「車輛型式安全審驗管理辦法」第十四條附表車輛安全檢測基準部分增修條文內容檢討
(二)

會議資料

依交通部指示增修訂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	參考法規版本別	內容摘要
1.	附件二、車輛規格規定	◎		P.3	---	1.依國家運輸安全調查委員會「1121021 健全遊覽車國道 3 號往南古坑路段側撞事故調查報告」之運輸安全改善建議，為強化大客車對乘客之安全保護性，降低事故造成乘客拋出車外致傷亡之風險，進行本項車輛安全檢測基準之大客車最後排乘客座椅安全帶改為三點式安全帶規定檢討修正。 2.案經 114 年 11 月 12 日檢測基準修正草案討論會議，台北市汽車代理商業同業公會就修正條文提出排除對象之建議，爰就所述條文進行調修。
2.	附件十一之一、轉彎及倒車警報裝置安裝規定	◎		P.5	---	鑒於持續接獲民眾反映因轉彎警報裝置音量過大而造成生活品質影響，建議應進行調整一節，經查環境部針對噪音管理訂有噪音管制區劃定作業準則，爰參考該作業準則之音量標準值，修訂轉彎警報裝置之聲響音量規定。

附件二、車輛規格規定

修正規定	現行規定	說明
7. 各類裝置安裝規定： 7.1 安全帶安裝規定： … 7.1.3 中華民國一百零四年一月一日起，新型式 M1 及總重量小於三點五公噸之新型式 M2 類車輛之座椅應裝設至少具備三個固定點之安全帶。新型式 N、M3 及總重量大於三點五公噸之新型式 M2 類車輛之前排兩側座椅及面向走道之最後排中間座椅應裝設至少具備三個固定點之安全帶，其餘座椅應裝設至少具備二個固定點之安全帶。 7.1.3.1 中華民國一百十六年一月一日起，新型式 M3 類車輛及總重量大於三點五公噸之新型式 M2 類車輛之最後排座椅應裝設至少具備三個固定點之安全帶，惟最後排座椅無高度及縱深差異者，得免強制裝設三點式安全帶。 7.1.3.2 側向式及後向式座椅應裝設至少兩個固定點之安全帶。 7.1.4 中華民國一百零八年一月一日起，各型式 M1 及總重量小於三點五公噸之各型式 M2 類車輛之座椅應裝設至少具備三個固定點之安全帶。各型式 N、M3 及總重量大於三點五公噸之各型式 M2 類車輛之前排兩側座椅及面向走道之最後排中間座椅應裝設至少具備三個固定點之安全帶，其餘座椅應裝設至少具備二個固定點之安全帶。中華民國一百十年一月一日起，各型式之具密閉式車身之 L2 或 L5 類車輛，其座椅應裝設至少具備三個固定點之安全帶。 7.1.4.1 中華民國一百十八年一月一日起，各型式 M3 類車輛及總重量大於三點五公噸之各型式 M2 類車輛之最後排座椅應裝設至少具備三個固定點之安全帶，惟最後排座椅無高度及縱深差異者，得免強制裝設三點式安全帶。	7. 各類裝置安裝規定： 7.1 安全帶安裝規定： … 7.1.3 中華民國一百零四年一月一日起，新型式 M1 及總重量小於三點五公噸之新型式 M2 類車輛之座椅應裝設至少具備三個固定點之安全帶。新型式 N、M3 及總重量大於三點五公噸之新型式 M2 類車輛之前排兩側座椅及面向走道之最後排中間座椅應裝設至少具備三個固定點之安全帶，其餘座椅應裝設至少具備二個固定點之安全帶。 7.1.3.1 側向式及後向式座椅應裝設至少兩個固定點之安全帶。 7.1.4 中華民國一百零八年一月一日起，各型式 M1 及總重量小於三點五公噸之各型式 M2 類車輛之座椅應裝設至少具備三個固定點之安全帶。各型式 N、M3 及總重量大於三點五公噸之各型式 M2 類車輛之前排兩側座椅及面向走道之最後排中間座椅應裝設至少具備三個固定點之安全帶，其餘座椅應裝設至少具備二個固定點之安全帶。中華民國一百十年一月一日起，各型式之具密閉式車身之 L2 或 L5 類車輛，其座椅應裝設至少具備三個固定點之安全帶。	1.依國家運輸安全調查委員會「1121021 健全遊覽車國道 3 號往南古坑路段側撞事故調查報告」之運輸安全改善建議，為強化大客車對乘客之安全保護性，降低事故造成乘客拋出車外致傷亡之風險，進行本項車輛安全檢測基準之大客車最後排乘客座椅安全帶改為三點式安全帶規定檢討修正。 2.案經 114 年 11 月 12 日檢測基準修正草案討論會議，台北市汽車代理商業同業公會就修正條文提出排除對象之建議，爰就所述條文進行調修。

7.1.4.2 側向式及後向式座椅應裝設至少兩個固定點之安全帶。	7.1.4.1 側向式及後向式座椅應裝設至少兩個固定點之安全帶。	

附件十一之一、轉彎及倒車警報裝置安裝規定

修正規定	現行規定	說明
1. 實施時間及適用範圍： 1.1 中華民國一百十三年一月一日起，各型式之 M3、N3、O3 及 O4 類車輛應符合本項規定；其轉彎警報裝置警示功能要求之聲響音量及頻率，應符合本項 3.2.1.1 之規定。 1.1.1 已符合本基準項次「十一」規定之既有型式 M2、M3、N2、N3、O3 及 O4 類車輛，若其「聲響音量及頻率」符合本項 3.2.1.1 之規定且未安裝暫停功能者，視同符合本項規定。 1.2 中華民國一百十八年一月一日起，各型式之 M3、N3、O3 及 O4 類車輛，其聲響音量及頻率應符合本項 3.2.1.2 之規定~~，且應裝設暫停或關閉轉彎警報裝置功能~~。 1.2.1 已符合規定 3.2.1.2 且未安裝暫停功能之既有型式 M2、M3、N2、N3、O3 及 O4 類車輛，~~應裝設暫停或關閉轉彎警報裝置功能，且應符合 3.4 規定~~視同符合本項規定。。 ~~1.2.2 已符合規定 3.2.1.2 且已安裝暫停功能之既有型式 M2、M3、N2、N3、O3 及 O4 類車輛，視同符合本項規定。~~ 1.3 若 M2 及 N2 類車輛裝設有轉彎及倒車警報裝置者，亦應符合本項規定。	1. 實施時間及適用範圍： 1.1 中華民國一百十三年一月一日起，各型式之 M3、N3、O3 及 O4 類車輛應符合本項規定。 1.1.1 已符合本基準項次「十一」規定之既有型式 M2、M3、N2、N3、O3 及 O4 類車輛，若其「聲響音量及頻率」符合本項 3.2.1 之規定且未安裝暫停功能者，視同符合本項規定。 1.2 若 M2 及 N2 類車輛裝設有轉彎及倒車警報裝置者，亦應符合本項規定。	鑒於持續接獲民眾反映因轉彎警報裝置音量過大而造成生活品質影響，建議應進行調整一節，經查環境部針對噪音管理訂有噪音管制區劃定作業準則，爰參考該作業準則之音量標準值，修訂轉彎警報裝置之聲響音量規定。
3. 檢測標準： 3.1 轉彎警報裝置燈具安裝位置： … 3.2 轉彎警報裝置警示功能要求： 3.2.1 聲響音量及頻率： 3.2.1.1 於燈具安裝位置之外側距離一點五公尺，距地高度一公尺處進行聲響量測；其聲響音量應介於七十五分貝 A 至八十五分貝 A，聲響應為間歇式，間歇頻率同方向燈。	3. 檢測標準： 3.1 轉彎警報裝置燈具安裝位置： … 3.2 轉彎警報裝置警示功能要求： 3.2.1 聲響音量及頻率：於燈具安裝位置之外側距離一點五公尺，距地高度一公尺處進行聲響量測；其聲響音量應介於七十五分貝 A 至八十五分貝 A，聲響應為間歇式，間歇頻率同方向燈。	參考環境部噪音管制區劃定作業準則第四類噪音管制區日間音量標準值，調修本項聲響音量之規範。

