UN法規增修涉及國內車輛安全法規內容彙整（計2項）

項 次	法 規 名 稱	修訂法規內容	新增之法規項目	頁碼	UN 版本別	內容摘要
1.	○○、盲點資訊系統(草案)		◎	P.2	UN R151 00	參考 UN R151 00 版，增訂實施時間及適用範圍、名詞釋義、適用型式及範圍認定原則、受驗件及資訊提供、規格規定、試驗程序、相關參考資料及定義非屬試驗表格中所示之試驗案例性能要求之程序。
2.	○○、盲點資訊系統(草案)	◎		P.38	UN R151 00-S1	參考 UN R151 00-S1 版，修訂車輛右前端名詞釋義、增訂盲點資訊系統外部元件突出規定、修訂規格規定中資訊提供相關規定、試驗程序及定義非屬試驗表格中所示之試驗案例性能中車速五至十公里/小時之相關規定。

UN R151 BLIND SPOT INFORMATION SYSTEM 00 盲點資訊系統

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
1. Scope 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. 1.2. The requirements of this Regulation are so worded as to apply to vehicles which are developed for right-hand traffic. In vehicles that are developed for left-hand traffic, these requirements shall be applied by inverting the criteria, when appropriate.	本項法規生效日期為2019/11/15 N2類車輛(技術可容許最大重量大於八噸者小於等於八噸者)、M2及M3類可依照廠商要求下進行型式認證。 本法規之要求字面上適用於以左駕開發之車輛。對於以右駕開發之車輛而言，適用這些要求時應依實際情況反轉參數。	1. 實施時間及適用範圍 1.1 中華民國○年○月○日起，新型式N2、N3、M2及M3類車輛及中華民國○年○月○日起，各型式N2、N3、M2及M3類車輛應配備符合本項規定之盲點資訊系統。 [實施時間及適用範圍部分將待交通部政策方向確立後再行規劃及討論]	[備註: UN對總重量未逾八公噸之N2，以及M2及M3類車輛說明可適用本規定] [歐盟實施時間: 大客車及大貨車，新型式2022/7/6；各型式2024/7/7。 日本實施時間: 總重量逾8公噸之大貨車，新型式2022/5；各型式2024/5]
2. Definitions For the purposes of this Regulation: 2.1. *"Approval of a vehicle type"* means the full procedure whereby a Contracting Party to the Agreement certifies that a vehicle type meets the technical requirements of this Regulation; … 2.3. *"Blind Spot Information System (BSIS)"* means a system to inform the driver of a possible collision with a bicycle near side.	對此規定而言： 2.1. 車輛型式認證(Approval of a vehicle type)：係指協議下之一締約國認證一車輛型式符合本法規技術要求之完整過程。	2. 名詞釋義 2.1 盲點資訊系統(Blind spot information system；BSIS)：係指通知駕駛者於接近側可能與二輪車輛發生碰撞之系統。	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.4. *"Reaction time"* means the time between the information signal is given and a driver reaction has occurred. 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[1] 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. [1] See Annex 1 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html 2.6. *"Stopping distance"* means the distance required by the vehicle to come to a full stop after the Blind Spot Information Signal has been given, taking into account reaction time and brake deceleration. 2.7. *"Collision point"* means the position where the trajectory of any vehicle point would intersect with any bicycle points if a turn by the vehicle is		2.2 反應時間(Reaction time)：係指發送資訊訊號至駕駛者進行反應之時間。 2.3 駕駛參考眼點(Ocular reference point)：係指位於駕駛座參考點垂直向上六百三十五公釐，且兩眼點間相距六十五公釐之中心點。穿過兩眼點之直線與車輛垂直縱向中心平面垂直。兩眼點間線段之中心位於一垂直縱向平面，其應通過申請者宣告之駕駛指定座位中心。 2.4 煞停距離(Stopping distance)：考量反應時間及煞車減速度之狀況下，從發送盲點資訊訊號至車輛完全停止所需之距離。 2.5 碰撞點(Collision point)：若車輛開始轉向，則車輛任一點之移動路徑與二輪車輛上任一點相交之位置。	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
initiated. The theoretical collision point as referred to in Figure 1 of Appendix 1 is the point where a collision would occur in the respective test condition if the vehicle would turn towards the bicycle, e.g. starting with a counter-steer manoeuvre at the last point of information. Note that the actual turning manoeuvre is not tested since the information is required to be given before turn initiation.		理論碰撞點依圖二所示，為各種試驗狀況下，假設車輛朝二輪車輛轉向時(例如車輛位於資訊最末點時開始轉向操控(Counter-steer manoeuvre))發生碰撞之位置。須注意因資訊被要求於轉向開始前被發送，故並未進行實際轉向操控之試驗。	
2.8. "Last Point of Information (LPI)" means the point at which the information signal shall have been given. It is the point preceding the expected turning motion of a vehicle towards a bicycle in situations where a collision could occur.		2.6 資訊最末點(Last point of information)：係指資訊訊號應完成發送之位置。於可能發生碰撞之情況下，車輛預期朝向二輪車輛轉向動作前之位置。	
2.9. *"Near side"* means the side of the vehicle near the bicycle. The near side of the vehicle is the right side for right-hand traffic.		2.7 接近側(Near side)：係指靠近二輪車輛之車輛側。靠右行駛之車輛接近側為右側。	
2.10. *"Information signal"* means an optical signal with the purpose of informing the vehicle driver about a nearby moving bicycle.		2.8 資訊訊號(Information signal)：係指為通知駕駛者於車輛周遭有一移動二輪車輛之光學訊號。	
2.11. *"Vehicle Trajectory"* means the connection of all positions where the vehicle front right corner has been or will be during the test run.		2.9 車輛路徑(Vehicle trajectory)：係指試驗過程中車輛右前端已到達或將到達之所有位置連接線。	
2.12. "*Bicycle*" means a combination of a bicycle and cyclist. This is simulated in		2.10 二輪車輛(Bicycle)：係指一輛二輪車輛與其騎士之組合。於規定	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
test cases as specified in paragraphs 6.5. and 6.6. below with a test device according to ISO [CD] 19206-4. The reference point for the location of the bicycle shall be the most forward point on the centreline of the bicycle. 2.13. "*Common space*" means an area on which two or more information functions (e.g. symbols) may be displayed, but not simultaneously 2.14 "*Lateral separation*" means the distance between the vehicle and the bicycle at the near side of the vehicle where the vehicle and bicycle are parallel to each other. The distance is measured between the plane parallel to the median longitudinal plane of the vehicle and touching its lateral outer edge, disregarding the projection of devices for indirect vision, and the median longitudinal plane of the bicycle minus half of the bicycle width being 250 mm. The lateral outer edge of the vehicle is only to be regarded in the area between the vehicle's foremost point and up to 6 m rearward. 2.15. "*First point of information*" means the most forward point at which the information signal can be given. It is the last point of information and a distance corresponding to a travel time of 4 seconds, taking into account the moving speed of the vehicle plus an		6.5及6.6所述之試驗案例中進行模擬，且試驗裝置符合ISO [CD] 19206-4規範，如圖一所示。二輪車輛參考點位置應為二輪車輛中心線之最前點。 [補列ISO試驗裝置的圖例，惟相關ISO尚未正式發布，待發布後進行補充] 2.11 共用空間(Common space)：係指可供二個或以上之功能訊息(如符號)顯示之空間，但不同步顯示。 2.12 側向間隔(Lateral separation)：車輛與二輪車輛互相平行之狀況下，於車輛接近側之車輛與二輪車輛間距。此距離係由平行於車輛中心縱向平面且接觸車輛側方外緣之平面(不計間接視野裝置之突出)，與二輪車輛中心縱向平面減去二輪車輛寬度一半後(二百五十公釐)之平面間所量測得。車輛之側方外緣僅考慮車輛最前點及向後至多六公尺之區域。 2.13 資訊最初點(First point of infomation)：係指可發送資訊訊號之最初點。其係由資訊最末點及四秒行駛時間之距離所推算而得，若	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
additional distance if the impact position is lower than 6 m. 2.16. "*Vehicle front right corner*" means the projection of the point that results from the intersection of the vehicle side plane (not including devices for indirect vision) and the vehicle front plane (not including devices for indirect vision) on the road surface. 2.17. "*Impact Position"* means the location of impact of the bicycle on the right side of the vehicle with respect to the vehicle front right corner, when both vehicles have reached the collision point, as specified in Appendix 1, Figure 3. 2.18. *"Vehicle Master Control Switch"* means the device by which the vehicle's on-board electronics system is brought, from being switched off, as in the case where a vehicle is parked without the driver being present, to normal operation mode.		撞擊位置小於六公尺，則應考量車輛移動速度再加上一額外距離。 2.14 車輛右前端(Vehicle front right corner)：係指車輛側方平面(不含間接視野裝置)及車輛前方平面(不含間接視野裝置)相交於路面上所產生之投影點。 2.15 撞擊位置(Impact position)：二輪車輛與車輛皆已到達碰撞點時，於車輛右前端，二輪車輛與車輛右側發生撞擊之位置，如圖四所示。 2.16 車輛主控制開關(Vehicle master control switch)：指藉由車載電子系統將車輛自關閉模式(例如車輛處於駐車且無駕駛者之狀態下)切換至一般運作模式之裝置。	
2.2. *"Vehicle type with regard to its Blind Spot Information System"* means a category of vehicles which do not differ in such essential respects as: (a) The manufacturer's trade name or mark; (b) Vehicle features which significantly influence the performances of the Blind Spot Information System;		3.盲點資訊系統之適用型式及其範圍認定原則： 3.1 若以完成車執行本項檢測時，其適用型式及其範圍認定原則： 3.1.1 車輛廠牌相同。 3.1.2 對於盲點資訊系統性能有重大影響之車輛特性相同。	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
(c) The type and design of the Blind Spot Information System.		3.1.3 盲點資訊系統之型式及設計相同。 3.2 若以底盤車代替完成車執行本項全部或部分檢測時，其適用型式及其範圍認定原則： 3.2.1 底盤車廠牌相同。 3.2.2 對於盲點資訊系統性能有重大影響之車輛特性相同。 3.2.3 盲點資訊系統之型式及設計相同。	
3. Application for approval 3.1. The application for approval of a vehicle type with regard to the BSIS shall be submitted by the vehicle manufacturer or by their authorized representative. 3.2. It shall be accompanied by the documents mentioned below in triplicate and include the following particular: 3.2.1. A description of the vehicle type with regard to the items mentioned in paragraph 5. below, together with dimensional drawings and the documentation as referred to in paragraph 6.1. below. The numbers and/or symbols identifying the vehicle type shall be specified. 3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Technical Service conducting the approval tests.		4.申請者於申請認證測試時應至少提供一部代表車及下列文件： 4.1 規定3.之車輛規格資料，與實車圖示及/或照片。 4.2規定5.所述項目之車輛型式說明，且併同尺寸圖及規定6.1所指之文件。 (即為規定4.相關要求)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
4. Approval 4.1. If the vehicle type submitted for approval pursuant to this Regulation meets the requirements of paragraph 5. below, approval of that vehicle type shall be granted. 4.2. The conformity of the requirements in paragraph 5. below shall be verified with the test procedure as defined in paragraph 6. below, however its operation shall not be limited to these test conditions. 4.3. An approval number shall be assigned to each vehicle type approved; its first two digits (00 for this Regulation in its initial form) shall indicate the series of amendments incorporating the most recent major technical amendments made to this Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to the same vehicle type equipped with another type of BSIS, or to another vehicle type. 4.4. Notice of approval or of refusal or withdrawal of approval pursuant to this Regulation shall be communicated to the Parties to the Agreement applying this Regulation by means of a form conforming to the model in Annex 1 and photographs and/or plans supplied by the applicant being in a format not exceeding A4 (210 x 297 mm), or		(不影響國內基準條文)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
folded to that format, and on an appropriate scale. 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 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 [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.6 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html 4.5.2. An oval surrounding the letters "UI" followed by the Unique Identifier. 4.6. If the vehicle conforms to a vehicle type approved under one or more other UN Regulations annexed to the Agreement, in the country which has			

