

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 ~~striketrough~~ 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., to read:

5.1.1.1. The ALKS shall respond whilst active to any collision which requires a response according to national traffic rules (e.g. bringing the vehicle to standstill) and which could be expected to be recognised by a competent and careful human driver. In the case of such a collision and without prejudice to paragraph 5.4.4.1.1., a transition demand shall be given.

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

“... ”

<i>Reference in main text</i>	<i>Test/Check</i>
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...	...
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5.1.1.1.	System reaction in case of a detectable collision which results in a transition demand
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...	...”
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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. .