3.2.1.2 自中華民國一百十八年一月一日起，於燈具安裝位置之外側距離一點五公尺，距地高度一公尺處進行聲響量測；其聲響音量應介於七十分貝 A 至八十分貝 A，聲響應為間歇式，間歇頻率同方向燈。		
3.4 暫停功能 車輛若設置暫停或關閉轉彎警報裝置功能時，該暫停或關閉功能應符合下述規定~~；自中華民國 O 年 O 月 O 日起，其車輛應裝設暫停或關閉轉彎警報裝置功能，且該暫停或關閉功能應符合下述規定~~。 3.4.1 該功能應設置於駕駛者位於駕駛座椅時可操作之位置。 3.4.2 若暫停功能被致動時，駕駛者應能清楚可視轉彎警報裝置處於暫停狀態。 3.4.3 當車輛由熄火狀態被啟動時，轉彎警報裝置亦應重新被啟動。 3.4.4 車主手冊資訊 如安裝暫停功能者，申請者應提供車主如下所述（例如：在車主手冊內）之影響資訊： 「轉彎警報之暫停功能，僅能於週遭明顯無發出聲音警示需求，且確認短距離內沒有弱勢道路使用者(如行人、騎士等)之區域才能使用此暫停功能。」	3.4 暫停功能 車輛若設置暫停或關閉轉彎警報裝置功能時，該暫停或關閉功能應符合下述規定。 3.4.1 該功能應設置於駕駛者位於駕駛座椅時可操作之位置。 3.4.2 若暫停功能被致動時，駕駛者應能清楚可視轉彎警報裝置處於暫停狀態。 3.4.3 當車輛由熄火狀態被啟動時，轉彎警報裝置亦應重新被啟動。 3.4.4 車主手冊資訊 如安裝暫停功能者，申請者應提供車主如下所述（例如：在車主手冊內）之影響資訊： 「轉彎警報之暫停功能，僅能於週遭明顯無發出聲音警示需求，且確認短距離內沒有弱勢道路使用者(如行人、騎士等)之區域才能使用此暫停功能。」	114 年 12 月 17 日召開「附件十一之一、轉彎及倒車警報裝置安裝規定」之音量調修可行性討論會議，針對現行轉彎警報之暫停開關功能為屬選配，經與會單位討論，本次會議將由選配調整為強制裝設。

UN 法規增修涉及國內車輛安全法規內容彙整（計 1 項）

項 次	法　規　名　稱	修訂法規內容	新增之法規項目	頁碼	版本別	內容摘要
1	附件〇、車輛起步警示系統(草案)		◎	P.8	UN R159 00、00-S1、00-S2	參考 UN R159 00 Series、00-S1 及 00-S2 內容，增訂「附件〇、車輛起步警示系統」檢測基準，摘要說明如下： 1. 參考 00 Series 內容，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、試驗相關資料及測定盲點邊界之試驗步驟。 2. 參考 00-S1 版內容，修訂以減少因非屬相關執行情境之測試、配合 AEBS 法規之文字妥適性調整、誤植更正，以及對圖表相關定義進行補充。 3. 參考 00-S2 版內容，考量部分車輛設置(如額外掛載設備)可能造成 MOIS 無法正常運作，調整部分規定使其排除在外；另調整試驗容許誤差以增加系統穩健性。

UN R159 Uniform provisions concerning the approval of motor vehicles with regard to the Moving Off Information System for the Detection of Pedestrians and Cyclists 就行人及自行車偵測之車輛起步警示系統

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
R159 00 Series			
1. Scope 1.1. This Regulation applies to the approval of vehicles of categories M_2, M_3, N_2 and N_3 with regard to an onboard system to detect and inform the driver of the presence of pedestrians and cyclists in the close-proximity forward blind-spot of the vehicle and, if deemed necessary based on manufacturer strategy, warn the driver of a potential collision. 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, where appropriate. 1.3. The following vehicles of category M and N shall be exempted from this Regulation: Vehicles where installation of any device for moving off information system is incompatible with their on-road use may be partly or fully exempted from this Regulation, subject to the decision of the Type Approval Authority.	歐盟(連結) - Annex II, Subject B5 新型式：2022年7月6日 各型式：2024年7月7日 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。	附件○、車輛起步警示系統（草案） 1. 實施時間及適用範圍 1.1 中華民國一百十八年一月一日起，總重量逾八噸之新型式N2及N3類車輛及中華民國一百二十年一月一日起，總重量逾八噸之各型式N2及N3類車輛應配備符合本項規定之車輛起步警示系統。 1.2 中華民國一百十八年七月一日起，總重量未逾八噸之新型式 N2，以及新型式 M2 及 M3 類車輛及中華民國一百二十年七月一日起，總重量未逾八噸之各型式 N2，以及各型式 M2 及 M3 類車輛應配備符合本項規定之車輛起步警示系統。 1.3 下述車種，可免除部分或免符合本項「車輛起步警示系統」規定。 1.3.1 若經檢測機構判斷，車輛所安裝任何之車輛起步警示系統裝置與不相容其於道路上之使用者。 1.4 檢測機構得依本項基準調和之聯合國車輛安全法規 (UN Regulations)，UN R159 00 系列及其後續相關修正規範進行測試。	