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
granted approval under this Regulation, the symbol prescribed in paragraph 4.5. above need not be repeated. In such a case, the UN Regulation and approval numbers and the additional symbols shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.5. above. 4.7. The approval mark shall be clearly legible and be indelible. 4.8. The approval mark shall be placed close to or on the vehicle data plate.			
5. Specifications 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. 5.2. General requirements The effectiveness of the BSIS shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by compliance with the technical requirements and transitional provisions of UN Regulation No. 10, 04 series of amendments or any later series of amendments. 5.3. Performance requirements 5.3.1. The BSIS shall inform the driver about nearby bicycles that might be endangered during a potential turn, by means of an optical signal, so that the		5. 規格規定 5.1 任何配備上述2.1所定義盲點資訊系統之車輛，應符合規定5.2至5.7之要求。 5.2 通則 盲點資訊系統之效能不應受磁場或電場之不良影響，且應證明符合本基準中「電磁相容性」之技術要求。 5.3 性能要求 5.3.1 盲點資訊系統應藉由光學訊號通知駕駛者，於預期轉向過程中可能危及鄰近二輪車輛，使車輛可於穿越二輪車輛路徑前停止。	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
vehicle can be stopped before crossing the bicycle trajectory. It shall also inform the driver about approaching bicycles while the vehicle is stationary before the bicycle reaches the vehicle front, taking into account a reaction time of 1.4 seconds. This shall be tested according to paragraph 6.6. The BSIS shall warn the driver, by means of an optical signal, acoustical signal, haptic signal or any combination of these signals, when the risk of a collision increases. An optical information signal shall be maintained only for as long as the conditions specified in paragraph 5.3.1.4. below are fulfilled. Deactivation of the information signal as a result of the vehicle turning away from the bicycle trajectory is not allowed as long as a collision between vehicle and bicycle is still possible, in case the driver would steer back towards the bicycle trajectory. 5.3.1.1. The information signal shall meet the requirements as defined in paragraph 5.4. below. 5.3.1.2. The warning signal shall meet the requirements of paragraph 5.5. below. It may be deactivated manually. In the case of a manual deactivation, it shall be reactivated upon each activation of the vehicle master control switch.		考量一點四秒之反應時間，當車輛靜止且於二輪車輛到達車輛前方之前，系統亦應通知駕駛者二輪車輛正接近中。此項應依照規定6.6進行試驗。 當碰撞風險增加時，盲點資訊系統應以光學訊號、聲音訊號、觸覺訊號或前述訊號之任意組合警告駕駛者。 滿足規定5.3.1.4所述條件下，應持續發送一光學資訊訊號。只要車輛與二輪車輛之間仍存在碰撞風險，則不允許於車輛轉離二輪車輛路徑後關閉資訊訊號，以避免駕駛者再次轉向二輪車輛路徑。 5.3.1.1 資訊訊號應滿足下述規定5.4之要求。 5.3.1.2 警告訊號應滿足下述規定5.5之要求。警告訊號可被手動解除，於手動解除狀況下，每次啟動車輛主控制開關後應被重新致動。	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
5.3.1.3. The BSIS shall at least operate for all forward vehicle speeds from standstill to 30 km/h, for ambient light conditions above 15 Lux.		5.3.1.3 盲點資訊系統應至少從車輛靜止至三十公里/小時之所有前進速度下，在環境光源條件高於十五Lux之下運作。	
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.		5.3.1.4 二輪車輛以介於五公里/小時至二十公里/小時間之速度移動，且二輪車輛與車輛之側向間隔介於零點九至四點二十五公尺之間，若駕駛者施加之典型轉向動作可導致車輛與二輪車輛於距離車輛右前端零至六公尺之撞擊位置發生碰撞，則盲點資訊系統應於資訊最末點提供資訊訊號。	
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 by increasing with the difference between 6 m and impact position.		資訊訊號不應於資訊最初點前顯示，應於資訊最初點與資訊最末點之間發送訊號。藉由增加六公尺與撞擊位置間之差距，可計算出任何撞擊位置之資訊最初點。	
It shall also give an information signal if a bicycle is detected at a lateral separation of between 0.25 up to 0.9 m longitudinally at least located at the most forward front wheel while driving straight.		車輛直線行駛時，若偵測到一與該車輛側向間隔介於零點二十五至零點九公尺之縱向前行二輪車輛時，則至少應於該二輪車輛抵達該車輛最前輪位置時，亦應提供一資訊訊號。	
5.3.1.5. The vehicle manufacturer shall ensure that the number of false-positive		5.3.1.5 申請者應確保因偵測靜態非弱勢道路使用者物體(例如三角	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
warnings due to the detection of static non-VRU objects such as cones, traffic signs, hedges and parked cars shall be minimized. However it may give an information signal when a collision is imminent.		錐、交通標誌、護欄及停駐車輛)所產生之偽陽性警告降至最低。惟其可於碰撞即將發生時提供資訊訊號。	
5.3.1.6. The BSIS shall automatically deactivate if it cannot operate properly due to its sensoring devices being contaminated by ice, snow, mud, dirt or similar material or due to ambient light conditions below those specified in paragraph 5.3.1.3. This shall be indicated as specified in paragraph 5.6.2. It shall automatically reactivate when the contamination disappears and normal function has been verified. This shall be tested in accordance with the provisions of paragraph 6.9. below.		5.3.1.6 若盲點資訊系統之感測裝置受到冰、雪、泥、塵或類似物質汙染，或因規定5.3.1.3所述之環境光源條件而無法正常運作，則該系統應自動解除。此狀況應依規定5.6.2所述發出訊號。當汙染源不存在且一般功能經過驗證後，系統應自動重新啟動。此項應依照下述規定6.9進行試驗。	
5.3.1.7. The BSIS also shall provide the driver with a failure warning when there is a failure in the BSIS that prevents the requirements of this Regulation from being met. The warning shall be as specified in paragraph 5.6.1. This shall be tested in accordance with the provisions of paragraph 6.8. below (failure detection test).		5.3.1.7 當盲點資訊系統失效使其無法滿足本基準規定時，盲點資訊系統亦應提供駕駛者一故障警告。此警告應依規定5.6.1所述。此項應依照下述規定6.8(失效偵測試驗)進行試驗。	
5.3.2. The manufacturer shall demonstrate, to the satisfaction of the Technical Service and Type Approval Authority, through the use of documentation,		5.3.2 申請者應透過使用說明文件、模擬或其他方法向檢測機構進行展演，證明系統對較小二輪車輛及較小二輪車輛騎士亦能依規定運	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
simulation or any other means, that the BSIS is performing as specified also for smaller bicycles and smaller bicyclists, differing by not more than 36 per cent from the values detailed in ISO [CD] 19206-4:2018.		作，其與ISO [CD] 19206-4:2018所述數值差異不超過百分之三十六。	
5.4. Information signal		5.4 資訊訊號	
5.4.1. The blind spot information referred to in paragraph 5.3.1.1. above shall be an information signal that is noticeable and easily verifiable by the driver from the driver's seat. This information signal shall be visible by daylight and at night.		5.4.1 規定5.3.1.1所述之盲點資訊應為駕駛者於駕駛座易於辨識且能輕易判讀之資訊訊號。資訊訊號應於日間及夜晚皆清楚可視。	
5.4.2. The device emitting the information signal shall be located at the near side at a horizontal angle greater than 30° towards an axis parallel to the longitudinal median plane of the vehicle and going through the ocular reference point. If the driver's seating position is located on the near side of the vehicle, this value may be reduced.		5.4.2 發送資訊訊號之裝置應位於接近側，其以大於三十度之水平角朝向平行於車輛縱向中心平面之軸，並通過駕駛者參考眼點。若駕駛座位於車輛之接近側，則可減少此數值。	
5.5. Warning signal		5.5 警告訊號	
5.5.1. The warning signal referred to in paragraph 5.3.1.2. above shall be a signal differing, e.g. in mode or activation strategy, from the information signal specified in paragraph 5.4.		5.5.1 上述規定5.3.1.2之警告訊號應不同於規定5.4所述之資訊訊號(例如於模式或啟動策略)。	
5.5.2. It shall be easily understandable for the driver to relate the warning signal to the potential collision. In case the		5.5.2警告訊號應能輕易理解，使駕駛者將其與潛在碰撞連結。若警告訊號為光學訊號，則此訊號應於日間	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
warning signal is an optical signal this signal shall also be visible by daylight and at night.		及夜晚皆清楚可視。	
5.5.3. The warning signal shall be activated at the earliest when the system detects a potential collision, e.g. by the intention of a turn towards the bicycle, e.g. by evaluating the distance between or trajectory intersection of vehicle and bicycle, direction indicator activation or similar. The strategy shall be explained in the information referred to in paragraph 6.1. It shall not depend solely on the activation of the direction indicator.		5.5.3 警告訊號應於系統偵測到潛在碰撞時盡快啟動(例如車輛轉向欲朝向二輪、評估車輛與二輪車輛之間距離、車輛與二輪車輛之路徑相交、方向燈作動或其他類似狀況)。此策略應於規定6.1所述資訊內進行說明。警告訊號不應僅依靠方向燈之作動而致動。	
The Technical Service shall verify the operation of the system according to the strategy.		檢測機構應驗證系統是否依照策略運作。	
5.6. Failure warning signals		5.6 故障警告訊號	
5.6.1. The failure warning referred to in paragraph 5.3.1.7. above shall be a yellow optical warning signal, and shall be other than or clearly distinguishable from the information signal. The failure warning signal shall be visible by daylight and night, and shall be easily verifiable by the driver from the driver's seat.		5.6.1 規定5.3.1.7所述之故障警告訊號應為一黃色光學警告訊號，且應不同於資訊訊號或與資訊訊號明顯區別。故障警告訊號應於日間及夜晚皆清楚可視，且應能使駕駛者於駕駛座輕易判讀。	
5.6.2. The optical warning signal referred to in paragraph 5.3.1.6. shall indicate that the BSIS is temporarily not available. It shall remain active as long as the BSIS is not available. The failure		5.6.2 規定5.3.1.6所述之光學警告訊號應指示盲點資訊系統短暫不可用。其盲點資訊系統不可用時應維持致動狀態。規定5.3.1.7所述之故障警告訊號可用來達成此目的。	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
warning signal specified in paragraph 5.3.1.7. above may be used for this purpose. 5.6.3. The BSIS optical failure warning signals shall be activated with the activation of the vehicle master control switch. This requirement does not apply to warning signals shown in a common space. 5.7. Provisions for inspection 5.7.1. It shall be possible to confirm the correct operational status of the BSIS by a visible observation of the failure warning signal status.		5.6.3 盲點資訊系統之光學故障警告訊號應於車輛主控制開關啟動時致動。此要求不適用於共用空間顯示之警告訊號。 5.7 檢驗規定 5.7.1 應能透過視覺檢查故障警告訊號狀態，確認盲點資訊系統之正確運作狀態。	
6. Test procedure 6.1. The manufacturer shall provide a documentation package which gives access to the basic design of the system and, if applicable, the means by which it is linked to other vehicle systems. The function of the system including its sensing and warning strategy shall be explained and the documentation shall describe how the operational status of the system is checked, whether there is an influence on other vehicle systems, and the method(s) used in establishing the situations which will result in a failure warning signal being displayed. The documentation package shall give sufficient information for the Type		6. 試驗程序 6.1 申請者應提供系統基本設計資料，並依實際情況提供其與車輛其他系統間之連結方式。應說明系統功能，包含其感應及警告策略，且應於文件說明如何檢查系統運作狀態、是否會影響車輛其他系統，以及用以構建故障警告訊號顯示機制之方法。 相關文件應提供足夠資訊以識別型式，並對最嚴苛狀況之挑選決策提	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
Approval Authority to identify the type of and to aid the decision-making on the selection of worst-case conditions.		供輔助。	
6.2. Test conditions		6.2 試驗條件	
6.2.1. The test shall be performed on a flat, dry asphalt or a concrete surface.		6.2.1 試驗應於平坦且乾燥之柏油或水泥路面上執行。	
6.2.2. The ambient temperature shall be between 0° C and 45° C.		6.2.2 環境溫度應介於攝氏零度至四十五度之間。	
6.2.3. The test shall be performed under visibility conditions that allow safe driving at the required test speed.		6.2.3 應在良好視野狀況下使駕駛者能安全地以要求之試驗速度進行試驗。	
6.3. Vehicle conditions		6.3 車輛條件	
6.3.1. Test weight		6.3.1 試驗重量	
The vehicle may be tested at any condition of load, the distribution of the mass among the axles shall be stated by the vehicle manufacturer without exceeding any of the maximum permissible mass for each axle. No alteration shall be made once the test procedure has begun. The vehicle manufacturer shall demonstrate through the use of documentation that the system works at all conditions of load.		可於車輛任何負載狀態下進行試驗，惟軸重分配應依申請者宣告且不超過每軸最大設計軸重，試驗開始後即不得變更前述條件。申請者應透過使用說明文件證明此系統於所有負載狀態下均可正常運作。	
