

Proposal for supplement 5 to the original version of UN Regulation No. 151 (Blind Spot Information Systems)

**Submitted by the expert from the Kingdom of the Netherlands on
behalf of the Task Force on Automated Vehicles Regulatory Screening***

The text reproduced below was prepared by the Task Force on Automated Vehicles Regulatory Screening (TF-AVRS), with the aim to amend and supersede document ECE/TRANS/GRSG/2025/38. The modifications to ECE/TRANS/GRSG/2025/38 are marked in **(bold)** red for new or ~~strikethrough~~ for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), 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.

I. Proposal

Insert new paragraphs 0.8. to 0.8.1. to 0.8.3., to read:

"0. Introduction

- 0.8. Supplement 5 to the original version is introduced to take into account vehicles of categories X and Y ¹, as well as vehicles which are equipped with an Automated Driving System (ADS) ¹.
- 0.8.1. Recognising the need for different requirements to deal with vehicles fitted with an ADS, this Regulation has been amended to clarify that BSIS is required to work when a driver is in control, and that vehicles of category ~~ies X and Y as well as vehicles of category X that do not have a manual mode, intended to be operated on-board the vehicle, are not required to comply with this Regulation.~~ These changes are made based on the assumption that ADS has good perception of all other road users in proximity of the vehicle, and that ADS takes all reasonable steps to avoid collision.
- 0.8.2. ~~In the case of vehicles equipped with an ADS other than vehicles of categories X and Y in the manual driving mode, no special provisions or exemptions apply.~~
Other than vehicles of category Y, vehicles equipped with an ADS must comply with this Regulation when operated manually by a driver on-board the vehicle.
- 0.8.3. ~~Vehicles of category X with a manual driving mode that is operated on-board the vehicle not using a driver's seat, may be approved using alternative requirements, in agreement with the Technical Service and Type Approval Authority provided that the manufacturer, with the safety concept defined for the ADS, can demonstrate that a level of safety, equivalent to that of the requirements set out in this Regulation, is achieved. This may be achieved by e.g. sensors, cameras and brake features, which prevent collision between the vehicle and other vehicles, objects or vulnerable road users at speeds below 6 km/h."~~

Paragraph 1.1., amend to read:

- "1.1. This Regulation applies to the blind spot information system of vehicles of categories N₂, N₃, M₂ and M₃¹.

Footnote 1, amend to read:

¹ ~~See Annex 1 to As defined in~~ the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6⁸, -
www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html
<https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Insert a new Paragraph 1.3., to read:

- "1.3. This regulation does not apply to vehicles of category ~~ies X and Y and to vehicles of category X without a manual mode which is intended to be operated on-board the vehicle.~~"

Paragraph 2.5., amend to read:

- "2.5. "Ocular reference point" means the middle point between two points 65 mm apart and 635 mm vertically above the reference point which is specified in ~~Annex 1 of ECE/TRANS/WP.29/78/Rev.6 Addendum 6 of Mutual Resolution No. 1 (M.R.1) (document ECE/TRANS/WP.29/1101/Amend.5; see~~ <https://unece.org/transport/vehicle-regulations/wp29/resolutions>) on the driver's seat. The straight line joining the two points runs perpendicular to the vertical longitudinal median plane of the vehicle. The centre of the segment joining the

two points is in a vertical longitudinal plane which shall pass through the centre of the driver's designated seating position, as specified by the vehicle manufacturer."

Paragraph 4.5., amend to read:

"4.5. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle conforming to a vehicle type approved under this Regulation, an international approval mark conforming to the model described in Annex 2, consisting of ~~either~~:

4.5.1. ~~A~~ a circle surrounding the letter "E" followed by:

- (a) the distinguishing number of the country which has granted approval;² and
- (b) the number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the circle prescribed in this paragraph;

~~or~~

4.5.2. ~~An oval surrounding the letters "UI" followed by the Unique Identifier."~~

Paragraph 4.5., footnote 2, amend to read:

^{"2} The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.68, - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Paragraph 5.1., amend to read:

"5.1. Any vehicle fitted with a BSIS complying with the definition of paragraph 2.3. above shall meet the requirements contained in paragraphs 5.2. to 5.7. of this Regulation.

When the vehicle is equipped with a means to automatically deactivate the BSIS in situations such as, having street cleaning equipment or snowploughs attached, emptying waste containers, ~~or~~ having doors opening to the outside of a bus, **or the activation of an ADS feature**, the following provisions shall apply as appropriate:

The vehicle manufacturer shall provide a list of situations and corresponding criteria where the BSIS is automatically deactivated to the technical service at the time of type approval and it shall be annexed to the test report.

The BSIS shall be automatically reactivated as soon as the conditions that led to the automatic deactivation are not present anymore.

For vehicles with an ADS: the transitions of user roles, if applicable, and the procedure for those transitions, for example, reversion to manual driving following deactivation of the ADS feature, shall comply with the technical requirements defined in UN Regulation No. [XXX].

Except in the case of an ADS feature being active,
~~a~~**A** constant optical warning signal shall inform the driver that the BSIS has been deactivated. The yellow failure warning signal specified in paragraph 5.6. below may be used for this purpose."

Insert a new Paragraph 5.2.3., to read:

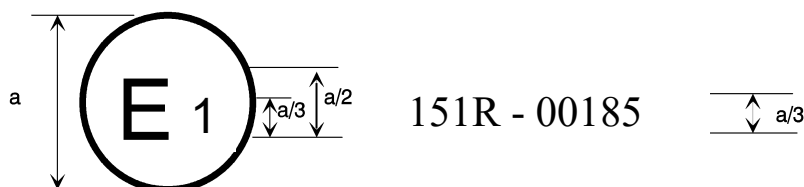
"5.2.3. for Vehicles of category X, with a manual mode intended to be operated on-board the vehicle, not using a driver's seat, may fulfil alternative requirements, in agreement with the Technical Service and Type Approval Authority,

provided that the manufacturer, with the safety concept defined for the ADS, can demonstrate that a level of safety, equivalent to that of the requirements set out in paragraphs 5.3. to 5.7. below, is achieved. The alternative provisions that are applied and the vehicle's performance must be duly described in the Test Report."

Annex 2, amend to read:

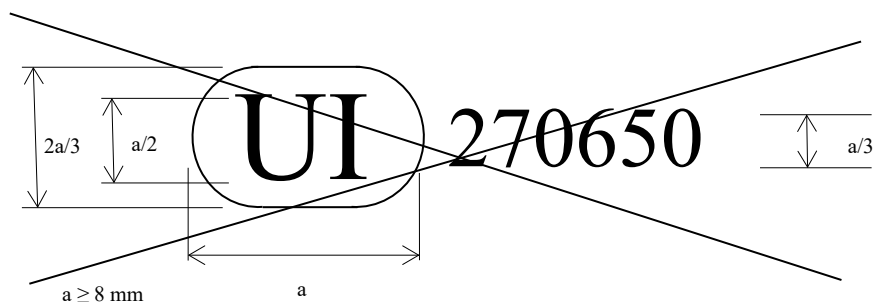
"Annex 2 - Arrangements of approval marks

(see paragraphs 4.5. to 4.5.2. of this Regulation)



$a = 8 \text{ mm min}$

The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Germany (E1) with regard to BSIS pursuant to UN Regulation No. 151. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No. 151 in its original form.



~~The above Unique Identifier shows that the type concerned has been approved and that the relevant information on that type approval can be accessed on the UN secure internet database by using 270650 as Unique Identifier. Any leading zeroes in the Unique Identifier may be omitted in the approval marking."~~