

## **Proposal of Supplement 2 to the original version of UN Regulation No. 159**

### **Submitted by the experts of the IWG on VRU-Proxi**

The text reproduced below was prepared by the experts of the IWG on VRU-Proxi. The modifications to the current text of the regulation are marked in bold characters.

## **I. Proposal**

*Paragraph 5.1.1.*, amend to read:

"5.1.1. Any vehicle fitted with a MOIS complying with the definition of paragraph 2.1. above shall meet the requirements contained in paragraphs 5.2. to 5.8. of this Regulation

**When the vehicle is equipped with a means to automatically deactivate the MOIS ~~function~~ in situations such as, having street cleaning equipment, snowploughs or front loader garbage collectors attached, following ~~conditions provisions~~ shall apply as appropriate:**

**The vehicle manufacturer shall provide a list of situations and corresponding criteria where the MOIS ~~function~~ is automatically deactivated to the technical service at the time of type approval and it shall be annexed to the test report.**

**The MOIS ~~function~~ shall be automatically reactivated as soon as the conditions that led to the automatic deactivation are not present anymore.**

**A constant optical warning signal shall inform the driver that the MOIS ~~function~~ has been deactivated. The failure warning signal specified in paragraph 5.8. below may be used for this purpose."**

## **II. Justification**

1. There are some vehicle configurations for which MOIS may not work correctly (e.g.: because of the vehicle body, the vehicle use). As we do not want to exempt these vehicles as in some UN Regulations (e.g.: UN Regulations Nos. 58, 73, 151, 159). The above proposal aims at allowing these vehicles to not fulfil the requirements of the MOIS as long as they are not ready to drive off or during operation of incompatible auxiliary equipment if it is agreed by the Type Approval Authority.
  2. The approach is identical as for BSIS in Working Document ECE-TRANS-WP.29-GRSG-2022-09.
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