6.3.2. The vehicle shall be tested at the tyre pressures for normal running conditions.		6.3.2 車輛應以正常行駛狀態下之胎壓進行試驗。	
6.3.3. In the case where the BSIS is equipped with a user-adjustable information timing, the test as specified in paragraphs 6.5. and 6.6. below shall be performed for each test		6.3.3 若盲點資訊系統具備使用者可調整資訊發送時機之功能，則下述規定6.5及6.6之每一試驗案例，應以最靠近碰撞點產生資訊訊號之資訊門檻設定(即最嚴苛狀況設	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
case with the information threshold set at the settings that generate the information signal closest to the collision point, i.e. worst case setting. No alteration shall be made once the test run has started.		定)進行試驗。試驗開始後不得變更前述條件。	
6.4. Optical failure warning signals verification test		6.4 光學故障警告訊號驗證試驗	
6.4.1. With the vehicle stationary check that the warning signals comply with the requirements of paragraph 5.6. above.		6.4.1 車輛處於靜止狀態下，檢查警告訊號是否符合上述規定5.6之要求。	
6.4.2. With the vehicle stationary, activate the information and warning signals as specified in paragraphs 5.4. and 5.5. and verify that the signals comply with the requirements specified in those paragraphs.		6.4.2 車輛處於靜止狀態下，啟動如規定5.4及5.5所述之資訊訊號及警告訊號，驗證訊號是否符合前述規定之要求。	
6.5. Blind Spot Information Dynamic Test		6.5 盲點資訊動態試驗	
6.5.1. Using cones and the bicycle dummy, form a corridor according to Figure 1 in Appendix 1 to this Regulation and the additional dimensions as specified in Table 1 of Appendix 1 to this Regulation.		6.5.1 使用三角錐及二輪車輛人偶，依照圖二排列形成通道以及表一指定之額外尺度。	
6.5.2. Position the bicycle target at the appropriate starting position as shown in Figure 1 of Appendix 1 to this Regulation.		6.5.2 將二輪車輛目標放置於圖二之適當起始位置。	
6.5.3. Position a local traffic sign corresponding to sign C14 as defined in the Vienna convention on road signs and signals[3] (speed limit 50 km/h) or the local sign closest to this sign in		6.5.3 將維也納公約所定義標誌C14對應之當地交通標誌標示於道路標誌及訊號(速度限制五十公里/小時)或意義最相近之當地標誌，以設於桿上之方式置於圖二之通道	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
meaning on a pole at the entry of the corridor which as shown in Figure 1 of Appendix 1 to this Regulation. The lowest point of the sign shall be located at 2 m above the test track surface. [3] See ECE/TRANS/196, para. 91 on the Convention on Road Signs and Signals of 1968 European Agreement Supplementing the Convention and Protocol on Road Markings, Additional to the European Agreement. 6.5.4. Drive the vehicle at a speed as shown in Table 1 of Appendix 1 to this Regulation with a tolerance of ±2 km/h through the corridor. 6.5.5. Do not operate the direction indicators during the test. 6.5.6. Put the dummy on the starting point as showed in Figure 1 of Appendix 1 to this Regulation. The dummy shall be moved along a straight line as showed in Figure 1 of Appendix 1. The acceleration of the dummy shall be such that the dummy shall have reached the speed for the actual test case, as shown in Table 1, after a distance of not more than 5.66 m and after the acceleration the dummy shall move in a steady pace for at least 8 seconds with a speed tolerance of ±0.5 km/h. The dummy shall cross line A (Figure 1 of Appendix 1) with a tolerance of ±0.5 m at the same time as		入口處。標誌之最低點應高於試驗路面兩公尺。 6.5.4 以表一所示速度(容許誤差正/負兩公里/小時)駕駛車輛通過通道。 6.5.5 試驗過程中不得作動方向燈。 6.5.6 將二輪車輛人偶放置於圖二之起始點。二輪車輛人偶應沿著圖二之直線移動。二輪車輛人偶之加速度應使二輪車輛人偶於不超過五點六十六公尺之距離後，到達實際試驗案例之速度(如表一所示)，且加速後二輪車輛人偶應以穩定速度(容許誤差正/負零點五公里/小時)前進至少八秒。於車輛通過線B(容許誤差正/負零點五公尺)時，二輪車輛人偶應同時通過線A(容許誤差正/負零點五公尺)，如圖二所示。	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
the vehicle cross line B (Figure 1 of Appendix 1) with a tolerance of ±0.5 m.			
If the acceleration distance cannot be achieved, adjust bicycle starting position and vehicle corridor length by the same amount.		若加速距離不足，則以等量調整二輪車輛起始位置及車輛通道長度。	
The lateral deviation of the dummy with respect to a straight line connecting initial starting position and theoretical collision point (as defined in Figure 1 of Appendix 1) shall be maximum ±0.2 m.		相對於起始位置與理論碰撞點(如圖二所定義)相連之直線，二輪車輛人偶最大橫向偏差值應為正/負零點二公尺。	
6.5.7. Verify if the Blind Spot Information signal has been activated before the vehicle crosses line C in Figure 1 of Appendix 1 to this Regulation, and if the Blind Spot Information signal has not been activated before the vehicle crosses line D in Figure 1.		6.5.7 驗證盲點資訊訊號已於車輛通過圖二之線C前被致動，並驗證盲點資訊訊號於車輛通過圖二之線D前未被致動。	
6.5.8. Verify that the Blind Spot Information signal has not been activated when passing the traffic sign and any cones as long as the bicycle dummy is still stationary.		6.5.8 只要二輪車輛人偶仍處於靜止狀態下，通過交通標誌及任何三角錐時驗證盲點資訊系統訊號未被致動。	
6.5.9. Repeat paragraphs 6.5.1. to 6.5.8. for test cases shown in Table 1 of Appendix 1 to this Regulation.		6.5.9 對表一所示之試驗案例重複進行規定6.5.1至6.5.8。	
Where this is deemed justified, the Technical Service may select test cases different than shown in Table 1 of Appendix 1, within the range of vehicle speed, bicycle speed and lateral		檢測機構認為合理之狀況下，其可選擇不同於表一之試驗案例，於規定5.3.1.3及5.3.1.4所述之車輛速度、二輪車輛速度及側向間距範圍內進行試驗。	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
clearance as indicated in paragraphs 5.3.1.3. and 5.3.1.4.			
The Technical Service shall check that the parameter combination in the selected test cases would lead to a collision between the bicycle and the vehicle with an impact position in the range as specified in paragraph 5.3.1.4. and shall assure that the vehicle is moving with the selected speed when crossing line C in Figure 1 of Annex 1 by appropriately adjusting starting distances and corridor length for the vehicle and the bicycle.		檢測機構應檢查所選試驗案例中將導致車輛與二輪車輛之間以規定5.3.1.4所述範圍內之撞擊位置發生碰撞之參數組合，並應藉由適當地調整車輛及二輪車輛之初始距離及通道長度，確保車輛於通過圖二之線C時以選定速度移動。	
6.5.10. The test is passed when the Blind Spot Information signal has been activated in all test cases as shown in Table 1 of Appendix 1 to this Regulation before the vehicle has crossed line C (see paragraph 6.5.7. above) and the Blind Spot Information signal has not been activated in any test run when the vehicle passes the traffic sign (see paragraph 6.5.8. above).		6.5.10 表一所有試驗案例中，若盲點試驗系統訊號已於車輛通過線C(如上述規定6.5.7)前被致動，且於任何試驗行程中通過交通標誌(如上述規定6.5.8)時未被致動，則視為通過試驗。	
For vehicle speeds up to 5 km/h, it is deemed satisfactory if the information signal is activated 1.4 seconds before the bicycle has reached the theoretical collision point as specified in Appendix 1, Figure 1.		對於車速最高五公里/小時之狀況，若資訊訊號於二輪車輛到達圖二所述之理論碰撞點前一點四秒時被致動，則視為滿足。	
For vehicle speeds between 5 and 10 km/h, the value dc shall be 5 m.		對於車速介於五至十公里/小時之間狀況，d_c值應為五公尺。	
For vehicle speeds above 25 km/h, where		對於車速高於二十五公里/小時之狀	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
the stopping distance is higher than 15 m, *d*c as specified in Appendix 1, Figure 1 shall be as specified in Appendix 1, Table 2.		況，當煞停距離大於十五公尺時，圖二所示之d_c應依表二所述。	
6.6. Blind Spot Information Static Tests		6.6 盲點資訊靜態試驗	
6.6.1. Static Test Type 1		6.6.1 靜態試驗型式一	
Leave the vehicle under test stationary. Then manoeuvre the bicycle dummy perpendicular to the longitudinal median plane of the vehicle with an impact position 1.15 m in front of the most forward point of the vehicle, with a speed of 5 ± 0.5 km/h and a lateral tolerance of 0.2 m, as shown in Figure 2 in Appendix 1.		受驗車輛處於靜止狀態，接著調整二輪車輛人偶方向使其垂直於車輛縱向中心平面，且撞擊位置位於車輛最前點前方一點十五公尺處，並以五正/負零點五公里/小時之速度及零點二公尺之側向容許誤差前進，如圖三所示。	
The test is passed if the Blind Spot Information signal is activated at the latest when the distance between bicycle and vehicle is 2 m.		若盲點資訊訊號最晚於二輪車輛與車輛之間距為兩公尺時被致動，則視為通過試驗。	
6.6.2. Static Test Type 2		6.6.2 靜態試驗型式二	
Leave the vehicle under test stationary. Then manoeuvre the bicycle dummy parallel to the longitudinal median plane of the vehicle, with a lateral separation of 2.75 ± 0.2 m, with a bicycle speed of 20 ± 0.5 km/h, as shown in Figure 2 of Appendix 1.		受驗車輛處於靜止狀態，接著調整二輪車輛人偶使其與車輛縱向中心平面平行，且側向間隔為二點七十五正/負零點二公尺，並以二十正/負零點五公里/小時之速度前進，如圖三所示。	
The bicycle should be at constant speed at least 44 m before passing the most forward vehicle point.		二輪車輛應於通過車輛最前點之前至少四十四公尺時處於定速。	
The test is passed if the Blind Spot information signal is activated at the latest when the bicycle is 7.77 m away		盲點資訊訊號最晚應於二輪車輛與車輛最前點於二輪車輛移動線之投影點的距離為七點七十七公尺	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
from the projection of the vehicle's most forward point to the bicycle line of movement.		時被致動，方能視為通過試驗。	
6.7. The manufacturer shall demonstrate, to the satisfaction of the Technical Service and Type Approval Authority, through the use of documentation, simulation or any other means, that the Blind Spot Information signal is not activated, as described in paragraph 6.5.10., when the vehicle passes any other usual stationary object than the traffic sign. In particular, parked cars shall be addressed.		6.7 申請者應透過使用說明文件、模擬或其他方法向檢測機構進行展演，證明盲點資訊訊號於車輛通過任何非交通標誌之靜態物體時未被致動(如規定6.5.10)。應特別描述停駐車輛。	
6.8. Failure detection test		6.8 失效偵測試驗	
6.8.1. Simulate a BSIS failure, for example by disconnecting the power source to any BSIS component or disconnecting any electrical connection between BSIS components. The electrical connections for the failure warning signal of paragraph 5.6.1. above shall not be disconnected when simulating a BSIS failure.		6.8.1 模擬一盲點資訊系統失效，如藉由切斷任何盲點資訊系統組件之電源，或切斷任何盲點資訊系統組件間之電路。模擬盲點資訊系統故障時，不應切斷上述規定5.6.1之故障警告訊號電路。	
6.8.2. The failure warning signal mentioned in paragraph 5.3.1.7. above and specified in paragraph 5.6.1. shall be activated and remain activated while the vehicle is being driven and be reactivated upon each activation of the vehicle master control switch as long as the simulated failure exists.		6.8.2 一旦模擬失效存在，規定5.3.1.7及5.6.1所述之故障警告訊號應於車輛行駛時致動並維持致動狀態，且應於每次啟動車輛主控制開關後被重新致動。	
6.9. Automatic deactivation test		6.9 自動解除試驗	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
6.9.1. Contaminate any of the system's sensing devices completely with a substance comparable to snow, ice or mud (e.g. based on water). The BSIS shall automatically deactivate, indicating this condition as specified in paragraph 5.6.2. 6.9.2. Remove any contamination from the system's sensing devices completely and perform a reactivation of the vehicle master control switch. The BSIS shall automatically reactivate after a driving time not exceeding 60 seconds.		6.9.1 以相當於雪、冰或泥之物質(例如以水為基礎之物質)完全遮蔽系統之任何感測裝置。盲點資訊系統應自動解除，並依規定5.6.2所述指示此狀況。 6.9.2 完全移除系統之感測裝置任何汙染物，且重新啟動車輛主控制開關。盲點資訊系統應於不超過六十秒之行駛時間自動重新啟動。	
7. Modification of vehicle type and extension of approval 7.1. Every modification of the vehicle type as defined in paragraph 2.2. of this Regulation shall be notified to the Type Approval Authority which approved the vehicle type. The Type Approval Authority may then either: 7.1.1. Consider that the modifications made do not have an adverse effect on the conditions of the granting of the approval and grant an extension of approval; 7.1.2. Consider that the modifications made affect the conditions of the granting of the approval and require further tests or additional checks before granting an extension of approval.		(此部分不影響檢測基準，故不進行調合)	

