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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

Working Party on General Safety Provisions

**Proposal for Supplement 1 to UN Regulation No. xyz (Blind Spot Information System)****Submitted by \***

The text reproduced below was prepared by the expert from ... to introduce the possibility for BSIS components to be installed beyond overall width. The modifications to the current text of UN Regulation No. xyz are marked in bold characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, cluster 02.4), the World Forum will develop, harmonize and update UN regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

*In paragraph 5.2., amend to read:*

- “5.2. General requirements
- 5.2.1.** The effectiveness of the BSIS shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by compliance with the technical requirements and transitional provisions of UN Regulation No. 10, 04 series of amendments or any later series of amendments.
- 5.2.2.** **BSIS external components shall not project more than 100 mm beyond the overall width of the vehicle. However, BSIS external components may be integrated into indirect vision devices and thus may project more than 100 mm but not more than 250 mm beyond the overall width, subject to provisions of UN Regulation No. 46.”**

## II. Justification

This proposal adds clear provisions to allow external BSIS parts to be installed beyond the limits of overall width. This will allow a better field of view for sensors, thus reducing detection blind spots that could lead to missed cyclists. For this purpose, BSIS components are allowed to be installed in excess of 100 mm from overall width, or up to 250 mm if installed in combination with an indirect vision device, as permitted by paragraph 15.2.2. of UN Regulation No. 46. In the latter case, the indirect vision devices are subject to impact test as required by paragraph 6.3 of UN Regulation No. 46.

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