

## Update from the Special Interest Group on UN Regulation 157



### Meetings of the group

#### Five meetings held so far:

- #1 on 15<sup>th</sup> January 2021
- #2 on 16<sup>th</sup> February 2021
- #3 on 18<sup>th</sup> & 19<sup>th</sup> March 2021
- #4 on 15<sup>th</sup> & 16<sup>th</sup> April 2021
- #5 on 10<sup>th</sup> & 11<sup>th</sup> May 2021

#### Three more scheduled:

- #6 on 10<sup>th</sup> & 11<sup>th</sup> June 2021
- #7 on 8<sup>th</sup> & 9<sup>th</sup> July 2021
- #8 on 13<sup>th</sup> & 17<sup>th</sup> September 2021

Meeting documents can be found <u>here</u>



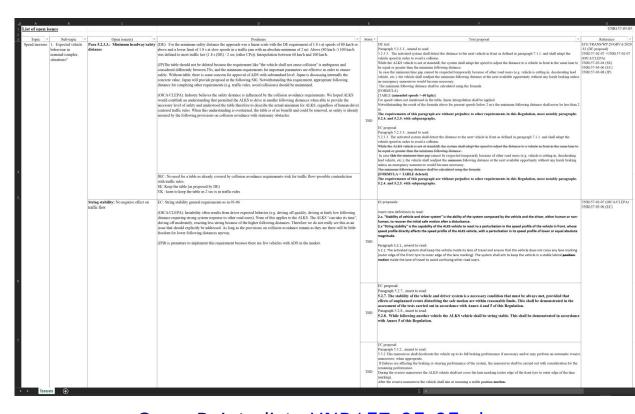
# Items addressed by SIG on UN R157

Higher Speeds

Lane Change

 Introduction of HDV

Clarifications



Open Points list: <u>UNR157-05-05.xlsx</u>



## **Higher Speeds**

#### Parameters for safety distance

Based on deceleration or national traffic rules (i.e. 2 second rule)?

#### **Detection Range**

- Is there a need to specify or shall it be based on braking performance?

#### String stability

– Do we need to specify such requirement?

#### Change to the driver model

Suggestion to create a unified model (see <u>UNR157-05-12</u>)

#### Evasive lane change/MRM lane change

– Are these required for higher speeds?

#### Pedestrian & wrong way driver scenario



## Lane Change

#### Definition of different lane changes

Potential definitions of lane change (see <u>UNR157-05-10</u>)

#### Parameters to be used for the lane changes

– Is ACSF-C sufficient or is RMF relevant?

### Triggering conditions for lane changes Audit/test requirements for lane changes



# Higher Speeds & Lane Change

Changes to the HMI and driver monitoring requirements

DSSAD event data for higher speeds and lane change

Improvements to information document and introducing interpretation document

 To ensure all necessary information is provided for assessment and the Regulation is applied in a consistent way (see <u>UNR157-04-09</u>)

#### Working drafts:

Higher speeds: <u>UNR157-05-06</u>

Lane changes: <u>UNR157-05-07</u>

Final proposals expected for September GRVA



#### **Introduction of HDV**

#### Changes to GRVA/2021/03

- Modification minimum following distance
- Collision avoidance for cutting in vehicle remains the same
- Reference to compliance with national traffic rules for sensing requirements
- Equivalent for retrievability of data
- Demonstration of sensing strategies for trailer length (TBC)

## Consolidated proposal for adoption: GRVA-10-26



#### Clarifications to UN R157

#### Response to emergency vehicles

- Agreed that emergency and enforcement vehicle should be responded to by the ALKS
- Either through transition demand or manoeuvring in compliance with national traffic rules

#### Detectable collisions

- Provision understood to be safety strategy to bring vehicle to a stop in case system has failed as a result of collision
- Does not preclude vehicle from being brought to a stop or issuing a transition demand in the event of any collision as required by national traffic rules

Proposal on clarifications for adoption: <a href="https://www.green.com/gree

No progress on continuation of assistance after ALKS deactivated (GRVA/2021/02)



Thank you for your attention.