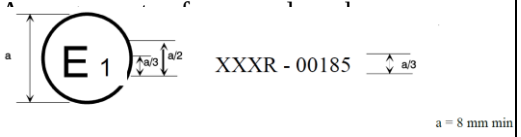
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
7.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.4. above to the Contracting Parties to the Agreement applying this Regulation. 7.3. The Type Approval Authority shall inform the other Contracting Parties of the extension by means of the communication form which appears in Annex 1 to this Regulation. It shall assign a serial number to each extension, to be known as the extension number.			
8. Conformity of production 8.1. Procedures for the conformity of production shall conform to the general provisions defined in Article 2 and Schedule 1 to the Agreement (E/ECE/TRANS/505/Rev.3) and meet the following requirements: 8.2. A vehicle approved pursuant to this Regulation shall be so manufactured as to conform to the type approved by meeting the requirements of paragraph 5. above; 8.3. The Type Approval Authority which has granted the approval may at any time verify the conformity of control methods applicable to each production unit. The normal frequency of such inspections shall be once every two		(此部分不影響檢測基準，故不進行調合)	

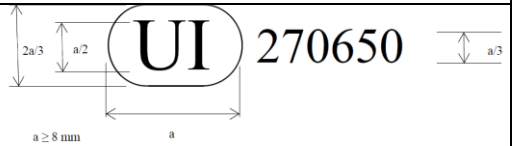
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
years.			
9. Penalties for non-conformity of production 9.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirements laid down in paragraph 8. above are not complied with. 9.2. If a Contracting Party withdraws an approval it had previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation by sending them a communication form conforming to the model in Annex 1 to this Regulation.		(此部分不影響檢測基準，故不進行調合)	
10. Production definitively discontinued If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, they shall so inform the Type Approval Authority which granted the approval, which in turn shall forthwith inform the other Contracting Parties to the Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.		(此部分不影響檢測基準，故不進行調合)	
11. Names and addresses of the Technical Services responsible for conducting approval tests and of Type Approval Authorities The Contracting Parties to the Agreement		(此部分不影響檢測基準，故不進行調合)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
applying this Regulation shall communicate to the United Nations Secretariat the names and addresses of the Technical Services responsible for conducting approval tests and of the Type Approval Authorities which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval are to be sent.			
Appendix 1 Figure 1 **Dynamic tests** **(請參考頁末圖示)** Figure 2 **Static tests** **(請參考頁末圖示)** Figure 3 **Impact location** **(請參考頁末圖示)** Table 1 **Test cases** The following table details the test cases, using the following variables: $v_{vehicle}$ steady-state velocity of vehicle $v_{bicycle}$ steady-state velocity of bicycle d_a bicycle position when vehicle crosses line b d_b vehicle position when bicycle crosses line a d_c vehicle position at last point of information d_d vehicle position at first point of		6.10 相關參考資料 圖二 動態試驗 (請參考頁末圖示) 圖三 靜態試驗 (請參考頁末圖示) 圖四 撞擊位置 (請參考頁末圖示) 表一 試驗案例 下表詳細說明試驗案例，其中： $v_{vehicle}$=穩定狀態車輛速度 $v_{bicycle}$=穩定狀態二輪車輛速度 d_a=車輛通過線B時之二輪車輛位置 d_b=二輪車輛通過線A時之車輛位置 d_c=資訊最末點之車輛位置 d_d=資訊最初點之車輛位置。對於車	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
information (d_c+(6m-Impact Position)+11.11 m for vehicle speeds of 10 km/h and d_c+(6m-Impact Position)+22.22 m for vehicle speeds of 20 km/h) $d_{bicycle}$ starting position of bicycle $l_{corridor}$ length of vehicle corridor $d_{corridor}$ width of vehicle corridor $d_{lateral}$ lateral separation between bicycle and vehicle The following variables do not specify test cases, but are given for information only (not influencing test parameters): (a) Impact position [m], this specifies the impact position for which the values of *d*a and *d*b in Table 1 have been calculated (*d*d is always calculated for either an impact position of 6 m or start of synchronized movement, in case of same speeds for vehicles and bicycle); (b) Turn radius [m], this specifies the turn radius for which the values of *d*a and *d*b in Table 1 have been calculated. (請參考頁末表格) Table 2 ***dc for speeds above 25 km/h*** (請參考頁末表格)		速為十公里/小時者：(d_c+(六公尺-撞擊位置)+十一點十一公尺)；對於車速為二十公里/小時者：(d_c+(六公尺-撞擊位置)+二十二點二十二公尺) $d_{bicycle}$=二輪車輛之起始位置 $l_{corridor}$=車輛通道之長度 $d_{corridor}$=車輛通道之寬度 $d_{lateral}$=二輪車輛與車輛間之側向間隔 下列變數未指定試驗案例，惟僅供參考(不影響試驗參數)： (a)撞擊位置(單位：公尺)：具體說明表一已計算之d_a值及d_b值之撞擊位置(若車輛及二輪車輛速度相同，則d_d常對六公尺之撞擊位置或同步移動之起始點進行計算)； (b)迴轉半徑(單位：公尺)：具體說明表一已計算之d_a值及d_b值之迴轉半徑。 (請參考頁末表格) 表二 車速高於二十五公里/小時之d_c值 (請參考頁末表格)	
Annex 1 Communication (Maximum format: A4 (210 x 297 mm) issued by : (Name of administration)		(此部分不影響檢測基準，故不進行調合)	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
....  [1]Concerning: [2] Approval granted [1] Distinguishing number of the country which has granted/extended/refused/withdrawn an approval (see approval provisions in this Regulation). [2] Strike out what does not apply. Approval extended Approval refused Approval withdrawn Production definitively discontinued of a type of vehicle with regard to the Blind Spot Information System (BSIS) pursuant to UN Regulation No. [XXX] Approval No.: 1. Trademark: 2. Type and trade name(s): 3. Name and address of manufacturer: 4. If applicable, name and address of manufacturer's representative: 5. Brief description of vehicle: 6. Date of submission of vehicle for approval:			

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
7. Technical Service performing the approval tests: 8. Date of report issued by that Service: 9. Number of report issued by that Service: 10. Reason(s) for extension (if applicable) : 11. Approval with regard to the BSIS is granted/refused:[2] [2] Strike out what does not apply. 12. Place: ..... 13. Date: ..... 14. Signature: .... 15. Annexed to this communication are the following documents, bearing the approval number indicated above: ..... 16. Any remarks:			
Annex 2  The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Germany (E1) with regard to the BSIS pursuant to UN Regulation No. XXX. The first two digits of the approval number indicate that the approval was		(此部分不影響檢測基準，故不進行調合)	

條/條內容	原內容	修訂國內法規條文草案	對應國內法規條文
 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.			
Annex 3 Procedure to define performance requirements for test cases other than those shown in the test case table According to paragraph 6.5.9., the Technical Service may test other test cases than those shown in Table 1, Appendix 1. In this case, the Technical Service is obliged to verify that the selected parameter combination would lead to a critical situation. As a guidance for this, the following procedure assists in specifying the performance requirements. d_a – the value *d*a is used for synchronization between vehicle and bicycle movement. It is computed by multiplying 8 seconds of constant		7.定義非屬試驗案例表中試驗案例之性能要求程序 依照規定6.5.9，檢測機構可進行非屬表一試驗案例之試驗。 在此情況下，檢測機構應驗證所選擇之參數組合是否會導致危急情況發生。 下述程序將協助確立性能要求。 d_a – d_a值係用於車輛及二輪車輛移動間之同步化。藉由將定速行駛時間八秒與表格內所述之二輪車輛速度相乘計算而得：	

