

Proposal for amendments to Regulation No. [xxx] (the Moving Off Information System for the Detection of Pedestrians and Cyclists)

The text was reproduced below was prepared by the experts from the VRU-Proxi Informal Working Group (VRU-Proxi) to amend the new UN Regulation on uniform provisions concerning the approval of motor vehicles with regard to the Moving Off Information System for the Detection of Pedestrians and Cyclists. The modifications to the existing text of the draft Regulation (see GRSG-118-06) are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 5.2.2.3.3., amend to read:

- “5.2.2.3.3. When performing a turning manoeuvre, 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 shall verify the operation of the system according to the strategy.~~”

VRU-Proxi#15: The Technical Service ~~shall~~ **may** verify the operation of the system according to the strategy

Paragraphs 5.4.2. to 5.4.4., amend to read:

- “5.4.2. Manual deactivation shall be through a sequence of intentional actions to be carried out by the driver, for example by requiring a single input exceeding a certain threshold of time or a double press, or two separate but simultaneous inputs.
- 5.4.2.3. It shall not be possible to manually deactivate any other system
- 5.4.3.4. When manually deactivated, it shall be possible for the driver to easily manually reactivate the MOIS.
- 5.4.4.5. When manually deactivated, the MOIS shall automatically reactivate when the vehicle master control switch is activated.”

VRU-Proxi#15: it is already modified in the Working Document 2020/122 submitted to WP29 November 2020 session

Paragraph 5.5.1., amend to read:

- “5.5. System initialisation
- 5.5.1. If the MOIS has not been **initialised** ~~calibrated~~ after a cumulative driving time of 15 seconds above a speed of 0 km/h (~~including stationary phases~~), information of this status shall be indicated to the driver. This information shall exist until the system has been successfully **initialised** ~~calibrated~~.”

VRU-Proxi#15: agreed

Paragraph 5.7.4., amend to read:

- “5.7.4. The collision warning signal shall be activated according to the manufacturer strategy. The warning strategy shall be explained in the information referred to in paragraph 6.1.

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~~— The Technical Service shall verify the operation of the system according to the strategy.~~

VRU-Proxi#15: EU does not agree as it is a strong requirement in GSR. FR agrees with EU.

Paragraph 5.8.3., amend to read:

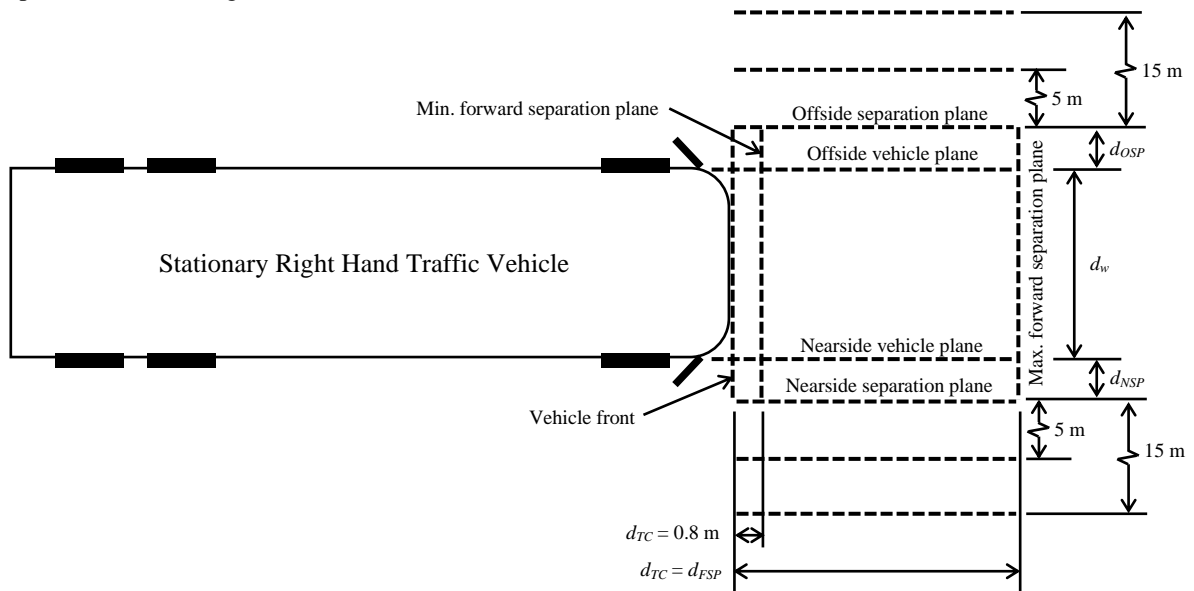
“5.8.3. The MOIS failure warning signal shall be activated with the activation of the vehicle master control switch. This requirement does not apply to ~~collision failure~~ warning signals shown in a common space ~~to the failure warning signal.~~”

VRU-Proxi#15: EU and FR agree with change of collision to failure.

Appendix 1, amend to read:

Appendix 1

Figure 1
 Set Up for Static Crossing Tests



Where the following definitions apply:

- d_w vehicle width.
- ~~$d_{25\%}$ a distance relating to 25% of the 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.
- ~~d_{LPI} the distance relating to the last point of information (LPI).~~

Table 1
Test Cases for Static Crossing Tests

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

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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).

VRU-Proxi#15: FR, EU agree.

GRSG#119 : To be submitted to GRSG October 2020 session? As there are minor changes, should we submit another document for April 2021.

EU, J would prefer to wait April 2021 session to submit a working document

II. Justification

1. Justifications for paragraph 5.2.2.3.3.: MOIS focuses on straight driving situations. As the testing procedure is not defined, this part of the requirement may lead to too many testings.
2. Justifications for paragraphs 5.4.2 to 5.4.4: Paragraph numbers modified as 5.4.2. was used twice.
3. Justifications for paragraph 5.5.1.: In VRU-Proxi#14, we agreed to use the word initialisation instead of calibration to be in line with the wording used in the AEB regulation. The MOIS (and the AEB) needs driving situations to initialise the system.
4. Justifications for paragraph 5.7.4: As the testing procedure is not defined, this part of the requirement may lead to too many testings.
5. Justifications for paragraph 5.8.3.: 5.8 deals with failure warning signals.
6. Justifications for Appendix 1.: clarifications of the definitions listed for the table 1 and figure 1.