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World Forum for Harmonization of Vehicle Regulations**Working Party on General Safety Provisions****118th session**

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Item 5 (b) of the provisional agenda

Awareness of the proximity of Vulnerable Road Users**UN Regulation on Blind Spot Information Systems (BSIS)****Proposal for Supplement 2 to UN Regulation No. 151 (Blind Spot Information Systems (BSIS))****Submitted by the expert from the European Commission***

The text reproduced below was prepared by the expert from the European Commission to modify the scope of the Regulation along with appropriate requirements. The modifications to the current text of the UN Regulations are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



Proposal for Supplement 2 to UN Regulation No. 151 (Blind Spot Information Systems (BSIS))

I. Proposal

Paragraph 1.1., amend to read:

"1.1. This Regulation applies to the blind spot information system of vehicles of categories N₂, (~~> 8 t of technically permissible maximum mass~~) and N₃. ~~Vehicles of categories N₂ (≤ 8 t of technically permissible maximum mass), M₂ and M₃ may be approved at the request of the manufacturer.~~"

Insert a new paragraph 5.5.4., to read:

"5.5.4. The warning signal referred to in paragraph 5.3.1.2. is not required for vehicles of categories N₂ with a technically permissible maximum mass not exceeding 8 tonnes and M₂."

Insert a new paragraph 6.5.11., to read:

"6.5.11. Vehicles of categories N₂ with a technically permissible maximum mass not exceeding 8 tonnes and M₂ are deemed to meet the requirements of paragraph 6.5. if the Blind Spot Information signal has been activated when the bicycle target is moved forward, rearward or transverse into a zone adjacent to the moving or stationary vehicle. In such case the activation shall occur in accordance with the manufacturer's specifications."

Insert a new paragraph 6.6.3., to read:

"6.6.3. Vehicles of categories N₂ with a technically permissible maximum mass not exceeding 8 tonnes and M₂ are deemed to meet the requirements of paragraph 6.6. if the Blind Spot Information signal has been activated when the bicycle target is moved longitudinally forward from the rear into a 3.0 m wide zone adjacent to the vehicle from the vehicle front right corner to 5.0 m rearward or to the rear of the motor-vehicle if it is more than 5.0 m rearward of the vehicle front right corner. In such case the activation shall occur before the entire bicycle target has entered the zone."

II. Justification

1. This proposal will give the opportunity for Contracting Parties to apply BSIS prescriptions to all trucks and buses, including small and light ones.
2. Given that small and light trucks and buses may incorporate blind spot monitoring systems that are based on those found on passenger cars, the requirements for these vehicles have been adapted.
3. The extension of scope will have to be implemented in the EU as a result of the revised General Safety Regulation (EU) 2019/2144 that will apply as from 6 July 2022 for new types of vehicle and 7 July 2024 for all new vehicles.