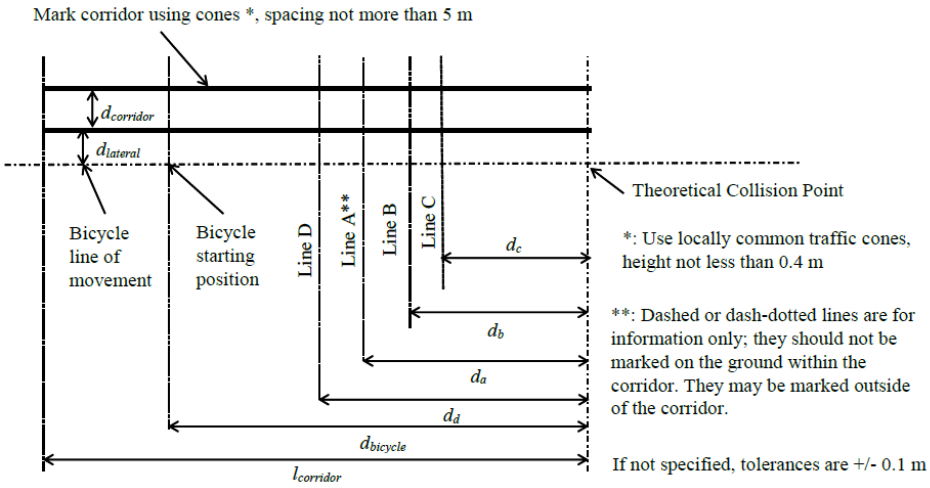
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
speed travel with the bicycle speed as specified in the table: $d_a = 8s \cdot v_{Bicycle}$ d_b – the value db is used for synchronization between vehicle and bicycle movement. It is composed of three parts. The first part corresponds to 8 seconds of constant travel of the truck: $d_{b,1} = 8s \cdot v_{Vehicle}$ The second part shifts the synchronization by taking into account the impact position of the bicycle. It is given using the Impact Location L: $d_{b,2} = L$ The third part then takes into account the longer travel of the truck due to negotiating a constant radius turn towards the collision point rather than just going straight ahead as the bicycle does. The turn segment is approximated by a constant radius circle that ends as soon as the desired lateral displacement is achieved. Therefore d_b needs to be shifted by the difference distance between straight and turning. It can be calculated using the turn radius R, the lateral displacement $Y=d_{lateral}$ +		$d_a = 8s \cdot v_{Bicycle}$ d_b – d_b值係用於車輛及二輪車輛移動間之同步化。其由三部分組成，第一部分對應車輛定速行駛時間八秒： $d_{b,1} = 8s \cdot v_{Vehicle}$ 第二部分透過考量二輪車輛之撞擊位置偏移同步化。其係使用撞擊位置L： $d_{b,2} = L$ 為了達成朝向碰撞點之定半徑轉向而非二輪車輛僅直行向前，第三部分將考慮車輛之較長行程。 藉由一只要達成所需側向位移即結束之定半徑圓預估轉向部分，因此須藉由直行及轉向間之距離差移動d_b。 可使用迴轉半徑R、側向位移Y=$d_{lateral}$+零點二十五公尺(二輪車輛中心	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
0.25 m (distance bicycle centreline to vehicle edge) and the impact location *L*. $d_{b,3} = R \cdot \cos^{-1}\left(\frac{R-Y}{R}\right) - \sqrt{R^2-(R-Y)^2}$ The final value for d_b is $d_{b,1}$ minus the other two parts $d_{b,2}$ and $d_{b,3}$: $d_b = 8s \cdot v_{Vehicle} - L - R\ \cos^{-1}\left(\frac{R-Y}{R}\right) + \sqrt{R^2-(R-Y)^2}$ The value d_c defines the last point of information. For vehicle speeds of 10 km/h and higher, it is the maximum of two values: the first value has been derived from physical test runs and characterizes at what distance from the collision point the heavy vehicle turn is started at the earliest and by turning towards the outside, the value is: 15 m. The second value is the stopping distance, considering reaction time and the brake deceleration *a*, using the parameters deceleration and reaction time (5 m/s² and 1.4 seconds, respectively): $d_{Stop} = v_{vehicle} \cdot t_{react} + \frac{v_{Vehicle}^2}{2\,\lvert a\rvert}$ Therefore, d_c is defined by $d_c = MAX\left(15\text{ m}; v_{vehicle} \cdot t_{react} + \frac{v_{Vehicle}^2}{2\,\lvert a\rvert}\right)$ For vehicle speeds below 5 km/h, it is sufficient if the information signal is given at a distance corresponding to a		線至車輛邊緣之距離)及撞擊位置L計算而得。 $d_{b,3} = R \cdot \cos^{-1}\left(\frac{R-Y}{R}\right) - \sqrt{R^2-(R-Y)^2}$ d_b最終值即為$d_{b,1}$減去另兩個部分$d_{b,2}$及$d_{b,3}$。 $d_b = 8s \cdot v_{Vehicle} - L - R\ \cos^{-1}\left(\frac{R-Y}{R}\right) + \sqrt{R^2-(R-Y)^2}$ d_c值定義為資訊最末點。對於車輛速度十公里/小時及更高者，其係兩數值之最大值： 第一個數值係由物理試驗行程及特性，從碰撞點至重型車輛轉向之最早起始處且藉由朝外轉向推導而得之距離，該數值為：十五公尺。 第二個數值為煞停距離，其考慮反應時間及煞車減速度a，且使用減速度參數及反應時間(分別為五公尺/秒平方及一點四秒)： $d_{Stop} = v_{vehicle} \cdot t_{react} + \frac{v_{Vehicle}^2}{2\,\lvert a\rvert}$ 故利用下列公式計算定義d_c： $d_c = MAX\left(15\text{ m}; v_{vehicle} \cdot t_{react} + \frac{v_{Vehicle}^2}{2\,\lvert a\rvert}\right)$ 對於車速低於五公里/小時者，若於一點四秒之碰撞時間所對應之距離發送資訊訊號則足夠(相似於靜	

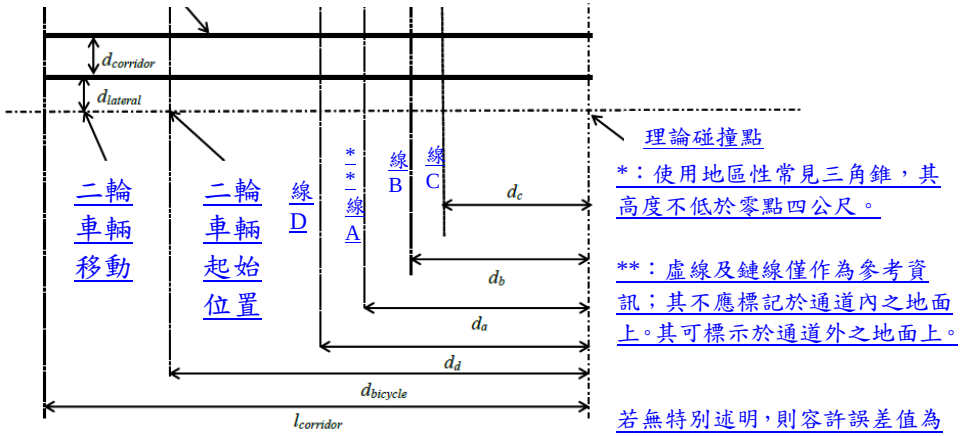
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
TTC value of 1.4 seconds (similar to the static tests), and for vehicle speeds above 5 and below 10 km/h, the value *d*c is reduced to 5 m. Finally, d_d is the first point of information. It can be calculated by adding the distance corresponding to 4 seconds of vehicle travel time to d_c and correcting for the impact position in case the impact position is not 6 m: $d_d = d_c + 4s \cdot v_{\text{Vehicle}} + (6\text{m} - \mathit{Impact\ Position})$. These formulas allow to completely populate Table 1 in Appendix 1 for test cases other than those defined there.		態試驗)，對於車速高於五公里/小時且低於十公里/小時者，d_c值則減少為五公尺。 最後，d_d為資訊最初點，其可藉由將對應車輛行駛時間四秒之距離加上d_c計算而得，且若撞擊位置非為六公尺，則對撞擊位置進行修正： $d_d = d_c + 4s \cdot v_{\text{Vehicle}} + (6\text{m} -$ 撞擊位置). 對於非屬表一所定義之試驗案例，這些公式可完整地將數值代入表一。	

