

## **Proposal for amendments to the draft new UN Regulation on uniform provisions concerning the approval of motor vehicles with regard to the Blind Spot Information System for the Detection of Bicycles**

### **(Amendments to ECE/TRANS/WP.29/GRSG/2018/24)**

The text reproduced below was prepared by the expert from the European Association of Automotive Suppliers (CLEPA) introducing an amendment to the proposal for a new UN Regulation on Blind Spot Information Systems (BSIS) intended to be fitted to heavy goods vehicles to protect vulnerable road users (ECE/TRANS/WP.29/GRSG/2018/24). The modifications to the existing text are marked in bold for new and strikethrough for deleted characters.

## **I. Proposal**

*Paragraph 5.3.1.4., amend to read:*

"5.3.1.4. The BSIS shall give an information signal at last point of information, for a bicycle moving with a speed between 5 km/h and 20 km/h, at a lateral separation between bicycle and vehicle of between 0.9 and 4.25 metres, which could result in a collision between bicycle and vehicle with an impact position 0 to 6 m with respect to the vehicle front right corner, if typical steering motion would be applied by the vehicle driver.

The information signal shall not be visible before the first point of information. It shall be given between the first point of information and the last point of information. The first point of information may be calculated for any impact position.

It shall also give an information signal if a bicycle is detected at a lateral separation of between ~~0.25~~ **0.50** up to 0.9 m longitudinally at least located at the most forward front wheel while driving straight."

## **II. Justification**

1. The 0.25 m gap between the vehicle and the bicycle will cause a number of false positive warnings that may create annoyance and lack of confidence to the driver which will stop responding to the BSIS system warnings. A more realistic, yet tight, gap of 0.50 m is proposed.