

Based on documents UNR157-14-03 and UNR157-14-04r1

Japan modifications to the existing texts of UNR157-14-03 and UNR157-14-04r1 are highlighted in **blue bold** for new or ~~blue strikethrough~~ for deleted characters.

UNR157-14-03

5.2.6.7.2.1. When there is an approaching vehicle

~~An approaching vehicle in the target lane should not have to~~ **The ALKS vehicle shall aim not to make an approaching vehicle in the target lane** decelerate, particularly in the case where the lane change is not urgent (e.g. for the purpose of overtaking a slower moving vehicle). But where this is necessary due to the traffic situation, in the absence of more specific traffic rules, ~~the approaching vehicle shall not have to~~ **the ALKS vehicle shall not make an approaching vehicle in the target lane** decelerate at a higher level than $A \text{ m/s}^2$, B seconds after the ALKS vehicle starts, to ensure the distance between the two vehicles is never less than that which the ALKS vehicle travels in C seconds.

With:

- (a) A equal to 3.0 m/s^2
- (b) B equal to:
 - (i) **0.4 seconds after the start of the LCM, provided that ~~the full width of the approaching vehicle was detected by the ALKS vehicle during its lateral movement for at least 1.0 second~~ there was at least 1.0 s lateral movement of the ALKS vehicle within the starting lane visible to the approaching vehicle from the rear without any obstruction of the ALKS vehicle before the LCM starts; or**
 - (ii) **1.4 seconds after the start of the LCM.**
- (c) C equal to **1.0 second.**

5.2.6.7.3.1. When there is an approaching vehicle

In the absence of more specific traffic rules, ~~an approaching vehicle in the target lane should not have to~~ **the ALKS vehicle shall aim not to make an approaching vehicle in the target lane** decelerate at a higher level than $A \text{ m/s}^2$, B seconds after the ALKS vehicle starts the lane change manoeuvre, to ensure the distance between the two vehicles is never less than that which the ALKS vehicle travels in C seconds.

With:

- (a) A equal to 3.7 m/s^2
- (b) B equal to:
 - (i) **0.0 second, if the lateral movement of the ALKS vehicle continued for at least 1 second while the**

- vehicle had not yet crossed the lane marking and the direction indicator had been active for at least 3.0 seconds prior to crossing of the lane markings while the ~~full width of the vehicle approaching from the rear was detected by the sensing system~~ ALKS vehicle was visible to the approaching vehicle from the rear without any obstruction of the ALKS vehicle;
- (ii) 0.4 seconds after the start of the LCM, provided that ~~the full width of the approaching vehicle was detected by the ALKS vehicle during its lateral movement for at least 1.0 second~~ there was at least 1.0 s lateral movement of the ALKS vehicle within the starting lane visible to the approaching vehicle from the rear without any obstruction of the ALKS vehicle before the LCM starts; or
 - (iii) 1.4 seconds after the start of the LCM.
- (c) C equal to:
- (i) 0.5 second, if the lane change is performed towards a lane intended for slower traffic or towards the hard shoulder; or
 - (ii) 1.0 second, for all other conditions.

UNR157-14-04r1

Annex 5

Annex 5, Paragraph 2.7., amended to read:

- 2.7. A “passable object” is such an object, that may be ~~rolled~~ driven over without causing an unreasonable risk to the vehicle occupants or other road users regardless of whether the tyre of the ALKS vehicle comes in contact with the object or not.