

## **Proposal for Supplement 2 to the 02 series of amendments of UN Regulation No. 125 (Forward field of vision of drivers)**

### **Submitted by the experts of the Informal Working Group on Field of Vision Assistants \***

The text reproduced below was submitted by the experts of the Informal Working Group on Field of Vision Assistants (FVA). It clarifies the switch off provisions of an FVA system in case of a backing event. The modifications to the existing text of the UN Regulation by document ECE/TRANS/WP.29/GRSG/2022/27 are marked in “bold black“ for new or strikethrough for deleted characters. The modifications made by this document are marked in “(bold) blue” for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in the proposed programme budget for 2022 (A/76/6, part V, sect. 20, para. 20.76), 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

Paragraph 5.1.3.5.5., amend to read:

"5.1.3.5.5. It shall be possible for the driver to switch off the FVA by a deliberate action consisting of at least one manual option with maximum of 2 consecutive steps. Intuitive action (e.g. double press, swipe and press) is considered as a single step. **This provision does not apply when the vehicle is in a backing event as defined in UN Regulation No. 158.**"

Insert new paragraph 5.1.3.7., to read:

**"5.1.3.7. Information to the driver, mandated by any UN Regulations, shall not be replaced by Information given via the FVA system. A duplication of such mandatory information via the FVA system is possible."**

Annex 5, amend to read:

"Annex 5

### Field of View Assistant

Examples for Warning / Highlight / Information as specified in paragraph 5.3.5.1.:

	Examples
Warning/Highlight hazardous traffic situation	Abrupt braking situations <b>or other emergency cases</b>  Oncoming traffic in turning manoeuvres  Oncoming Traffic Jam/vehicle break down.  Vehicles leaving the lane or entering the own driving path
Warning/highlight vulnerable road users or other road users which may be overseen	Pedestrians  Cyclists  Crossing road users  Road users in blind spot or road users covered by other objects  Animals
Information to maintain the distances to surrounding road user and infrastructure <b>as well as information on the infrastructure</b>	Distance to vehicle in front/ <b>to side / to rear</b>  Lane keep assist, lane change assist, speed limits changes
Information to find and maintain the correct driveway and to follow the road instructions	Navigation Information, symbols and arrows during automatic lane change  (Directions, <b>R</b> emaining distance to target, border crossings)  Highlighting stop lines and pedestrian crosswalks
Information to support driver's setting	Highlighting edges of the position of the FVA area during adjustment

<p><b>Warnings and information to the driver that require drivers immediate action</b></p>	<p><b>Transition demand/ Hands-off warning</b></p> <p><b>Requests to stop the vehicle immediately due to safety relevant failures of the vehicle or its systems</b></p> <p><b>Requests to switch off systems immediately due to safety relevant failures.</b></p>
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## II. Justification

1. The FVA switch off function is often achieved via the main menu on the centre screen of the vehicle. This centre screen at the same time is used by camera/monitor systems according to UN Regulation No. 158.
2. During a backing event, this monitor function has a higher priority and FVA experts do not see a safety risk if the FVA system cannot be immediately switched off during a backing event.
3. Annex 5 was amended to further clarify the examples given by this Annex and correct some typing mistakes. Some additional examples for permitted information via the FVA are added. It has to be noted, that the examples given in this Annex are not conclusive and not limiting.
4. Paragraph 5.1.3.7. was added to clarify that the information displayed via the FVA shall be secondary information only, or primary information which is also available via the instrument cluster(s). This has always been the intention of the TF-FVA and IWG-FVA, but was not clearly indicated as such. Reason why this clarification is needed is the fact that at this stage, the IWG-FVA has not foreseen to introduce provisions for the visibility of the information displayed under all foreseeable weather conditions, during day and night etc. As long as the information displayed is not necessary to perform the driving task or also elsewhere available in the instrument cluster(s), there is no need to define such provisions.