

Proposal for amending working document GRSG/2021/4 concerning a proposal for Supplement 3 to UN Regulation No. 151 (Blind Spot Information Systems)

The text reproduced below was prepared by the experts from the VRU-Proxi Informal Working Group (VRU-Proxi) to propose an amendment to the UN Regulation on uniform provisions concerning the approval of motor vehicles with regard to the Blind Spot Information Systems. The modifications to the existing text of the draft Regulation are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 5.3.1.4., amend to read:

“5.3.1.4. The BSIS shall give an information signal at last point of information, for a bicycle moving with a speed between 5 km/h and 20 km/h, at a lateral separation between bicycle and vehicle of between 0.9 and 4.25 metres, which could result in a collision between bicycle and vehicle with an impact position 0 to 6 m with respect to the vehicle front right corner, if typical steering motion would be applied by the vehicle driver.

The information signal shall not be visible before the first point of information. It shall be given between the first point of information and the last point of information.

It shall also give an information signal for a bicycle moving with a speed between 5 km/h and 20 km/h, at a lateral separation of between 0.25 m up to 0.9 m and longitudinally located between [-0,6 and +0,6 m] in reference to the centre of the most forward front wheel while driving straight.

However, the information signal is not required when the relative longitudinal distance between bicycle and front right corner of the vehicle is more than 30 m to the rear or 7 m to the front.”

II. Justification

1. UN-R151-00.S1 (ECE/TRANS/WP.29/GRSG/2019/25) has amended the paragraph 5.3.1.4 . The intention of such an amendment was to add an explicit requirement for the maximum detection distance. There was no intention to delete the requirements from paragraph 5.3.1.4. on the information signal boundaries and on the detection area around the front wheel.
2. We also took the opportunity, by reintroducing the requirement on the detection area around the front wheel, to clarify it. The longitudinal location of this detection area still needs to be consolidated.
3. **Original intention of third passage of §5.3.1.4 was to cover the area of the front wheel because it is the most dangerous area, but it was vaguely defined. +/-0,6 m is covering the same area but with defined values and is independent from any wheel diameters / vehicle variants.**