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. Definitions For the purposes of this Regulation: 2.1. *"Moving Off Information System (MOIS)"* means a system to detect and inform the driver of the presence of pedestrians and cyclists in the close-proximity forward blind-spot of the vehicle and, if deemed necessary based on manufacturer strategy, warn the driver of a potential collision. 2.2. *"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. 2.4. *"Subject vehicle"* means the vehicle being tested. 2.5. *"Vulnerable Road User (VRU)"* means an adult or child pedestrian or an adult or child cyclist. 2.6. *"Information signal"* means a signal emitted by the MOIS with the purpose of informing the vehicle driver about a VRU in close-proximity to the front of the vehicle. 2.7. *"Collision warning signal"* means a signal emitted by the MOIS with the purpose of warning the vehicle driver when the MOIS has detected a potential frontal collision with a VRU in close-proximity to the front of the vehicle. 2.8. *"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		2.名詞釋義 2.1 車輛起步警示系統(Moving off information system (MOIS))：係指一個為偵測及通知駕駛人於車輛前方近距離盲點有行人及自行車騎士存在之系統，且若基於申請者策略需要時，對駕駛人提供可能碰撞之警示。 2.2 試驗車輛(Subject Vehicle)：係指受試驗之車輛。 2.3 弱勢道路使用者(Vulnerable road user (VRU))：係指成年或孩童之行人或自行車騎士。 2.4 資訊訊號(Information signal)：係指為通知車輛駕駛人有關車輛前方近距離處有弱勢道路使用者，由車輛起步警示系統發送之訊號。 2.5 碰撞警告訊號(Collision warning signal)：係指當車輛起步警示系統偵測到與車輛前方近距離之弱勢道路使用者發生潛在前方碰撞時，由車輛起步警示系統發送用於警告車輛駕駛人之訊號。 2.6 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人之狀態下）切換	

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
parked without the driver being present, to a normal operation mode. 2.9. *"Initialisation"* means the process of setting-up the operation of the MOIS after the vehicle master control switch is activated until it is fully functional. 2.10. *"Common space"* means an area on which two or more information functions (e.g. symbols) may be displayed, but not simultaneously. 2.11. *"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[2] 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. 2.12. *"Vehicle front"* means the plane perpendicular to the median longitudinal plane of the vehicle and touching its foremost point, disregarding the projection of devices for indirect vision and any part of the vehicle greater than 2.0 m above the ground. 2.13. *"Nearside"* means the right side of the vehicle for right-hand traffic. 2.14. *"Nearside vehicle plane"* means the plane		至一般運作模式之裝置。 2.7 初始化(Initialisation)：係指車輛起步警示系統於致動車輛主控制開關後至可完全運作前，其運作之設定程序。 2.8 共用空間(Common space)：係指一個區域，該區域可顯示二個或以上之資訊功能（如符號），但不同步顯示。 2.9 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。穿過兩眼點之直線垂直於車輛垂直縱向中心平面。兩眼點間線段之中心位於一垂直縱向平面，該平面應通過申請者宣告之駕駛人指定座位中心。 2.10 車輛前方(Vehicle front)：係指垂直於車輛縱向中心平面且接觸到其最前點之平面，其不考量間接視野裝置之投影及任何高於地面二點零公尺之車輛零件。 2.11 接近側(Near side)：係指靠右行駛之右側。 2.12 接近側車輛平面(Nearside vehicle	

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parallel to the median longitudinal plane of the vehicle and touching its most outboard point in the nearside direction forward of the driver ocular reference point, disregarding the projection of devices for indirect vision and any part of the subject vehicle higher than 2.0 m above the ground.		plane)：係指平行於車輛縱向中心平面且接觸到其接近側朝向駕駛參考眼點之最外緣點，其不考量間接視野裝置之投影及任何高於地面二點零公尺之試驗車輛零件。	
2.15. *"Offside"* means the left side of the vehicle for right-hand traffic		2.13 遠離側(Offside) ：係指靠右行駛之左側。	
2.16. *"Offside vehicle plane"* means the plane parallel to the median longitudinal plane of the vehicle and touching its most outboard point in the offside direction forward of the driver ocular reference point, disregarding the projection of devices for indirect vision and any part of the subject vehicle higher than 2.0 m above the ground.		2.14 遠離側車輛平面(Offside vehicle plane)：係指平行於車輛縱向中心平面且接觸到其遠離側朝向駕駛參考眼點之最外緣點，其不考量間接視野裝置之投影及任何高於地面二點零公尺之試驗車輛零件。	
2.17. *"Vehicle width"* means the distance between the nearside and offside vehicle planes.		2.15 車輛寬度(Vehicle width)：係指車輛接近側及遠離側平面之間的距離。	
2.18. *"Vehicle trajectory"* means the connection of all positions within the vehicle width where the vehicle front has been or will be during the test runs.		2.16 車輛路徑(Vehicle trajectory)：係指試驗過程中車輛前方已到達或將到達車輛寬度內所有位置之連接。	
2.19. *"Soft target"* means a target that will suffer minimum damage and cause minimum damage to the subject vehicle in the event of a collision.		2.17 軟式目標(Soft target)：係指碰撞時將目標本身與試驗車輛兩方損壞降至最低之目標物。	
2.20. *"Pedestrian test target"* means an adult or child sized pedestrian simulated by a soft target device specified according to ISO 19206-2:2018.		2.18 行人試驗目標(Pedestrian test target)：係指依照 ISO(CD)19206-2:2018 所述之軟式目標裝置模擬成人或孩童尺寸行人。	

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2.21. *"Cyclist test target"* means an adult sized cyclist and bicycle simulated by a soft target and bicycle device specified according to ISO (CD) 19206-4. 2.22. *"Blind spot boundary"* means the line, described as defined in Annex 3, that joins all points located at the boundaries of the visible areas forward of the vehicle front and in close-proximity to the subject vehicle. 2.23. *"Collision point"* means the position where the trajectory of any point of the vehicle front would intersect with any VRU soft target reference point should a moving off or low-speed manoeuvre be performed by the vehicle. 2.24. *"Forward separation distance"* means the distance in the forward direction between the vehicle front and the nearest point of the soft target. 2.25. *"Maximum forward separation plane"* means the plane perpendicular to the longitudinal plane of the vehicle representing the greatest forward separation distance that the MOIS is required to detect the presence of a VRU. The distance of this plane from the vehicle front shall be selected as either 3.7 m or the most forward point of the blind spot boundary at the manufacturer's choosing, and shall be no less than 1.0 m. 2.26. *"Minimum forward separation plane"* means the plane perpendicular to the longitudinal plane of the vehicle representing the shortest forward separation distance that		2.19 自行車騎士試驗目標(Cyclist test target)：係指依照 ISO(CD)19206-4 所述之軟式目標及自行車裝置模擬成人尺寸自行車騎士及自行車。 2.20 盲點邊界(Blind spot boundary)：係指如規定 8 所定義之線，其連接位於車輛前方可視區域邊界及近距離試驗車輛之所有點。 2.21 碰撞點(Collision point)：係指車輛前方任一點之移動路徑與任何弱勢道路使用者之軟式目標參考點上任一點相交之位置，應由車輛執行一次起步或低速操作。 2.22 前向分隔距離(Forward separation distance)：係指於方向朝前之狀況下，車輛前方及軟式目標最近點之間的距離。 2.23 最大前向分隔平面(Maximum forward separation plane)：係指垂直於車輛縱向平面之平面，其代表車輛起步警示系統被要求偵測弱勢道路使用者存在之最大前向分隔距離。此平面自車輛前方起計之距離應選定為三點七公尺或盲點邊界之最前點（由申請者擇一），且不應小於一點零公尺。 2.24 最小前向分隔平面(Minimum forward seperation plane)：係指垂直於車輛縱向平面之平面，其代表車輛起步警示系統被要求偵測弱勢道	

