

## Proposal for amendments to amend UN Regulation No. 157

These are the proposals to clarify certain provisions within the regulation

Modifications to the existing text of UN-Regulation No. 157 are **bold** for new or ~~strikethrough~~ for deleted characters.

### I. Proposal

*Paragraph 5.1.1., amended to read:*

“5.1.1. The activated system shall perform the DDT shall manage all situations including failures, and shall be free of unreasonable risks for the vehicle occupants or any other road users.

The activated system shall not cause any collisions that are reasonably foreseeable and preventable. If a collision can be safely avoided without causing another one, it shall be avoided. ~~When the vehicle is involved in a detectable collision the vehicle shall be brought to a standstill.~~

*Insert a new paragraphs 5.1.1.1. and 5.1.1.2., to read:*

**5.1.1.1. When the vehicle is involved in a collision while the ALKS is active that causes damage to any part of the system or impairs its operation, the control strategy shall be to bring the vehicle to a standstill. The driver shall be informed of the system status**

**5.1.1.2. The ALKS shall be capable, whilst active, of detecting (or inferring) any collision which requires a response according to national traffic rules. In the case of such a collision, without prejudice to paragraph 5.1.1.1., a transition demand shall be initiated immediately and the driver shall be informed of the circumstance for the transition demand.**

”

*Annex 5, Paragraph 5.2 (table), amended to read:*

“...

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*Reference in  
main text*

*Test/Check*

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...

...

5.1.1.1. System reaction in case of a ~~detectable~~ collision **that affect the operation of the system**

5.1.1.2. **System reaction in the event of collision (or inferred collision) which initiates a transition demand**

...

...”

### II. Justification

1. There have been some concerns and questions raised with the interpretation of some of the provisions within UN Regulation 157, namely the response to emergency vehicles and the term ‘detectable collision’ which were raised by the

expert from the UK (GRVA-09-33). GRVA decided that these issues were to be addressed by the Special Interest Group (SIG) on UNR157.

2. .

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