增修內容	增修內容(中文)
	[因ISO 19206-4尚未發布，待發布後納入相關圖片供參] 圖一

Figure 1

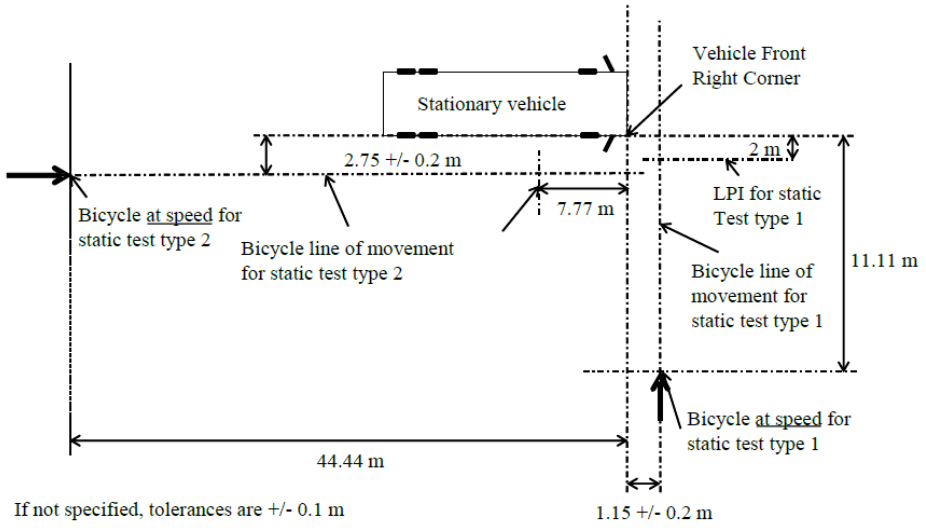


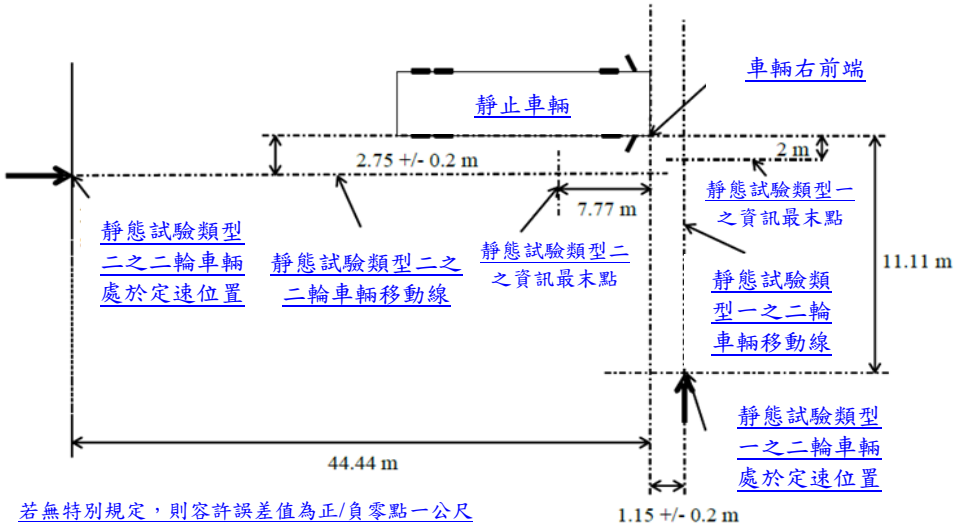
使用三角錐標示通道*，間距不超過五公尺。



圖二

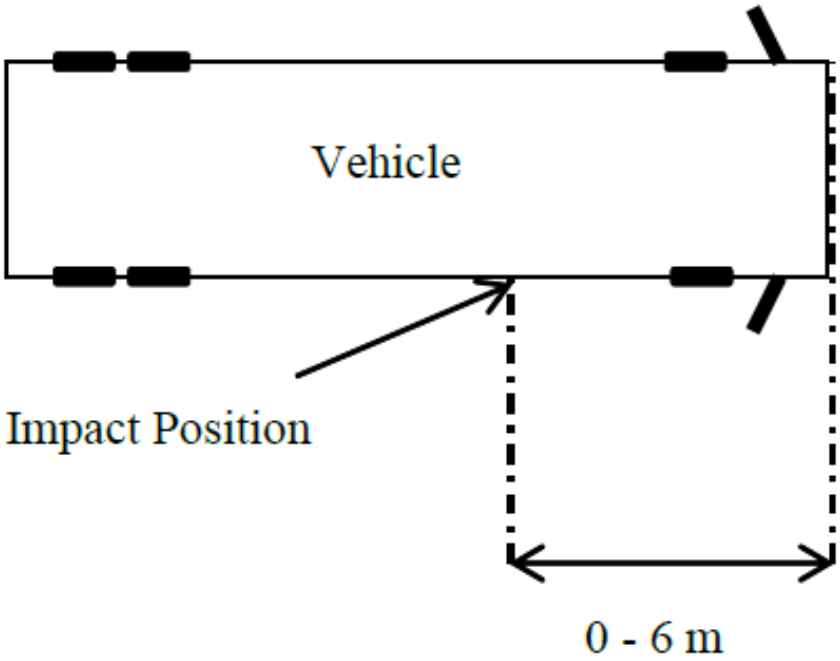
Figure 2

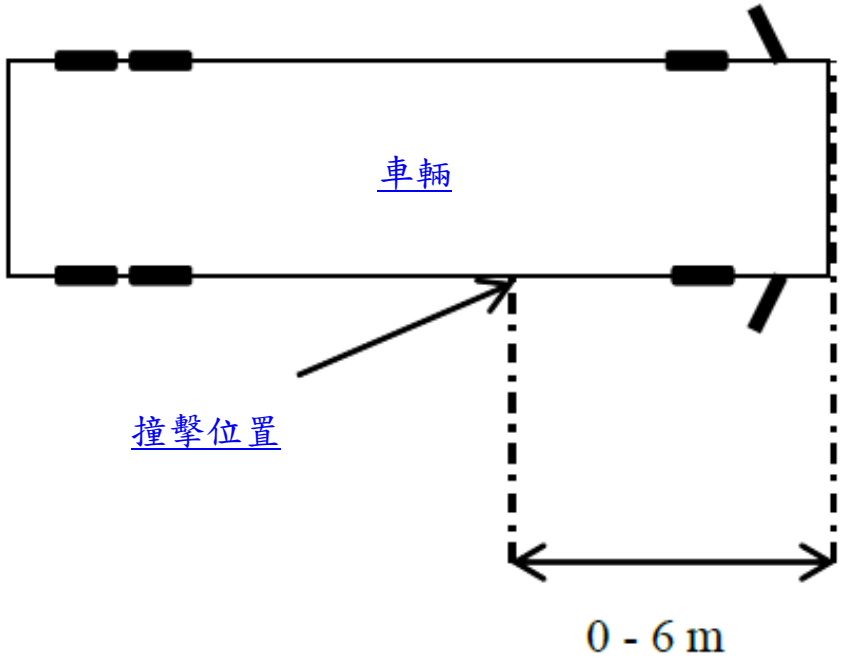




圖三

Figure 3





圖四

Table 1

Test Case	$v_{bicycle}$ [km/h]	$v_{Vehicle}$ [km/h]	$d_{lateral}$ [m]	d_a [m]	d_b [m]	d_c [m]	d_d [m]	$d_{bicycle}$ [m]	$l_{corridor}$ [m]	$d_{corridor}$ [m]	For information only (not influencing test parameters)	
											Impact Position [m]	Turn Radius [m]
1	20	10	1.25	44.4	15.8	15	26.1	65	80	vehicle width + 1 m	6	5
2	20	10			22	15	32.3				0	10
3	20	20			38.3	38.3	65				6	25
4	10	20	4.25	22.2	43.5	15	43.2				0	25
5	10	10			19.8	19.8	65				0	5
6	20	10		44.4	14.7	15	26.1				6	10
7					17.7		29.1				3	10

表一

試驗案例	$v_{bicycle}$ [公里/小時]	$v_{vehicle}$ [公里/小時]	$d_{lateral}$ [公尺]	d_a [公尺]	d_b [公尺]	d_c [公尺]	d_d [公尺]	$d_{bicycle}$ [公尺]	$l_{corridor}$ [公尺]	$d_{corridor}$ [公尺]	僅供參考(不影響試驗參數)	
											撞擊位置 [公尺]	迴轉半徑 [公尺]
1	20	10	1.25	44.4	15.8	15	26.1	65	80	車輛寬度加上一公尺	6	5
2	20	10			22	15	32.3				0	10
3	20	20			38.3	38.3	65				6	25
4	10	20	4.25	22.2	43.5	15	43.2				0	25
5	10	10			19.8	19.8	65				0	5
6	20	10		44.4	14.7	15	26.1				6	10
7					17.7		29.1				3	10

Table 2

表二

車輛速度[公里/小時]	d_c[公尺]
25	15

Vehicle Speed [km/h]	d_c *[m]*
25	15
26	15.33
27	16.13
28	16.94
29	17.77
30	18.61

26	15.33
27	16.13
28	16.94
29	17.77
30	18.61

UN R151 BLIND SPOT INFORMATION SYSTEM 00-S1 盲點資訊系統

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
00-S1			
0. Introduction (for information) … 0.7 This regulation allows the technical services to test other, more or less random, parameter combinations that are not laid down in the table 1 in Appendix 1. It is anticipated that the systems will be more robust, but it makes the test procedure also more complex: To be able to appropriately analyze the pass or fail of the system according to the requirements in paragraph 5, annex 3 is included to calculate pass and fail values. There could, however, be contradicting requirements where an information signal is not allowed for one test case, but is required for another, in the exact same relative positions of bicycle and vehicle, but for different assumed turn radii and impact positions (which are not detectable by the system at the points of information). Therefore, the evaluation of the criterium “first point of information” is not carried out for these kinds of tests; it shall be considered sufficient if the false information test (traffic sign) is passed.	**0. Introduction (for information)**	(修訂不影響檢測基準)	○○、盲點資訊系統(草案)
2. Definitions … 2.16. "Vehicle front right corner" means the projection of the point that results from the	**2. Definitions** … 2.16. "*Vehicle front right corner*" means the projection of the point that results from the	2. 名詞釋義 … 2.14 車輛右前端(Vehicle front right corner)：係指車輛側方平面(不含間	2. 名詞釋義 … 2.14 車輛右前端(Vehicle front right corner)：係指車輛側方平面(不含間

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
intersection of the vehicle side plane (not including devices for indirect vision) and the vehicle front plane (not including devices for indirect vision and any part of the vehicle which is more than 2.0 m above the ground) on the road surface.	intersection of the vehicle side plane (not including devices for indirect vision) and the vehicle front plane (not including devices for indirect vision) on the road surface.	接視野裝置)及車輛前方平面(不含間接視野裝置及車輛上任何高於地面二點零公尺之零件)相交於路面上所產生之投影點。	接視野裝置)及車輛前方平面(不含間接視野裝置)相交於路面上所產生之投影點。
5. Specifications … 5.2. General requirements 5.2.1. The effectiveness of the BSIS shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by compliance with the technical requirements and transitional provisions of UN Regulation No. 10, 04 series of amendments or any later series of amendments. 5.2.2. With the exception of BSIS external elements which are part of another device subject to specific protrusion requirements, BSIS external elements may protrude up to 100 mm beyond the width of the vehicle. …	**5. Specifications** … 5.2. General requirements The effectiveness of the BSIS shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by compliance with the technical requirements and transitional provisions of UN Regulation No. 10, 04 series of amendments or any later series of amendments. …	5.規格規定 … 5.2 通則 5.2.1 盲點資訊系統之效能不應受磁場或電場之不良影響，且應證明符合本基準中「電磁相容性」之技術要求。 5.2.2 除滿足特定突出要求且為其他裝置一部分之盲點資訊系統外部元件外，盲點資訊系統外部元件可突出超過車輛寬度至多一百公釐。 …	5.規格規定 … 5.2 通則 盲點資訊系統之效能不應受磁場或電場之不良影響，且應證明符合本基準中「電磁相容性」之技術要求。 …
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	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	5.3.1.4 二輪車輛以介於五公里/小時至二十公里/小時間之速度移動，且二輪車輛與車輛之側向間隔介於零點九至四點二十五公尺之間，若駕駛者施加之典型轉向動作可導致車輛與二輪車輛於距離車輛右前端零至六公尺之撞擊位置發生碰撞，則盲點資訊系統應於資訊最末點提供資訊訊號。	5.3.1.4 二輪車輛以介於五公里/小時至二十公里/小時間之速度移動，且二輪車輛與車輛之側向間隔介於零點九至四點二十五公尺之間，若駕駛者施加之典型轉向動作可導致車輛與二輪車輛於距離車輛右前端零至六公尺之撞擊位置發生碰撞，則盲點資訊系統應於資訊最末點提供資訊訊號。

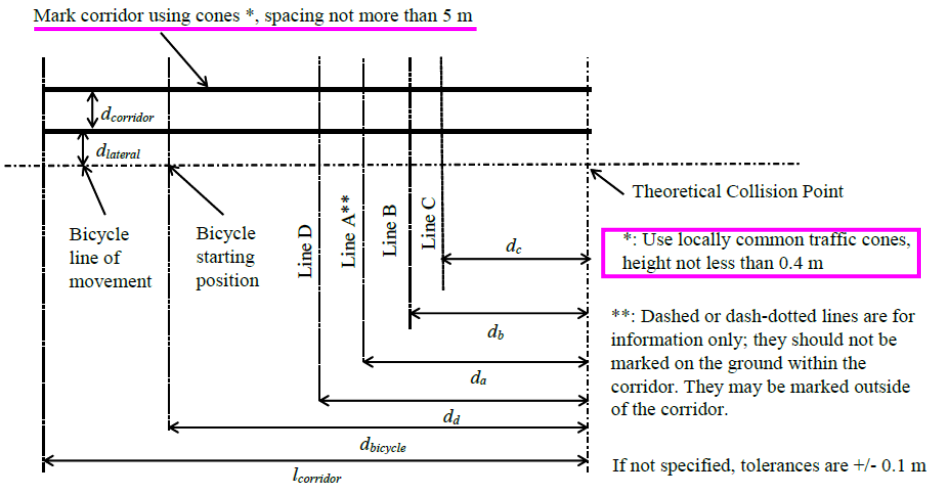
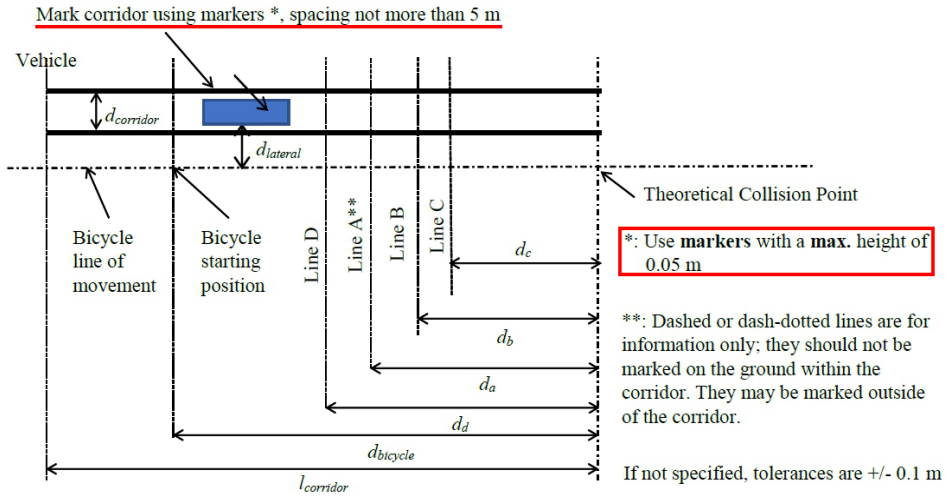
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
steering motion would be applied by the vehicle driver. However, the information signal is not required when the relative longitudinal distance between bicycle and front right corner of the vehicle is more than 30 m to the rear or 7 m to the front.	steering motion would 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 by increasing with the difference between 6 m and impact position. It shall also give an information signal if a bicycle is detected at a lateral separation of between 0.25 up to 0.9 m longitudinally at least located at the most forward front wheel while driving straight.	惟二輪車輛與車輛右前端之間之相對縱向距離超過後端三十公尺或前端七公尺時，無須提供資訊訊號。	資訊訊號不應於資訊最初點前顯示，應於資訊最初點與資訊最末點之間發送訊號。藉由增加六公尺與撞擊位置間之差距，可計算出任何撞擊位置之資訊最初點。 車輛直線行駛時，若偵測到一與該車輛側向間隔介於零點二十五至零點九公尺之縱向前行二輪車輛時，則至少應於該二輪車輛抵達該車輛最前輪位置時，亦應提供一資訊訊號。
6. Test procedure … 6.5. Blind Spot Information Dynamic Test 6.5.1. Using markers and the bicycle dummy, form a corridor according to Figure 1 in Appendix 1 to this Regulation and the additional dimensions as specified in Table 1 of Appendix 1 to this Regulation. … 6.5.8. Verify that the Blind Spot Information signal has not been activated when passing the traffic sign and any markers as long as the bicycle dummy is still stationary. 6.5.9. Repeat paragraphs 6.5.1. to 6.5.8. for test cases shown in Table 1 of Appendix 1 to this Regulation. Where this is deemed justified, the Technical	**6. Test procedure** … 6.5. Blind Spot Information Dynamic Test 6.5.1. Using cones and the bicycle dummy, form a corridor according to Figure 1 in Appendix 1 to this Regulation and the additional dimensions as specified in Table 1 of Appendix 1 to this Regulation. … 6.5.8. Verify that the Blind Spot Information signal has not been activated when passing the traffic sign and any cones as long as the bicycle dummy is still stationary. 6.5.9. Repeat paragraphs 6.5.1. to 6.5.8. for test cases shown in Table 1 of Appendix 1 to this Regulation. Where this is deemed justified, the Technical	6. 試驗程序 … 6.5 盲點資訊動態試驗 6.5.1 使用記號及二輪車輛人偶，依照圖二排列形成通道以及表一指定之額外尺度。 … 6.5.8 只要二輪車輛人偶仍處於靜止狀態下，通過交通標誌及任何記號時驗證盲點資訊系統訊號未被致動。 6.5.9 對表一所示之試驗案例重複進行規定 6.5.1 至 6.5.8。 檢測機構認為合理之狀況下，其可選	6. 試驗程序 … 6.5 盲點資訊動態試驗 6.5.1 使用三角錐及二輪車輛人偶，依照圖二排列形成通道以及表一指定之額外尺度。 … 6.5.8 只要二輪車輛人偶仍處於靜止狀態下，通過交通標誌及任何三角錐時驗證盲點資訊系統訊號未被致動。 6.5.9 對表一所示之試驗案例重複進行規定6.5.1至6.5.8。 檢測機構認為合理之狀況下，其可選