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the MOIS is required to detect the presence of a VRU. The distance of this plane from the vehicle front shall be 0.8 m. 2.27. *"Nearside separation plane"* means the plane parallel to the longitudinal plane of the vehicle and located 0.5 m outboard from the nearside vehicle plane. 2.28. *"Offside separation plane"* means the plane parallel to the longitudinal plane of the vehicle and located 0.5 m outboard from the offside vehicle plane. 2.29. *"Forward vehicle mode"* means the vehicle mode when the powertrain moves the vehicle forward, on release of the brake system or by the application of pressure to the accelerator pedal (or activation of an equivalent control). 2.30. *"Potential moving off manoeuvre"* means the subject vehicle being stationary, the vehicle master control switch activated, the vehicle in a normal operation mode and with the forward vehicle mode or a forward gear engaged/selected. 2.31. *"Low-speed manoeuvre"* means the subject vehicle being in a normal operation mode, moving forward in a straight line at speeds of below 10 km/h. 2.32. *"Last Point of Information (LPI)"* means the point at which the information signal shall have been given.		路使用者存在之最小前向分隔距離。此平面自車輛前方起計之距離應為零點八公尺。 2.25 接近側分隔平面(Nearside separation plane)：係指平行於車輛縱向平面且位於接近側車輛平面朝車體外距離為零點五公尺處之平面。 2.26 遠離側分隔平面(Offside separation plane)：係指平行於車輛縱向平面且位於遠離側車輛平面朝車體外距離為零點五公尺處之平面。 2.27 車輛前進模式(Forward vehicle mode)：係指於釋放煞車系統或藉由對加速踏板施加壓力（或等效控制器之致動）時，傳動系統使車輛前進之車輛模式。 2.28 潛在起步操作(Potential moving off manoeuvre)：係指試驗車輛於車輛主控制開關開啟、處於一般運作模式且選擇車輛前進模式或前進檔位下保持靜止之狀態。 2.29 低速操作(Low-speed manoeuvre)：係指試驗車輛於一般運作模式下，以低於十公里／小時之速度向前直行之狀態。 2.30 資訊最末點(Last point of information)：係指應完成發送資訊訊號之點。	
2.3. *"Vehicle type with regard to its Moving Off Information System"* means a category of vehicles which do not differ in such essential		3.車輛起步警示系統之適用型式及其範圍認定原則：	

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respects as: (a) The manufacturer's trade name or mark; (b) Vehicle features which significantly influence the performances of the MOIS; (c) The type and design of the MOIS.		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 對於車輛起步警示系統性能有重大影響之車輛特性相同。 3.1.3 車輛起步警示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 對於車輛起步警示系統性能有重大影響之車輛特性相同。 3.2.3 車輛起步警示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 Moving Off Information Systems (MOIS) 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., together with dimensional drawings and the documentation as referred to in paragraph 6.1. The numbers and/or symbols identifying the vehicle type shall be specified.		4. 申請者於申請認證測試時應至少提供一部代表車（或檢測所必要車輛部份）及下列文件： 4.1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。	

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3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Technical Service conducting the approval tests.		4.2 規定 3.之車輛規格資料，與實車圖示及／或照片。	
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. shall be verified with the test procedure as defined in paragraph 6., however its operation shall not be limited to these specific 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 MOIS, 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			

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format not exceeding A4 (210 x 297 mm), or 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;[3] 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. 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 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			

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
and be indelible. 4.8. The approval mark shall be placed close to or on the vehicle data plate.			
5. Specifications 5.1. General requirements 5.1.1. Any vehicle fitted with a MOIS complying with the definition of paragraph 2.1. above shall meet the requirements contained in paragraphs 5.2. to 5.8. of this Regulation. When the vehicle is equipped with a means to automatically deactivate the MOIS in situations such as, having street cleaning equipment, snowploughs or front loader garbage collectors attached, following provisions shall apply as appropriate: The vehicle manufacturer shall provide a list of situations and corresponding criteria where the MOIS is automatically deactivated to the technical service at the time of type approval and it shall be annexed to the test report. The MOIS shall be automatically reactivated as soon as the conditions that led to the automatic deactivation are not present anymore. A constant optical warning signal shall inform the driver that the MOIS has been deactivated. The failure warning signal specified in paragraph 5.8. below may be used for this purpose. 5.1.2. The effectiveness of the MOIS shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by compliance with the technical requirements		5.規格規定 5.1 通則 5.1.1 任何配備上述 2.1 所定義車輛起步警示系統之車輛，應符合規定 5.2 至 5.8 之要求。 於車輛具備自動解除車輛起步警示系統之方法，於發生如附加街道清理設備或掃雪裝置或前方裝載垃圾收集器等情形，應依照實際狀況遵循下述規定： 申請者於型式認證時應向檢測機構提供車輛起步警示系統自動解除之情形列表以及對應準則，並檢附於試驗報告當中。 一旦導致自動解除之條件不再滿足時，車輛起步警示系統應立即自動重新啟動。 一恆亮之光學警告訊號應向駕駛人就車輛起步警示系統已經解除之情形進行通知。下述規定 5.8 所述之故障警告訊號可使用於此目的。 5.1.2 車輛起步警示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。	

