

Proposal for amendments to UN Regulation No. [151]

(Revised version of informal document GRSG-117-24 (modified in session))

I. Proposal

Paragraph 6.5.1., amend to read:

“6.5.1. Using **cones markers** and the bicycle dummy, form a corridor according to Figure 1 in Appendix 1 to this Regulation and the additional dimensions as specified in Table 1 of Appendix 1 to this Regulation.”

Paragraph 6.5.8., amend to read:

“6.5.8. Verify that the Blind Spot Information signal has not been activated when passing the traffic sign and any **cones markers** as long as the bicycle dummy is still stationary.”

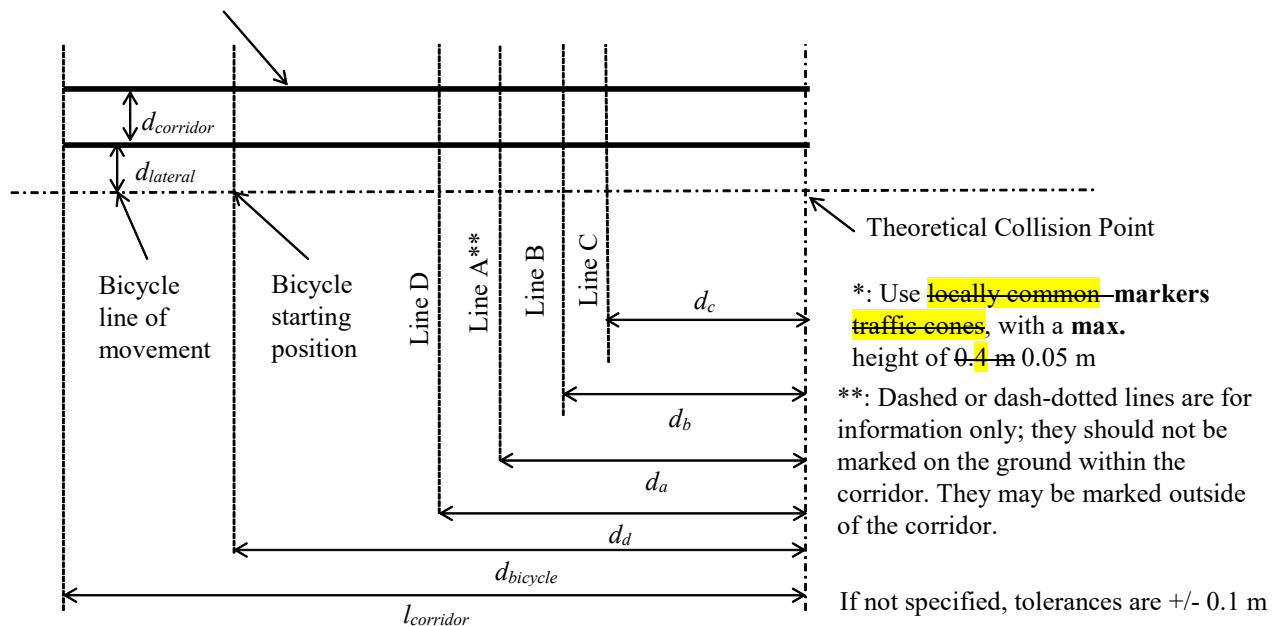
Paragraph 6.7., amend to read (from informal document GRSG-117-24):

“6.7. The manufacturer shall demonstrate, to the satisfaction of the Technical Service and Type Approval Authority, through the use of documentation, simulation or any other means, that the Blind Spot Information signal is not activated, as described in paragraph 6.5.10., when the vehicle passes any other usual stationary object than the traffic sign. In particular, parked cars **and traffic cones** shall be addressed.”

Annex 1, Appendix 1, Figure 1, amend to read:

“Figure 1
Dynamic tests

Mark corridor using **cones markers** *, spacing not more than 5 m

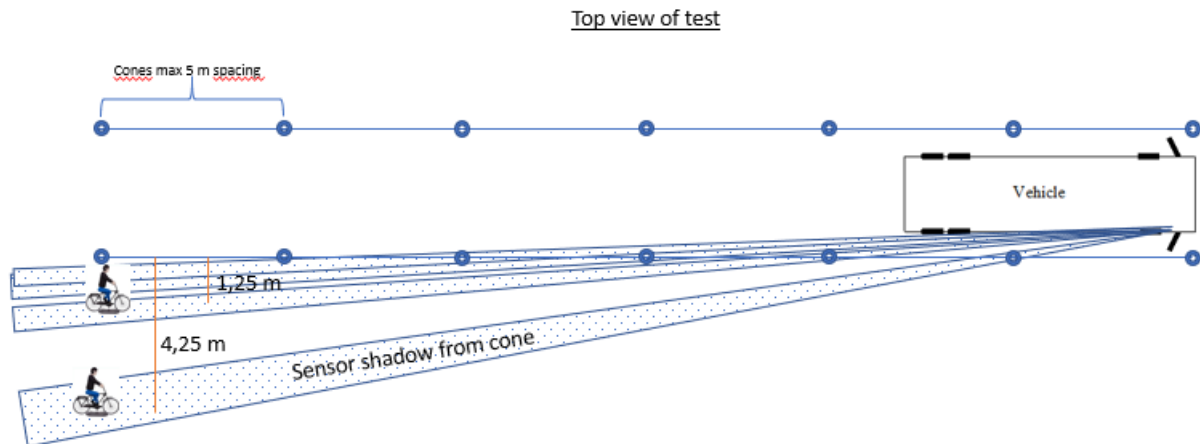


Appendix 1, table 1, amend to read (from GRSG-117-24):

Test Case	$v_{bicycle}$ [km/h]	$v_{Vehicle}$ [km/h]	$d_{lateral}$ [m]	d_a [m]	d_b [m]	d_c [m]	d_d [m]	$d_{bicycle}$ [m]	$l_{corridor}$ [m]	$d_{corridor}$ [m]	For information only (not influencing test parameters)	
											Impact Position [m]	Turn Radius [m]
1	20	10	1.25	44.4	15.8	15	26.1	65	80	vehicle width + 1 m	6	5
2	20	10			22	15	32.3				0	10
3	20	20			38.3	38.3	65 -				6	25
4	10	20	4.25	22.2	43.5	15	43.2				0	25
5	10	10			19.8	19.8	65 -				0	5
6	20	10			44.4	14.7	15				26.1	6
7	20	10	17.7	29.1		3					10	

II. Justification

1. Not warning for static objects, like traffic cones, is an important part of the properties of the blind spot regulation. However, as the current test specification was written, the cones, because of their height, may obstruct the view of the system towards the bicycle. That would prevent the system from tracking the moving bicycle dummy and thereby make the system fail the test. This is even more likely to happen if the cones are placed within a short distance from each other.



2. As a result of how the test case 3 and 5 are designed (equal speed of vehicle and bicycle dummy), no first point of information (D_d) will exist. The bicycle dummy will need an acceleration distance to reach the defined speed. This will result in an adjustment of the starting point of the bicycle and therefore the given value for first point of information will not be correct anymore.