

INFORMATIVE

JUNE/2021

New ECE Regulations:

- UN Regulation no. 158
- UN Regulation no. 159
- UN Regulation no. 160 (proposal)



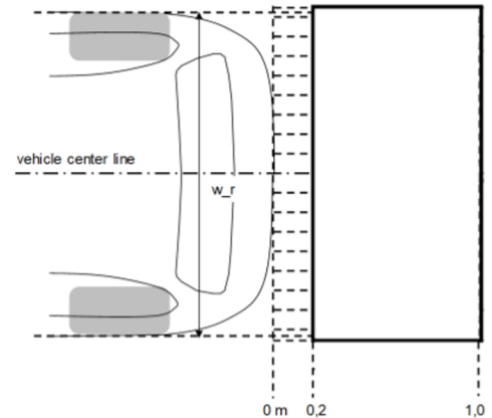
UNECE

UN Regulation No. 158: devices for drivers awareness in Reverse Motion

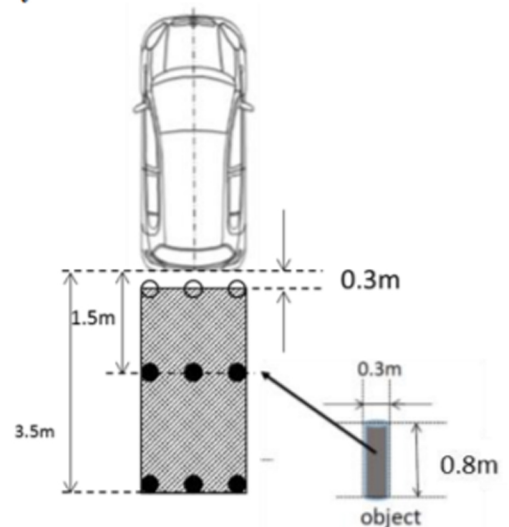


The purpose of this Regulation is to provide the provisions for reversing motion, introducing requirements for cars, vans, busses and trucks (vehicles categories M and N) to detect objects behind the vehicle that are at least 80 cm tall and 30 cm wide in an area ranging from 20 cm to 1 meter behind the vehicle. Two main technologies are used: ultra-sonic sensors and rear-view cameras. In the case of cameras, the Regulation establishes the requirement to ensure visibility of the area from 30 cm to 3.5 meters behind the vehicle.

UN Regulation No. 46 provides the provisions for indirect vision of motor vehicles. This Regulation expands driver's vision or awareness for vehicle rear direction when in reversing motion. Therefore, some requirements of this Regulation may be satisfied by devices complying with UN Regulation No.46.



Field of Detection



Close proximity rear view field of vision

UNECE WP.29

See the full document at:

<https://undocs.org/ECE/TRANS/WP.29/2020/121>

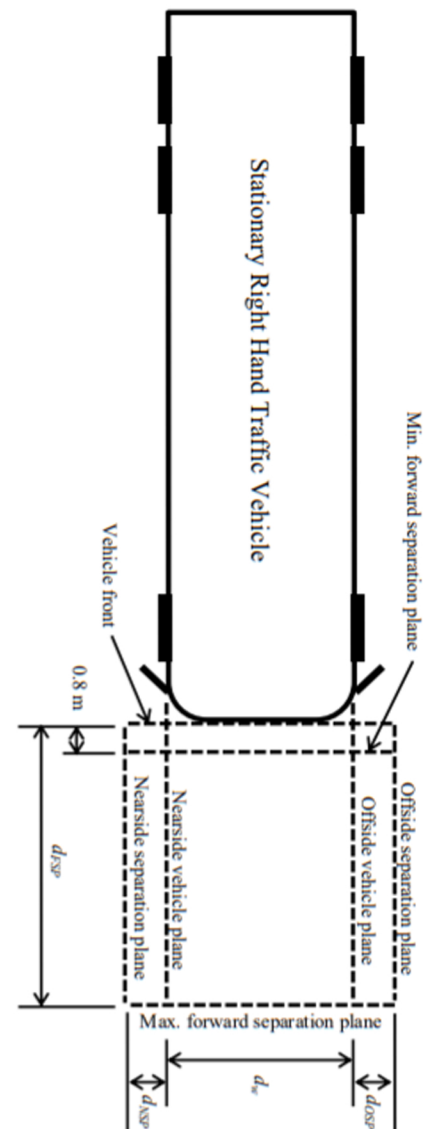
UN Regulation No. 159: Moving Off Information System



Low-speed moving off from rest manoeuvres that involve collisions between M2, M3, N2 and N3 vehicle category vehicles (subject vehicles) and pedestrians and cyclists have serious consequences for these vulnerable road users (VRUs).

The criticality of traffic situations that involve subject vehicles and VRUs can be significant due to the misunderstandings of the situation by the vehicle operators.

This Regulation requires the activation of a proximity information signal in case pedestrians or cyclists enter the critical blind spot area in front of the vehicle, should the subject vehicle either be preparing to move off from rest in a straight line or be travelling straight ahead at low-speeds. This Regulation defines a test procedure based on subject vehicles that are stationary, moving-off from rest and moving ahead at low-speeds in a straight line for speeds of 10 km/h or less.



Blind spot boundary test area

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

UNECE WP.29

See the full document at:

<https://undocs.org/ECE/TRANS/WP.29/2020/122>