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and transitional provisions of UN Regulation No. 10, 05 series of amendments or any later series of amendments. 5.2. Performance requirements 5.2.1. The MOIS shall at least operate during all potential moving off manoeuvres and low-speed manoeuvres, for ambient light conditions above 15 Lux with or without passing beam headlamps activated. 5.2.2. The MOIS shall inform the driver about VRUs in close-proximity to the vehicle front that might be endangered during a potential moving off manoeuvre or low-speed manoeuvre. This information shall be provided to the driver so that the vehicle may be prevented by the driver from interacting with the trajectory of the VRU. 5.2.2.1. The information signal shall be provided at least for as long as the conditions specified in paragraphs 5.2.2.2. and 5.2.2.3. are fulfilled. 5.2.2.2. Potential moving-off manoeuvre 5.2.2.2.1. When performing a potential moving-off manoeuvre, the MOIS shall provide an information signal for VRUs moving at speeds of between 3 km/h and 5 km/h, when travelling from the nearside and offside of the vehicle in a direction perpendicular to the vehicle median longitudinal plane and located within an area bounded by the maximum and minimum forward separation planes and the nearside and offside separation planes. 5.2.2.3. Low-speed manoeuvre		5.2 性能要求 5.2.1 車輛起步警示系統應至少於所有潛在起步操作及低速操作過程中，環境光源條件高於十五 Lux 之狀況下運作，無論近光頭燈致動與否。 5.2.2 車輛起步警示系統應通知駕駛人於潛在起步操作及低速操作過程中，對車輛前方近距離之弱勢道路使用者造成危險之可能性。此資訊應提供予駕駛人，以使駕駛人可防止車輛與弱勢道路使用者路徑相互接觸。 5.2.2.1 資訊訊號應至少於符合規定 5.2.2.2 及 5.2.2.3 所述之狀況期間提供。 5.2.2.2 潛在起步操作 5.2.2.2.1 於執行潛在起步操作時，對於位於最大／最小前向分隔平面及接近側／遠離側分隔平面所圍出之區域中，存在以介於三公里／小時與五公里／小時之間的速度自車輛接近側及遠離側起朝向垂直車輛中心縱向平面移動之弱勢道路使用者時，車輛起步警示系統應對駕駛人提供資訊訊號。 5.2.2.3 低速操作	

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
5.2.2.3.1. When performing a low-speed manoeuvre, the MOIS shall provide an information signal for adult and child cyclists that are stationary or moving forward in a direction parallel to the vehicle median longitudinal plane at speeds of between 0 km/h and 10 km/h and located within an area bounded by the nearside and offside vehicle planes and the maximum and minimum forward separation planes. 5.2.2.3.2. When a vehicle performing a low-speed manoeuvre has already detected an adult or child cyclist and provided an information signal in accordance with 5.2.2.3.1., the MOIS shall maintain the information signal even if the vehicle comes to a standstill. The information signal shall be maintained for as long as the cyclist remains within an area bounded by the nearside and offside vehicle planes and the maximum and minimum forward separation planes. 5.2.2.3.3. When performing a turning maneuver, the MOIS detection strategy may be adjusted. It is not required to adjust the sensors to the steering angle. The detection adjustment strategy shall be explained in the information referred to in paragraph 6.1. The Technical Service may verify the operation of the system according to the strategy. 5.2.2.4. The information signal shall meet the requirements of paragraph 5.6. 5.2.3. The manufacturer shall demonstrate, to the		5.2.2.3.1 於執行低速操作時，對於位於最大／最小前向分隔平面及接近側／遠離側車輛平面所圍出之區域中，存在靜態或以介於零公里／小時與十公里／小時之間的速度並平行於車輛中心縱向平面之方向前進之成人及孩童自行車騎士時，車輛起步警示系統應對駕駛人提供資訊訊號。 5.2.2.3.2 於車輛執行低速操作且已偵測到成人或孩童自行車騎士並依照規定 5.2.2.3.1 提供資訊訊號時，即使車輛已經停止之狀況下，車輛起步警示系統仍應維持資訊訊號。當自行車騎士存在於最大／最小前向分隔平面及接近側／遠離側車輛平面所圍出之區域時，應持續提供此資訊訊號。 5.2.2.3.3 於執行轉向操作時，車輛起步警示系統之策略可進行調整。其無須將感測器調整至轉向角度。偵測調整策略應於規定 6.1 所指資訊中進行解釋。檢測機構可依照該策略進行驗證系統運作。 5.2.2.4 資訊訊號應符合規定 5.6 之要求。 5.2.3 為滿足檢測機構要求，申請者應	

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
satisfaction of the Technical Service and Type Approval Authority, through documentation, simulation or other means, that the MOIS is performing as specified for smaller cyclists and bicycles, similar in size to a child cyclist.		透過文件、模擬或其他方式執行車輛起步警示系統可如說明般對較小之自行車騎士及自行車（尺寸相似於孩童自行車騎士）運作。	
5.2.4. The manufacturer shall demonstrate, to the satisfaction of the Technical Service and Type Approval Authority, through documentation, simulation or other means, that the number of false reactions due to the detection of VRUs and static objects (such as cones, traffic signs, hedges and parked cars) located outside of the boundaries defined in 5.2.2.2 and 5.2.2.3 for the relevant vehicle manoeuvres are minimised.		5.2.4 為滿足檢測機構要求，申請者應透過文件、模擬或其他方式執行對於相關車輛操作因而偵測到規定5.2.2.2及5.2.2.3所定義之邊界外部之弱勢道路使用者及靜態物件（如三角錐、交通號誌、樹籬及停駐車輛）所產生之錯誤反應數降至最低。	
5.3. Automatic Deactivation		5.3 自動解除	
5.3.1. The MOIS shall automatically deactivate if it malfunctions or cannot operate properly due to its sensor devices becoming contaminated by ice, snow, mud, dirt or similar material. The MOIS may also automatically deactivate due to ambient light conditions below that specified in paragraph 5.2.1.		5.3.1 若車輛起步警示系統故障或因其感測器裝置受到冰、雪、泥、土或相似物質汙染無法正常運作，則應自動解除。車輛起步警示系統亦可於環境光源低於規定5.2.1所述之狀況時自動解除。	
5.3.2. Automatic deactivation shall be indicated by the failure warning signal specified in paragraph 5.8.		5.3.2 自動解除應藉由規定5.8所述之故障警告訊號進行指示。	
5.3.3. The MOIS shall automatically reactivate when the normal function of the sensors is verified. This shall be tested in accordance with the provisions of paragraphs 6.8 (failure detection test) and 6.9. (automatic deactivation test).		5.3.3 車輛起步警示系統應於確認感測器功能恢復正常後自動重新啟動。此應依照規定6.8（失效偵測試驗）及規定6.9（自動解除試驗）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
5.4. Manual deactivation 5.4.1. It may be possible to manually deactivate the MOIS. 5.4.2. Manual deactivation shall be through a sequence of intentional actions to be carried out by the driver, for example by requiring a single input exceeding a certain threshold of time or a double press, or two separate but simultaneous inputs. 5.4.3. It shall not be possible to manually deactivate any other system at the same time as the MOIS or through the same sequence of actions. 5.4.4. When manually deactivated, it shall be possible for the driver to easily manually reactivate the MOIS. 5.4.5. When manually deactivated, the MOIS shall automatically reactivate when the vehicle master control switch is activated. 5.5. System initialisation 5.5.1. If the MOIS has not been initialized after a cumulative driving time of 15 seconds above a speed of 0 km/h, information of this status shall be indicated to the driver. This information shall exist until the system has been successfully initialized. 5.6. Information signal 5.6.1. The MOIS information signal referred to in paragraph 5.2.2. above shall be an optical information signal that is noticeable and easily verifiable by the driver from the driver's seat. 5.6.2. This information signal shall be visible by		5.4 手動解除 5.4.1 車輛起步警示系統可被手動解除。 5.4.2 手動解除應藉由駕駛人之一順序之有意行為執行，例如要求單次輸入超過特定時間臨界值或按壓兩次，或兩個分離但同時輸入。 5.4.3 不應於解除車輛起步警示系統之當下或透過同一順序之有意行為，同時手動解除任何其他系統。 5.4.4 於手動解除時，駕駛人應能輕易手動重新啟動車輛起步警示系統。 5.4.5 於手動解除時，應於車輛主控制開關開啟時自動重新啟動車輛起步警示系統。 5.5 系統初始化 5.5.1 若車輛起步警示系統於超過零公里／小時以上之速度累積行駛時間十五秒後仍未初始化，此狀態之資訊應指示駕駛人。此資訊應存在直到系統已成功初始化。 5.6 資訊訊號 5.6.1 上述規定 5.2.2 所指之車輛起步警示系統之資訊訊號應為一個可注意到且容易由駕駛人於駕駛座辨識之光學訊號。 5.6.2 資訊訊號應於日間及夜間時皆	

