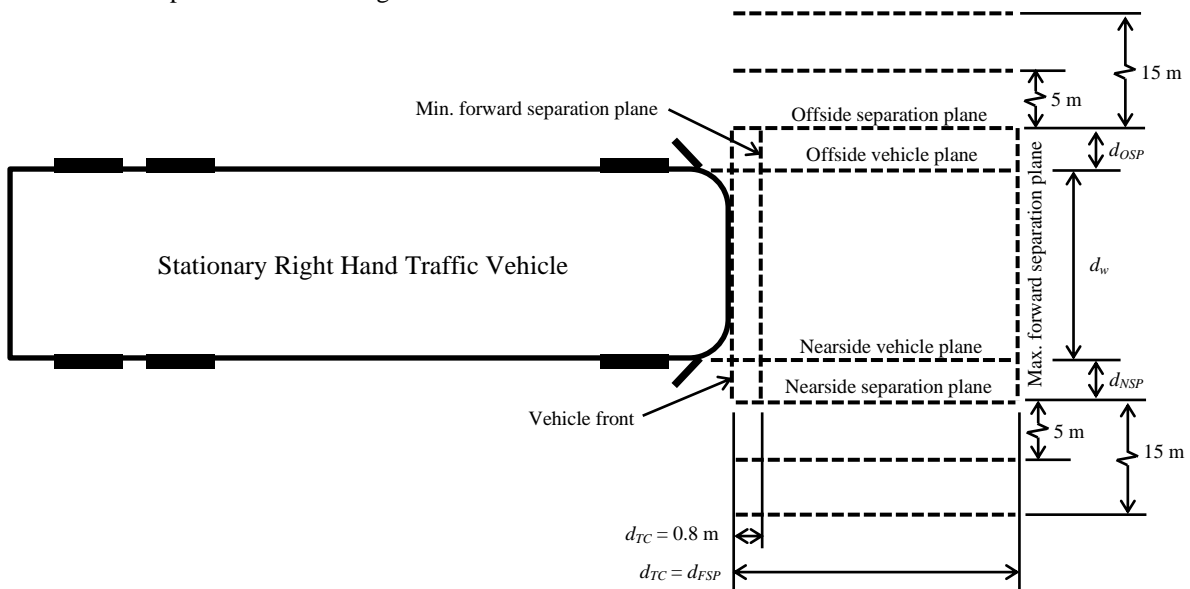
Paragraph 6.4.1., amend to read:

"6.4.1. With the vehicle stationary check that the optical failure warning signals comply with the requirements of paragraph 5.8 above."

Appendix 1, amend to read:

"Appendix 1

Figure 1
Set Up for Static Crossing Tests



Where the following definitions apply:

d_w vehicle width.

d_{NSP} the distance from the nearside vehicle plane to the nearside separation plane, defined as 0.5 m.

d_{OSP} the distance from the offside vehicle plane to the offside separation plane, defined as 0.5 m.

d_{TC} the forward separation distance for each test case.

d_{FSP} the distance from the vehicle front to the maximum forward separation plane.

Table 1
Test Cases for Static Crossing Tests

<i>Test Case</i>	<i>Soft Target (T)</i>	<i>Test Case Distance (d_{TC})/m</i>	<i>Crossing Direction (c)</i>	<i>Soft Target Speed (v) /km/h</i>	<i>Distance to Last Point of Information (d_{LPI})/m</i>
1	Child Pedestrian	0.8	Nearside	3	d_{NSP}
2	Adult Pedestrian	d_{FSP}	Nearside	3	d_{NSP}
3	Adult Cyclist	0.8	Offside	3	d_{OSP}
4	Adult Cyclist	d_{FSP}	Nearside	5	d_{NSP}
5	Adult Pedestrian	0.8	Offside	5	d_{OSP}
6	Child Pedestrian	d_{FSP}	Offside	5	d_{OSP}

Where the following definitions apply:

d_{NSP} the distance from the nearside vehicle plane to the nearside separation plane, defined as 0.5 m.

d_{OSP} the distance from the offside vehicle plane to the offside separation plane, defined as 0.5 m.

d_{TC} the forward separation distance for each test case.

d_{FSP} the distance from the vehicle front to the maximum forward separation plane.

d_{LPI} the distance relating to the last point of information (LPI)."