

16 June 2023

Agreement

Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations*

(Revision 3, including the amendments which entered into force on 14 September 2017)

Addendum 158 – UN Regulation No. 159

Amendment 2

Supplement 2 to the original version of the Regulation – Date of entry into force: 5 June 2022.

Uniform provisions concerning the approval of motor vehicles with regard to the Moving Off Information System for the Detection of Pedestrians and Cyclists

This document is meant purely as documentation tool. The authentic and legal binding text is: ECE/TRANS/WP.29/2022/124 and ECE/TRANS/WP.29/2022/125.



UNITED NATIONS

* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version); Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).

Paragraph 5.1.1., amend to read:

"5.1.1. Any vehicle fitted with a MOIS complying with the definition of paragraph 2.1. above shall meet the requirements contained in paragraphs 5.2. to 5.8. of this Regulation.

When the vehicle is equipped with a means to automatically deactivate the MOIS in situations such as, having street cleaning equipment, snowploughs or front loader garbage collectors attached, following provisions shall apply as appropriate:

The vehicle manufacturer shall provide a list of situations and corresponding criteria where the MOIS is automatically deactivated to the technical service at the time of type approval and it shall be annexed to the test report.

The MOIS shall be automatically reactivated as soon as the conditions that led to the automatic deactivation are not present anymore.

A constant optical warning signal shall inform the driver that the MOIS has been deactivated. The failure warning signal specified in paragraph 5.8. below may be used for this purpose."

Paragraph 6.6.2. to 6.6.3., amend to read:

"6.6.2. The subject vehicle shall be accelerated in a straight line to a constant speed of 10 +0/-2 km/h, before entering the stopping corridor. The subject vehicle shall maintain this constant speed until the vehicle front passes the braking plane (p_{brake}) shown in Figure 2 of Appendix 1, before braking to a stop such that the vehicle front is positioned at the stopping plane (p_{stop}). The subject vehicle shall be considered to have stopped when it has come to a rest and the vehicle is either no longer in a forward vehicle mode or forward gear.

6.6.3. After a delay of no less than 10 seconds from the point at which the subject vehicle is considered to have stopped, the test target shall then be accelerated in a straight line on a trajectory parallel to the longitudinal median plane of the vehicle to a speed of 10 +0/-0.5 km/h within a distance of 5 m, before being brought to a stop. While accelerating, the lateral tolerance of the test target motion shall not exceed 0.10 m."

Paragraph 6.7.2. to 6.7.3., amend to read:

"6.7.2. The subject vehicle shall be accelerated in a straight line to a constant speed of 10 +0/-2 km/h, before entering the stopping corridor. The subject vehicle shall maintain a constant speed until the vehicle front passes the braking plane (p_{brake}) shown in Figure 2 of Appendix 1, before braking to a stop such that the vehicle front is positioned at the stopping plane (p_{stop}). The subject vehicle shall be considered to have stopped when it has come to a rest and the vehicle is either no longer in a forward vehicle mode or forward gear.

6.7.3. After a delay of no less than 10 seconds from the point at which the subject vehicle is considered to have stopped, the test target and subject vehicle shall be accelerated at the same time and in a straight line, on a trajectory parallel to the longitudinal median plane of the subject vehicle, to a constant speed of 10 +0/-3 km/h in a distance of no greater than 5 m. If the characteristics of the vehicle make it impossible to abide by the distance of 5 m, the distance may be increased. The subject vehicle and test target shall maintain this constant speed until a total travel distance of no less than 15 m from the stopping point is traversed by the subject vehicle. The lateral tolerance of the subject vehicle shall not exceed ± 0.20 m., whilst the lateral tolerance of the test target motion shall not exceed ± 0.10 m. The forward separation distance between the vehicle front and test target while moving shall be maintained to be within the boundaries of the maximum and minimum forward separation planes."