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
daylight and at night. 5.7. Collision warning signal 5.7.1. The MOIS shall warn the driver when the risk of a collision is imminent by providing the collision warning signal. 5.7.2. The collision warning signal shall be provided by the means of a combination of at least two modes selected from an optical signal, acoustic signal or haptic signal. Where the collision warning signal is provided by using an optical mode, this shall be a signal differing in activation strategy from the information signal specified in paragraphs 5.2.2. and 5.6. 5.7.3. The collision warning signal shall be easily understandable for the driver to relate the warning signal to the potential collision. In case the warning signal is an optical signal this signal shall also be visible by daylight and at night. 5.7.4. The collision warning signal shall be activated according to the manufacturer strategy. The warning strategy shall be explained in the information referred to in paragraph 6.1. The Technical Service shall verify the operation of the system according to the strategy. 5.7.5. The collision warning signal may be deactivated manually. In the case of a manual deactivation, it shall be reactivated on each activation of the vehicle master control switch. 5.8. Failure warning signals		可視。 5.7 碰撞警告訊號 5.7.1 於有立即之碰撞風險時，車輛起步警示系統應藉由提供碰撞警告訊號警告駕駛人。 5.7.2 碰撞警告訊號應從光學訊號、聲音訊號或觸覺訊號中選擇至少兩種模式以組合的方式提供。 當碰撞警告訊號係藉由光學模式提供，其啟動策略應與規定 5.2.2 及 5.6 所述資訊訊號不同。 5.7.3 碰撞警告訊號應能輕易理解，使駕駛人將其與潛在碰撞連結。若警告訊號為光學訊號，則此訊號應於日間及夜間皆清楚可視。 5.7.4 碰撞警告訊號應依照申請者策略啟動。此警告策略應於規定 6.1 所述資訊內進行說明。 檢測機構應依照策略驗證系統運作。 5.7.5 碰撞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。 5.8 故障警告訊號	

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
5.8.1. The failure warning signal referred to in paragraph 5.3.2. above shall be a optical 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. 5.8.2. The failure warning signal shall remain active as long as the MOIS is unavailable. 5.8.3. The MOIS failure warning signal shall be activated with the activation of the vehicle master control switch. This requirement does not apply to failure warning signals shown in a common space. 5.9. Provisions for Periodic Technical Inspection 5.9.1. At a Periodic Technical Inspection, it shall be possible to confirm the correct operational status of the MOIS by a visible observation of the failure warning signal status. In case of the failure warning signal being in a common space, the common space must be observed to be functional prior to the failure warning signal status check.		5.8.1 規定 5.3.2 所述之故障警告訊號應為光學訊號，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，且應容易由駕駛人於駕駛座辨識。 5.8.2 故障警告訊號應於車輛起步警示系統無法運作期間持續致動。 5.8.3 車輛起步警示系統故障警告訊號應於車輛主控制開關開啟時致動。此要求不適用於共用空間顯示之故障警告訊號。 (此為定期技術檢驗相關規定，故建議不調和導入)	
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		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其他車輛系統間之連結方式。應說明包含其感應及警告策略在內之系統功能，且應於文件說明如何檢查系統運作狀態、是否會影響其他車輛系統，以及用以構建將導致顯示故障警告訊號之情況的方法。	

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
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 Approval Authority to identify the vehicle type and to aid decision-making on the selection of worst-case conditions. 6.2. Test conditions 6.2.1. The test shall be performed on a flat, dry asphalt or a concrete surface. 6.2.2. The ambient temperature shall be between 0° C and 45° C. 6.2.3. The test shall be performed under visibility conditions that allow the target to be observed throughout the test and that allows safe driving at the required test speeds. 6.2.4. Natural ambient illumination shall be homogeneous in the test area and in excess of 1000 lux. It should be ensured that testing is not performed whilst driving towards, or away from, the sun at a low angle. 6.3. Vehicle conditions 6.3.1. Test weight The vehicle shall be tested in a condition of load to be agreed between the manufacturer and the Technical Service, with the distribution of mass among the axles stated by the manufacturer. No alteration shall be made once the test procedure has begun. The		相關文件應提供足夠資訊以識別車輛型式，並對最嚴苛狀況之挑選決策提供輔助。 6.2 試驗條件 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 環境溫度應介於攝氏零度至四十五度之間。 6.2.3 應在良好視野狀況下使駕駛人能安全地以要求之試驗速度進行試驗。 6.2.4 試驗區域之自然環境照明應均勻且超過一千lux。應確保試驗不執行於朝向或遠離處於低角度之日光行駛時。 6.3 車輛條件 6.3.1 試驗重量 車輛應於申請者與檢測機構所協商之負載條件下進行試驗，其中軸重分配應依申請者宣告。一旦試驗程序開始即不應進行變更。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。	

