23 September 2022

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)

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Addendum 158 – UN Regulation No. 159

Amendment 1

Supplement 1 to the original version of the Regulation – Date of entry into force: 22 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.29/2021/104.

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UNITED NATIONS

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* 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 5.2.2.3.3., amend to read:

"5.2.2.3.3.   When performing a turning maneuver, the MOIS detection strategy may be adjusted. It is not required to adjust the sensors to the steering angle. The detection adjustment strategy shall be explained in the information referred to in paragraph 6.1. The Technical Service may verify the operation of the system according to the strategy."

Paragraph 5.5.1., amend to read:

"5.5.   System initialization

5.5.1.   If the MOIS has not been initialized after a cumulative driving time of 15 seconds above a speed of 0 km/h, information of this status shall be indicated to the driver. This information shall exist until the system has been successfully initialized."

Paragraph 5.8.3., amend to read:

"5.8.3.   The MOIS failure warning signal shall be activated with the activation of the vehicle master control switch. This requirement does not apply to failure warning signals shown in a common space."
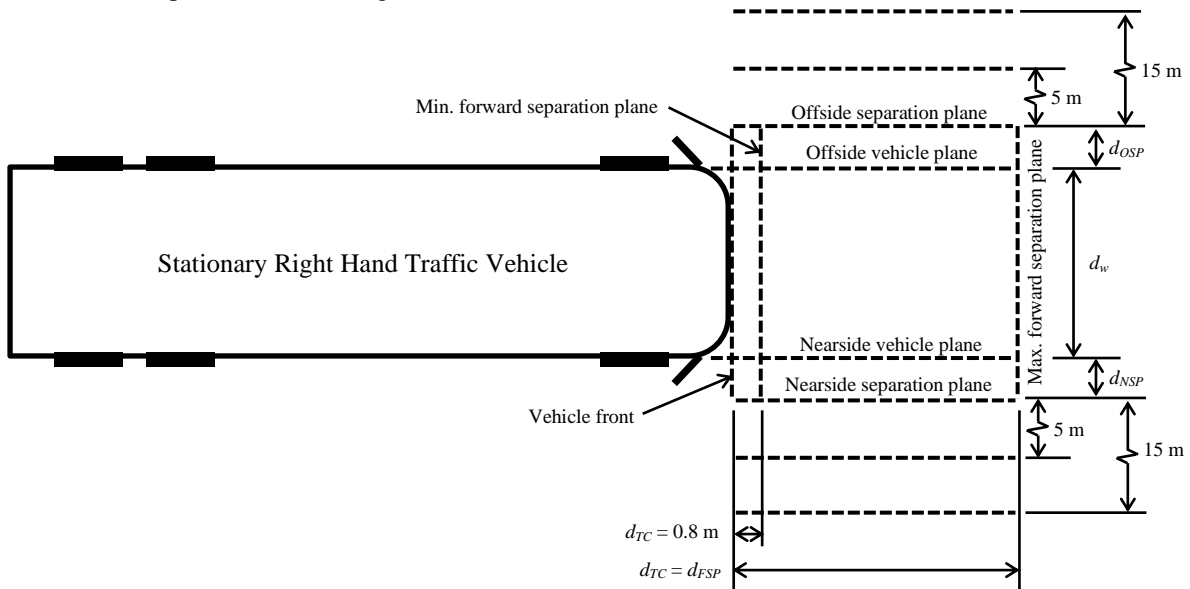
Paragraph 6.4.1., amend to read:

"6.4.1.   With the vehicle stationary check that the optical failure warning signals comply with the requirements of paragraph 5.8 above."

Appendix 1, amend to read:

"Appendix 1

Figure 1
Set Up for Static Crossing Tests

Where the following definitions apply:
d_w vehicle width.
d_{NSP} the distance from the nearside vehicle plane to the nearside separation plane, defined as 0.5 m.
d_{OSP} the distance from the offside vehicle plane to the offside separation plane, defined as 0.5 m.
d_{TC} the forward separation distance for each test case.
d_{FSP} the distance from the vehicle front to the maximum forward separation plane.

Table 1
Test Cases for Static Crossing Tests

Test Case	Soft Target (T)	Test Case Distance (d_{TC}) /m	Crossing Direction (c)	Soft Target Speed (v) /km/h	Distance to Last Point of Information (d_{LPI}) /m
1	Child Pedestrian	0.8	Nearside	3	d_{NSP}
2	Adult Pedestrian	d_{FSP}	Nearside	3	d_{NSP}
3	Adult Cyclist	0.8	Offside	3	d_{OSP}
4	Adult Cyclist	d_{FSP}	Nearside	5	d_{NSP}
5	Adult Pedestrian	0.8	Offside	5	d_{OSP}
6	Child Pedestrian	d_{FSP}	Offside	5	d_{OSP}

Where the following definitions apply:

d_{NSP} the distance from the nearside vehicle plane to the nearside separation plane, defined as 0.5 m.

d_{OSP} the distance from the offside vehicle plane to the offside separation plane, defined as 0.5 m.

d_{TC} the forward separation distance for each test case.

d_{FSP} the distance from the vehicle front to the maximum forward separation plane.

d_{LPI} the distance relating to the last point of information (LPI)."