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
Service may select additional test cases different than shown in Table 1 of Appendix 1, within the range of vehicle speed, bicycle speed and lateral clearance as indicated in paragraphs 5.3.1.3. and 5.3.1.4.	Service may select test cases different than shown in Table 1 of Appendix 1, within the range of vehicle speed, bicycle speed and lateral clearance as indicated in paragraphs 5.3.1.3. and 5.3.1.4.	擇不同於表一之額外試驗案例，於規定 5.3.1.3 及 5.3.1.4 所述之車輛速度、二輪車輛速度及側向間距範圍內進行試驗。	擇不同於表一之試驗案例，於規定5.3.1.3及5.3.1.4所述之車輛速度、二輪車輛速度及側向間距範圍內進行試驗。
The Technical Service shall check that the parameter combination in the selected test cases would lead to a collision between the bicycle and the vehicle with an impact position in the range as specified in paragraph 5.3.1.4. and shall assure that the vehicle is moving with the selected speed when crossing line C in Figure 1 of Annex 1 by appropriately adjusting starting distances and corridor length for the vehicle and the bicycle.	The Technical Service shall check that the parameter combination in the selected test cases would lead to a collision between the bicycle and the vehicle with an impact position in the range as specified in paragraph 5.3.1.4. and shall assure that the vehicle is moving with the selected speed when crossing line C in Figure 1 of Annex 1 by appropriately adjusting starting distances and corridor length for the vehicle and the bicycle.	檢測機構應檢查所選試驗案例中將導致車輛與二輪車輛之間以規定 5.3.1.4 所述範圍內之撞擊位置發生碰撞之參數組合，並應藉由適當地調整車輛及二輪車輛之初始距離及通道長度，確保車輛於通過圖二之線 C 時以選定速度移動。	檢測機構應檢查所選試驗案例中將導致車輛與二輪車輛之間以規定5.3.1.4所述範圍內之撞擊位置發生碰撞之參數組合，並應藉由適當地調整車輛及二輪車輛之初始距離及通道長度，確保車輛於通過圖二之線C時以選定速度移動。
The criterium “first point of information” is deemed to be complied with when test cases other than those from table 1 in appendix 1 to this regulation are carried out.		執行非屬規定 6.10 表一中試驗案例時，資訊最初點應符合相關規定。	
6.5.10. The test is passed when the Blind Spot Information signal has been activated in all test cases as shown in Table 1 of Appendix 1 to this Regulation before the foremost point of the vehicle has reached line C but not before the foremost point of the vehicle has reached line D (see paragraph 6.5.7. above, where line D is only relevant for test cases taken from Table 1 of Appendix 1) and the Blind Spot Information signal has	6.5.10. The test is passed when the Blind Spot Information signal has been activated in all test cases as shown in Table 1 of Appendix 1 to this Regulation before the vehicle has crossed line C (see paragraph 6.5.7. above) and the Blind Spot Information signal has not been activated in any test run when the vehicle passes the traffic sign (see paragraph 6.5.8. above).	6.5.10 表一所有試驗案例中，若盲點試驗系統訊號已於車輛最前點到達線 C 前被致動，但未於到達線 D(如上述規定 6.5.7，線 D 僅與規定 6.10 表一中試驗案例有關)前被致動，且於任何試驗行程中通過交通標誌(如上述規定 6.5.8)時未被致動，則視為通過試驗。惟二輪車輛與車輛右前端之間之相對縱向距離超過後端三十公尺或前端七公	6.5.10 表一所有試驗案例中，若盲點試驗系統訊號已於車輛通過線C(如上述規定6.5.7)前被致動，且於任何試驗行程中通過交通標誌(如上述規定6.5.8)時未被致動，則視為通過試驗。

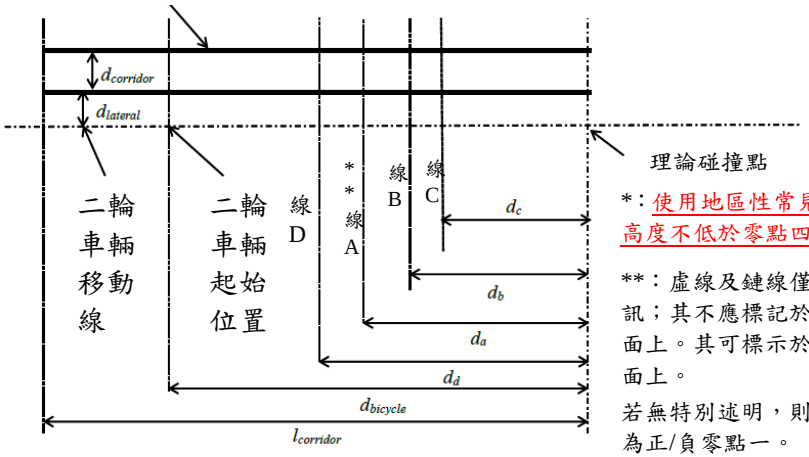
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
not been activated in any test run when the vehicle passes the traffic sign (see paragraph 6.5.8. above). However, the information signal is not required when the relative longitudinal distance between bicycle and front right corner of the vehicle is more than 30 m to the rear or 7 m to the front.		尺時，無須提供資訊訊號。	
For vehicle speeds up to 5 km/h, it is deemed satisfactory if the information signal is activated 1.4 seconds before the bicycle has reached the theoretical collision point as specified in Appendix 1, Figure 1.	For vehicle speeds up to 5 km/h, it is deemed satisfactory if the information signal is activated 1.4 seconds before the bicycle has reached the theoretical collision point as specified in Appendix 1, Figure 1. For vehicle speeds between 5 and 10 km/h, the value dc shall be 5 m.	對於車速最高五公里/小時之狀況，若資訊訊號於二輪車輛到達圖二所述之理論碰撞點前一點四秒時被致動，則視為滿足。	對於車速最高五公里/小時之狀況，若資訊訊號於二輪車輛到達圖二所述之理論碰撞點前一點四秒時被致動，則視為滿足。對於車速介於五至十公里/小時之間狀況，d_c 值應為五公尺。
For vehicle speeds above 25 km/h, where the stopping distance is higher than 15 m, d_c as specified in Appendix 1, Figure 1 shall be as specified in Appendix 1, Table 2.	For vehicle speeds above 25 km/h, where the stopping distance is higher than 15 m, dc as specified in Appendix 1, Figure 1 shall be as specified in Appendix 1, Table 2.	對於車速高於二十五公里/小時之狀況，當煞停距離大於十五公尺時，圖二所示之 d_c 應依表二所述。	對於車速高於二十五公里/小時之狀況，當煞停距離大於十五公尺時，圖二所示之d_c應依表二所述。
6.7. The manufacturer shall demonstrate, to the satisfaction of the Technical Service and Type Approval Authority, through the use of documentation, simulation or any other means, that the Blind Spot Information signal is not activated, as described in paragraph 6.5.10., when the vehicle passes any other usual stationary object than the traffic sign. In particular, parked cars and traffic cones shall be addressed.	6.7. The manufacturer shall demonstrate, to the satisfaction of the Technical Service and Type Approval Authority, through the use of documentation, simulation or any other means, that the Blind Spot Information signal is not activated, as described in paragraph 6.5.10., when the vehicle passes any other usual stationary object than the traffic sign. In particular, parked cars shall be addressed.	6.7 申請者應透過使用說明文件、模擬或其他方法向檢測機構進行展演，證明盲點資訊訊號於車輛通過任何非交通標誌之靜態物體時未被致動(如規定 6.5.10)。應特別描述停駐車輛及三角錐。	6.7 申請者應透過使用說明文件、模擬或其他方法向檢測機構進行展演，證明盲點資訊訊號於車輛通過任何非交通標誌之靜態物體時未被致動(如規定6.5.10)。應特別描述停駐車輛。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
Annex 3 Procedure to define performance requirements for test cases other than those shown in the test case table … For vehicle speeds below 5 km/h, it is sufficient if the information signal is given at a distance corresponding to a TTC value of 1.4 seconds (similar to the static tests).	**Annex 3 Procedure to define performance requirements for test cases other than those shown in the test case table** … For vehicle speeds below 5 km/h, it is sufficient if the information signal is given at a distance corresponding to a TTC value of 1.4 seconds (similar to the static tests), and for vehicle speeds above 5 and below 10 km/h, the value *dc* is reduced to 5 m.	7.定義非屬試驗案例表中試驗案例之性能要求程序 … 對於車速低於五公里/小時者，若於一點四秒之碰撞時間所對應之距離發送資訊訊號則足夠(相似於靜態試驗)。	7.定義非屬試驗案例表中試驗案例之性能要求程序 … 對於車速低於五公里/小時者，若於一點四秒之碰撞時間所對應之距離發送資訊訊號則足夠(相似於靜態試驗)，對於車速高於五公里/小時且低於十公里/小時者，d_c值則減少為五公尺。

7.相關參考資料_圖二

原內容	增修內容
Figure 1  	Figure 1 
圖二	圖二

使用三角錐標示通道*，間距不超過五公尺。



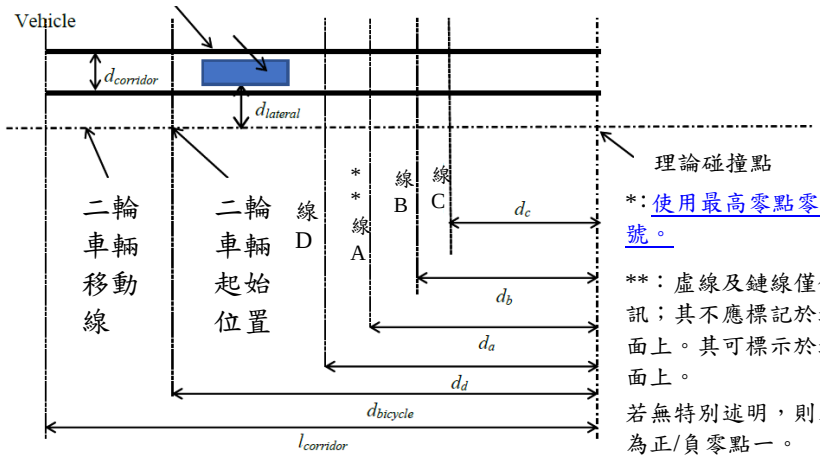
理論碰撞點

*：使用地區性常見三角錐，其高度不低於零點四公尺。

**：虛線及鏈線僅作為參考資訊；其不應標記於通道內之地面上。其可標示於通道外之地面上。

若無特別述明，則容許誤差值為正/負零點一。

使用記號標示通道*，間距不超過五公尺。



理論碰撞點

*：使用最高零點零五公尺之記號。

**：虛線及鏈線僅作為參考資訊；其不應標記於通道內之地面上。其可標示於通道外之地面上。

若無特別述明，則容許誤差值為正/負零點一。

7.相關參考資料_表一

原內容

Table 1

Test Case	$v_{bicycle}$ [km/h]	$v_{vehicle}$ [km/h]	$d_{lateral}$ [m]	d_a [m]	d_b [m]	d_c [m]	d_d [m]	$d_{bicycle}$ [m]	$l_{corridor}$ [m]	$d_{corridor}$ [m]	For information only (not influencing test parameters)	
											Impact Position [m]	Turn Radius [m]
1	20	10	1.25	44.4	15.8	15	26.1	65	80	vehicle width + 1 m	6	5
2	20	10			22	15	32.3				0	10
3	20	20			38.3	38.3	65				6	25
4	10	20	4.25	22.2	43.5	15	43.2				0	25
5	10	10			19.8	19.8	65				0	5
6	20	10		44.4	14.7	15	26.1				6	10
7					17.7		29.1				3	10