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
manufacturer shall demonstrate through the use of documentation that the system works at all conditions of load.			
6.3.2. In the case where the MOIS is equipped with a user-adjustable information timing, the tests as specified in paragraphs 6.5., 6.6. and 6.7. below shall be performed for each test 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 procedure has begun.		6.3.2 若車輛起步警示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、6.6及6.7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（即最嚴苛狀況設定）進行試驗。一旦試驗程序開始即不應進行變更。	
6.3.3. Pre-Test Conditioning		6.3.3 試驗前調整	
6.3.3.1 If requested by the vehicle manufacturer, the subject vehicle may be driven a maximum of 100 km on a mixture of urban and rural roads with other traffic and roadside furniture to initialise the sensor system.		6.3.3.1 若申請者要求，則試驗車輛可於具備其他交通及路邊設施之都市及鄉村混合道路上行駛至多一百公里以初始化感測器系統。	
6.4. Verification of signals test		6.4 訊號試驗之驗證	
6.4.1. With the vehicle stationary check that the optical failure warning signals comply with the requirements of paragraph 5.8 above.		6.4.1 於車輛靜態之狀況下檢查光學故障警告訊號是否符合上述規定5.8之要求。	
6.5. Static Crossing Tests		6.5 靜態穿越試驗	
6.5.1. The subject vehicle shall remain in a potential moving off manoeuvre with the MOIS active and the test area marked out as shown in Figure 1 of Appendix 1.		6.5.1 試驗車輛應於車輛起步警示系統啟動並處於規定7.中圖一所示之試驗區域中之狀態下，維持於潛在起步操作之狀態。	
The relevant test target (*T*) shall be manoeuvred such that it moves on a trajectory perpendicular to the longitudinal median plane of the subject vehicle at the test case distance (d_{TC}) away from the vehicle front and from the		相關試驗目標(T)之操作應使其移動於垂直於試驗車輛中心縱向平面之路徑上，該路徑位於試驗案例距離(d_{TC})並遠離車輛前方及相關穿越方向(c)(請參考規定7之表一)。行人試	

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
relevant crossing direction (*c*) (Table 1 of Appendix 1). The pedestrian test target reference point shall be the H-point (as defined by ISO 19206-2:2018) nearest the subject vehicle. The cyclist test target reference point shall be at the intersection of a plane perpendicular to the test target centreline located at the most forward point of the bicycle and a plane parallel to the test target centreline located at the test target H-point nearest the subject vehicle (as defined by ISO (CD) 19206-4).		驗目標參考點應為最靠近試驗車輛之H點（如ISO 19206-2:2018所定義）。自行車騎士試驗目標參考點應位於下述兩平面之交錯處，分別為垂直於試驗目標中心線且位於自行車最前點之平面，以及平行試驗目標中心線且位於試驗目標最靠近試驗車輛H點（如ISO (CD) 19206-4所定義）之平面。	
6.5.2. The test target shall be accelerated such that it reaches the test target speed (*v*) at a distance of no closer than 15 m from the plane relating to the subject vehicle side nearest the crossing direction. The test case speed shall be maintained until the plane relating to the opposite vehicle side is cleared by a distance of no less than 5 m.		6.5.2 試驗目標應以自試驗車輛側最接近穿越方向之相關平面起計不小於十五公尺處達到試驗目標速度(v)之方式進行加速。應維持試驗案例速度直至相對車輛側之相關平面不少於五公尺處淨空。	
6.5.3. In accordance with paragraph 5.2.2.2., the Technical Service shall verify the activation of the MOIS information signal before the test target (*T*) reaches a distance corresponding to the last point of information (d_{LPI}) in Table 1 of Appendix 1, and that the MOIS information signal remains on until the test target has at least crossed the separation plane relating to the vehicle side opposite to the crossing direction. The collision warning signal shall not be activated.		6.5.3 依照規定 5.2.2.2，檢測機構應於試驗目標(T)到達規定7.之表一中對應資訊最後點之距離(d_{LPI})前確認車輛起步警示系統之資訊訊號致動，且車輛起步警示系統之資訊訊號維持直至試驗目標已至少通過車輛側相對於穿越方向之相關分隔平面。碰撞警告訊號不應被致動。	
6.5.4. The Technical Service shall repeat		6.5.4 檢測機構應重複對規定7.之表一	

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
paragraphs 6.5.1. to 6.5.3. for two test cases from Table 1 of Appendix 1 to this Regulation and for one additional test case selected from the combination of a soft target and the range of VRU speeds, VRU travel directions and detection boundaries defined in paragraph 5.2.2.2.		中兩個試驗案例執行規定6.5.1至6.5.3，及一個由規定5.2.2.2定義之軟式目標、弱勢道路使用者速度範圍、弱勢道路使用者行進方向及偵測邊界之組合所選出之額外試驗案例。	
Where deemed justified, the Technical Service may also select additional test cases within the range of the soft targets, VRU speeds, travel directions and detection boundaries defined in paragraph 5.2.2.2.		於合理狀況下，檢測機構亦可選擇規定4.2.2所定義之軟式目標、弱勢道路使用者速度、行進方向及偵測邊界範圍內之額外試驗案例。	
6.6. Longitudinal Stopping for Moving Off Cyclist Tests		6.6 對起步自行車騎士之縱向停止試驗	
6.6.1. The cyclist test target (*T*) shall be located within the test area marked out as shown in Figure 2 in Appendix 1. The cyclist test target shall be positioned at the relevant test target starting point (p_{cyc}) in Table 2 of Appendix 1 and face in the direction of travel and parallel to the longitudinal median plane of the subject vehicle. The cyclist test target reference point shall be at the centre of the bottom bracket of the bicycle and on the centreline of the bicycle. Should there be less than 100 mm clearance between the vehicle front and the rear most point of the cyclist test target, then p_{cyc} may be moved an additional clearance distance (d_{clear}) away from the vehicle front, in a direction parallel to the longitudinal plane, such that there is 100 +10/-0 mm clearance between the vehicle front and the rear most point of the		6.6.1 自行車騎士試驗目標(T)應位於規定7.之圖二所標示出之試驗區域內。自行車騎士試驗目標應定位於規定7.之表二所述相對試驗目標起始點(p_{cyc})且面對行進方向並平行於試驗車輛之縱向中心平面。自行車騎士試驗目標參考點應為自行車架底部中心並位於自行車中心線上。車輛前方與自行車騎士試驗目標最後點之間距應小於一百公釐，且P_{cyc}可朝向平行於縱向平面之方向，自車輛前方移動一額外間隔距離(d_{clear})，使車輛前方與自行車騎士試驗目標最後點之間將會有一百正十／負零公釐之間距。	

