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1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRSG

Proposal for Supplement 2 to UN Regulation No. 151 (Blind Spot Information System (BSIS))

Submitted by the Working Party on General Safety *, **

The text reproduced below was adopted by the Working Party on General Safety at its 118th session, held in July 2020 (see ECE/TRANS/WP.29/GRSG/97). It is based on ECE/TRANS/WP.29/GRSG/2020/7 as amended by GRSG-118-09. It is submitted to World Forum for Harmonization of Vehicle Regulations (WP.29) and the Administrative Committee of the 1958 Agreement (AC.1) for consideration and vote at their November 2020 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37), 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.

** This document was scheduled for publication after the standard publication date owing to circumstances beyond the submitter's control.



Paragraph 1.1., amend to read:

"1.1. This Regulation applies to the blind spot information system of vehicles of categories N₂, N₃, M₂ and M₃ "

Paragraph 5.3.1., last sentence, amend to read:

"5.3.1.

An optical information signal shall be maintained only for as long as the conditions specified in paragraph 5.3.1.4. below are fulfilled. For vehicles of categories N₂ with a technically permissible maximum mass exceeding 8 tonnes, N₃ and M₃ the deactivation of the information signal as a result of the vehicle turning away from the bicycle trajectory is not allowed as long as a collision between vehicle and bicycle is still possible, in case the driver would steer back towards the bicycle trajectory."

Insert new paragraphs 5.3.1.4.1. and 5.3.1.4.2., to read:

"5.3.1.4.1. For vehicles of categories N₂ with a technically permissible maximum mass not exceeding 8 tons and M₂ the Blind Spot Information signal shall be activated for a bicycle target moving longitudinally forward with a speed between 5 km/h and 20 km/h, entering in the zone as specified in paragraph 6.5.11. when the vehicle is moving forward.

5.3.1.4.2. In addition, the Blind Spot Information signal shall be activated for a bicycle target moving longitudinally forward with a speed between 5 km/h and 20 km/h from the rear entering the zone as specified in paragraph 6.6.3. when the vehicle is stationary. In such case, the information signal shall be maintained as long as the bicycle is in the defined zone or as long as it would be in the zone considering a constant speed of the bicycle target until it reaches the front right corner of the vehicle. The constant speed is based on the speed of the bicyclist when entering the zone."

Insert a new paragraph 5.5.4., to read:

"5.5.4. The warning signal referred to in paragraph 5.3.1. is not required for vehicles of categories N₂ with a technically permissible maximum mass not exceeding 8 tonnes and M₂."

Insert a new paragraph 6.5.11., to read:

"6.5.11. Vehicles of categories N₂ with a technically permissible maximum mass not exceeding 8 tonnes and M₂ are deemed to meet the requirements of paragraph 6.5. if the Blind Spot Information signal has been activated when the bicycle target is moving forward as specified in paragraph 5.3.1.4.1. and entering a zone on the nearside of the moving vehicle. In such case, the specification of the relevant zone and the activation of the information signal shall be in accordance with the manufacturer's specifications. These specifications shall however cover both the entry from the front and from the rear of the manufacturer defined zone."

Insert a new paragraph 6.6.3., to read:

"6.6.3. Vehicles of categories N₂ with a technically permissible maximum mass not exceeding 8 tonnes and M₂ are deemed to meet the requirements of paragraph 6.6. if the Blind Spot Information signal has been activated when the bicycle target is entering longitudinally forward from the rear into a zone adjacent to the vehicle. The zone shall cover a lateral separation between bicycle and vehicle of 0.9 to 3.0 meters and from the vehicle front right corner to the rear of the vehicle. In such case the activation shall occur before the entire bicycle target has entered the zone."