表一

試驗案例	$v_{bicycle}$ [公里/小時]	$v_{vehicle}$ [公里/小時]	$d_{lateral}$ [公尺]	d_a [公尺]	d_b [公尺]	d_c [公尺]	d_d [公尺]	$d_{bicycle}$ [公尺]	$l_{corridor}$ [公尺]	$d_{corridor}$ [公尺]	僅供參考(不影響試驗參數)	
											衝擊位置 [公尺]	迴轉半徑 [公尺]
1	20	10	1.25	44.4	15.8	15	26.1	65	80	車輛寬度	6	5
2	20	10			22	15	32.3				0	10
3	20	20			38.3	38.3	65				6	25

增修內容

Table 1

Test Case	$v_{bicycle}$ [km/h]	$v_{vehicle}$ [km/h]	$d_{lateral}$ [m]	d_a [m]	d_b [m]	d_c [m]	d_d [m]	$d_{bicycle}$ [m]	$l_{corridor}$ [m]	$d_{corridor}$ [m]	For information only (not influencing test parameters)	
											Impact Position [m]	Turn Radius [m]
1	20	10	1.25	44.4	15.8	15	26.1	65	80	vehicle width + 1 m	6	5
2	20	10			22	15	32.3				0	10
3	20	20			38.3	38.3	-				6	25
4	10	20	4.25	22.2	43.5	15	43.2				0	25
5	10	10			19.8	19.8	-				0	5
6	20	10		44.4	14.7	15	26.1				6	10
7					17.7		29.1				3	10

表一

試驗案例	$v_{bicycle}$ [公里/小時]	$v_{vehicle}$ [公里/小時]	$d_{lateral}$ [公尺]	d_a [公尺]	d_b [公尺]	d_c [公尺]	d_d [公尺]	$d_{bicycle}$ [公尺]	$l_{corridor}$ [公尺]	$d_{corridor}$ [公尺]	僅供參考(不影響試驗參數)	
											衝擊位置 [公尺]	迴轉半徑 [公尺]
1	20	10	1.25	44.4	15.8	15	26.1	65	80	車輛寬度	6	5
2	20	10			22	15	32.3				0	10
3	20	20			38.3	38.3	-				6	25

	4	10	20	4.25	22.2	43.5	15	43.2			＋一公尺	0	25			4	10	20	4.25	22.2	43.5	15	43.2			加上一公尺	0	25	
	5	10	10			19.8	19.8	65				0	5			5	10	10			19.8	19.8	-				0	5	
	6	20	10		44.4	14.7	15	26.1				6	10			6	20	10		44.4	14.7	15	26.1				6	10	
	7					17.7		29.1				3	10			7					17.7		29.1				3	10	

車輛安全檢測基準發布後部分條文修正草案對照表內容彙整（計 5 項）

項 次	法 規 名 稱	修訂法規內容	新增法規項目	頁碼	提案單位	提報方向
1.	七十一、行車視野輔助系統	◎		P.47	VSCC	增訂得以透過安裝符合本項基準規定之攝影機-顯示器系統(CMS)替代車身兩側之行車視野輔助系統之相關規定。
2.	二、車輛規格規定(M2、M3)	◎		P.48	和泰汽車、台北合眾	1. 業界反應遊覽車應配備博愛座之規定與 UNR107 不同，經與國外檢測機構確認後，爰建議參考 UNR107 07 版修訂僅乘客數逾二十二人，且設有利於乘客頻繁上下車之立位區域者應設置博愛座外，其餘 M2、M3 類車輛為有裝設才須符合規定。 2. 參考 UN R16 07 版，修訂 7.1.7.7 條文應適用 7.1.7.2 及 7.1.7.3 規定之安全帶提醒裝置。
3.	八、汽車傾斜穩定度規定	◎		P.48	VSCC	考量專供營建工程不具載貨空間之特種車，實車空重幾近滿載，調整前後軸組適當配重確實有執行困難度，惟此類重心較高、重量較重且翻覆風險較高之車輛，仍有符合傾斜穩定度規定之必要，故參考台灣區車體工業同業公會建議其汽車傾斜穩定度規定可比照大客車輛執行滿載 28 度辦理，爰以修正 2.2 之規定。
4.	十九之一、車輛內裝材料難燃性能要求	◎		P.49	代理商公會	參考 UNR118 02-S3 版，對於使用於車輛上長度超過一百公釐之電纜允許出具 ISO 6722 等相關證明文件替代抗火焰傳播試驗，爰修正中華民國一百十一年一月一日以前之新型式之甲、乙類大客車得以 6.2.6 之符合性佐證文件替代測試。
5.	七十六、車輛限速機能	◎		P.50	台北合眾	參考 UN R89 00-S3 版，修訂 5.4.1.4.2.1 括號中之符號誤植更正。

車輛安全檢測基準部分規定修正對照表

七十一、行車視野輔助系統

修 正 規 定	現 行 規 定	說 明
1.實施時間及適用範圍： … 1.5 車身兩側得以安裝符合本基準規定之攝影機-顯示器系統(CMS)替代車身兩側行車視野輔助系統。	1.實施時間及適用範圍： …	增訂得以透過安裝符合本項基準規定之攝影機-顯示器系統(CMS)替代車身兩側之行車視野輔助系統之相關規定。

二、車輛規格規定

修 正 規 定	現 行 規 定	說 明
4. 車身各部規格： 4.1 M2、M3 類車輛車身各部規格： … 4.1.21. 博愛座及其相鄰裝置 4.1.21.1 乘客數逾二十二人，且設有利於乘客頻繁上下車之立位區域者，應至少設置四個博愛座；乘客數逾二十二人，且以承載乘坐於座位之乘客為主，但其於走道或其他空間設有立位，而該其他空間不超過相當於二個雙人座椅空間者，若有裝設，則應至少設置兩個博愛座；乘客數未逾二十二人，且設有立位空間(車內亦可另設有座位)者，若有裝設，則應至少設置一個博愛座。若乘客數逾二十二人，專門設計用於載運設有座椅或乘客數未逾二十二人(不包含駕駛)，且未設置立位之車輛，若兩者皆有裝設博愛座，則前者應至少設置兩個博愛座，後者應至少設置一個博愛座。在不使用時可折疊起來的座椅不可被指定為博愛座。 …	4. 車身各部規格： 4.1 M2、M3 類車輛車身各部規格： … 4.1.21. 博愛座及其相鄰裝置 4.1.21.1 乘客數逾二二人，且設有利於乘客頻繁上下車之立位區域者，應至少設置四個博愛座；乘客數逾二二人，且以承載乘坐於座位之乘客為主，但其於走道或其他空間設有立位，而該其他空間不超過相當於二個雙人座椅空間者，應至少設置兩個博愛座；乘客數未逾二二人，且設有立位空間(車內亦可另設有座位)者，應至少設置一個博愛座。若乘客數逾二二人，專門設計用於載運設有座椅或乘客數未逾二二人(不包含駕駛)，且未設置立位之車輛，則前者應至少設置兩個博愛座，後者應至少設置一個博愛座。在不使用時可折疊起來的座椅不可被指定為博愛座。 …	有關遊覽車應配備博愛座之規定，經業界反應與 UN R107 規定不同，經與國外檢測機構確認後，爰建議參考 UN R107 07 版修訂僅乘客數逾二十二人，且設有利於乘客頻繁上下車之立位區域者應設置博愛座外，其他 M2、M3 類車輛為有裝設才須符合規定。
7.1.7 安全帶提醒裝置安裝規定 … 7.1.7.7 適用 7.1.7.2 及 7.1.7.3 規定之安全帶提醒裝置	7.1.7 安全帶提醒裝置安裝規定 … 7.1.7.7 適用 7.1.7.2 規定之安全帶提醒裝置	參考 UN R16 07 版，修訂 7.1.7.7 條文應適用 7.1.7.2 及 7.1.7.3 規定之安全帶提醒裝置。

八、汽車傾斜穩定度規定

修正規定	現行規定	說明
2.車高三點五公尺以上之 M、N 類車輛，自中華民國八十九年一月一日起，其傾斜穩定度，應符合下列規定： 2.1 左右二側之空車傾斜穩定度	2.車高三・五公尺以上之 M、N 類車輛，自中華民國八十九年一月一日起，其傾斜穩定度，應符合下列規定： 2.1 左右二側之空車傾斜穩定度	考量專供營建工程不具載貨空間之特種車，實車空重幾近滿載，調

均應大於三十五度。 2.2 空重之一點二倍大於汽車核定總重量之特種車，其檢測標準得為三十度。另屬專供營建工程不具載貨空間特種車，其檢測標準得為二十八度。	均應大於三十五度。 2.2 空重之一・二倍大於汽車核定總重量之特種車，其檢測標準得為三十度。	整前後軸組適當配重確實有執行困難度，惟此類重心較高、重量較重且翻覆風險較高之車輛，仍有符合傾斜穩定度規定之必要，故參考台灣區車體工業同業公會建議其汽車傾斜穩定度規定可比照大客車輛執行滿載 28 度辦理，爰以修正 2.2 之規定。

十九之一、車輛內裝材料難燃性能要求

修訂規定	現行規定	說明
2. 實施時間及適用範圍： 2.1 中華民國一百零八年一月一日起，新型式之幼童專用車、校車、大客車、小客車及小客貨兩用車輛，應符合本項規定；中華民國一百一十一年一月一日起，各型式已符合本基準項次「十九」規定之甲類大客車與乙類大客車，其電纜、及引擎室內與任何獨立加熱空間內之隔離材料難燃性能，另應符合本項之6.2規定。 2.1.1 中華民國一百十一年一月一日以前，新型式之甲類大客車與乙類大客車，其電纜得以符合 ISO 6722:2006 或 ISO 6722-1:2011 抗火焰傳播試驗之證明文件，為本項6.2.6規定之符合性佐證文件。 2.2 中華民國一百零七年一月一日起，新型式之甲類大客車與乙類大客車；中華民國一百零八年一月一日起，各型式之甲類大客車與乙類大客車，應出	2. 實施時間及適用範圍： 2.1 中華民國一百零八年一月一日起，新型式之幼童專用車、校車、大客車、小客車及小客貨兩用車輛，應符合本項規定；中華民國一百一十一年一月一日起，各型式已符合本基準項次「十九」規定之甲類大客車與乙類大客車，其電纜、及引擎室內與任何獨立加熱空間內之隔離材料難燃性能，另應符合本項之6.2規定。 2.2 中華民國一百零七年一月一日起，新型式之甲類大客車與乙類大客車；中華民國一百零八年一月一日起，各型式之甲類大客車與乙類大客車，應出	參考 UNR11802-S3 版，對於使用於車輛上長度超過一百公釐之電纜允許出具 ISO 6722 等相關證明文件替代抗火焰傳播試驗，爰修正中華民國一百十一年一月一日以前之新型式之甲、乙類大客車得以 6.2.6 之符合性佐證文件替代測試。

具其電纜符合本項 6.2.6 之聲明文件，必要時審驗機構得以實品查核方式確認。	具其電纜符合本項 6.2.6 之聲明文件，必要時審驗機構得以實品查核方式確認。	

七十六、車輛限速機能

修訂規定	現行規定	說明
5.4.1.4.2.1 車輛所達到之穩定速度不應超過設定車速(Vstab≦Vset)，容許誤差值為：設定速度之百分之五，或五公里/小時，兩者取其較大者。	5.4.1.4.2.1 車輛所達到之穩定速度不應超過設定車速(Vstab≤Vset)，容許誤差值為：設定速度之百分之五，或五公里/小時，兩者取其較大者。	參考 UN R8900-S3 版，修訂 5.4.1.4.2.1 括號中之符號誤植更正。