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
cyclist test target. 6.6.2. The subject vehicle shall be accelerated in a straight line to a constant speed of 10 +0/-2 km/h, before entering the stopping corridor. The subject vehicle shall maintain this constant speed until the vehicle front passes the braking plane (pbrake) shown in Figure 2 of Appendix 1, before braking to a stop such that the vehicle front is positioned at the stopping plane (pstop). The subject vehicle shall be considered to have stopped when it has come to a rest and the vehicle is either no longer in a forward vehicle mode or forward gear. 6.6.3. After a delay of no less than 10 seconds from the point at which the subject vehicle is considered to have stopped, the test target shall then be accelerated in a straight line on a trajectory parallel to the longitudinal median plane of the vehicle to a speed of 10 +0/-0.5 km/h within a distance of 5 m, before being brought to a stop. While accelerating, the lateral tolerance of the test target motion shall not exceed ± 0.10 m. 6.6.4. In accordance with paragraph 5.2.2.3., the Technical Service shall verify the activation of the MOIS information signal before the subject vehicle reaches a distance from the stopping plane (p_{stop}) corresponding to the last point of information (d_{LPI}) in Table 2 of Appendix 1, and the MOIS information signal remains on until the test target at least crosses a distance from the vehicle front relating to the maximum		6.6.2 試驗車輛應於進入停止車道前，直線加速至十正零／負二公里／小時之定速。於煞車開始到停止且車輛前方位於停止平面(p_{stop})前，試驗車輛應維持前述定速直至車輛前方通過規定7.之圖二所示之煞車平面(p_{brake})。於試驗車輛已靜止且車輛不再處於前進車輛模式或前進檔位時應將其視為停止。 6.6.3 於試驗車輛被視為已停止之點延遲一段不少於十秒後於試驗目標停止之前，其應於平行於車輛縱向中心平面之路徑上，於五公尺之距離內直線加速至十正零／負零點五公里／小時之速度。加速時之試驗目標移動側向誤差不應超過正／負零點一零公尺。 6.6.4 依照規定5.2.2.3，檢測機構應於試驗車輛到達規定7.之表二中停止平面(p_{stop})所對應之資訊最後點之距離(d_{LPI})前確認車輛起步警示系統之資訊訊號致動，且車輛起步警示系統之資訊訊號應維持直至試驗目標已至少通過從規定7.之圖二中車輛前方相關最大前方分隔距離起計之一段距離。碰撞警告訊號可依實際	

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
forward separation distance (d_{FSP}) in Figure 2 of Appendix 1. The collision warning signal may be activated, as appropriate. 6.6.5. The Technical Service shall repeat paragraphs 6.6.1. to 6.6.4. for two test cases shown in Table 2 of Appendix 1 to this Regulation and for one additional test case by selecting a cyclist test target and cyclist starting point from within the detection boundaries defined in paragraph 5.2.2.3. Where deemed justified, the Technical Service may also select additional test cases within the range of the cyclist test targets and the detection boundaries defined in paragraph 5.2.2.3. 6.7 Longitudinal Moving Off with Cyclist Tests 6.7.1. The cyclist test target (*T*) shall be located within the test area marked out as shown in Figure 2 of Appendix 1. The cyclist test target shall be positioned at the relevant test target starting point (p_{cyc}) in Table 2 of Appendix 1 and face in the direction of travel and parallel to the longitudinal median plane of the subject vehicle. The cyclist test target reference point shall be at the centre of the bottom bracket of the bicycle and on the centreline of the bicycle. Should there be less than 100 mm clearance between the vehicle front and the rear most point of the cyclist test target, then p_{cyc} may be moved an additional clearance distance (d_{clear}) away from the vehicle front, in a direction parallel to the longitudinal plane, such that		狀況致動。 6.6.5 檢測機構應重複對規定7.之表二中兩個試驗案例執行規定6.6.1至6.6.4，及一個由規定5.2.2.3定義之自行車試驗目標及偵測邊界中之自行車騎士起始點所選出之額外試驗案例。 於合理狀況下，檢測機溝亦可選擇規定5.2.2.3所定義自行車試驗目標及偵測邊界範圍內之額外案例。 6.7 對自行車騎士之縱向起步試驗 6.7.1 自行車騎士試驗目標(T)應位於規定7.之圖二所標示出之試驗區域內。自行車騎士試驗目標應定位於規定7.之表二所述相對試驗目標起始點(p_{cyc})且面對行進方向並平行於試驗車輛之縱向中心平面。自行車騎士試驗目標參考點應為自行車架底部中心並位於自行車中心線上。車輛前方與自行車騎士試驗目標最後點之間距應小於一百公釐，且P_{cyc}可朝向平行於縱向平面之方向，自車輛前方移動一額外間隔距離(d_{clear})，使車輛前方與自行車騎士試驗目標最後點之間將會有一百正十／負零公釐之間距。	

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there is 100 +10/-0 mm clearance between the vehicle front and the rear most point of the cyclist test target.			
6.7.2. The subject vehicle shall be accelerated in a straight line to a constant speed of 10 +0/-2 km/h, before entering the stopping corridor. The subject vehicle shall maintain a constant speed until the vehicle front passes the braking plane (p_{brake}) shown in Figure 2 of Appendix 1, before braking to a stop such that the vehicle front is positioned at the stopping plane (p_{stop}). The subject vehicle shall be considered to have stopped when it has come to a rest and the vehicle is either no longer in a forward vehicle mode or forward gear.		6.7.2 試驗車輛應於進入停止車道前，直線加速至十正零／負二公里／小時之定速。於煞車開始到停止且車輛前方位於停止平面(p_{stop})前，試驗車輛應維持前述定速直至車輛前方通過規定7.之圖二所示之煞車平面(p_{brake})。於試驗車輛已靜止且車輛不再處於前進車輛模式或前進檔位時應將其視為停止。	
6.7.3. After a delay of no less than 10 seconds from the point at which the subject vehicle is considered to have stopped, the test target and subject vehicle shall be accelerated at the same time and in a straight line, on a trajectory parallel to the longitudinal median plane of the subject vehicle, to a constant speed of 10 +0/-3 km/h in a distance of no greater than 5 m. If the characteristics of the vehicle make it impossible to abide by the distance of 5 m, the distance may be increased. The subject vehicle and test target shall maintain this constant speed until a total travel distance of no less than 15 m from the stopping point is traversed by the subject vehicle. The lateral tolerance of the subject vehicle shall not exceed ± 0.20 m., whilst the lateral tolerance of the test target		6.7.3 於試驗車輛被視為已停止之點延遲一段不少於十秒後，試驗目標及試驗車輛應於一個平行於試驗車輛縱向中心平面之路徑上，於不超過五公尺以內之距離以直線同時加速至十正零／負三公里／小時之定速。若車輛特性造成其無法遵循五公尺之距離要求，該距離可被增加。試驗車輛及試驗目標應維持此定速直至試驗車輛自停止點起行駛不小於十五公尺之總行駛距離。試驗車輛之側向容許誤差不應超過正／負零點二零公尺，同時試驗目標動態之側向容許誤差不應超過正／負零點一零公尺。於移動時，車輛前方及試驗目標之間的前向分隔距離應維持於最大及最小前向分隔平面之邊	

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motion shall not exceed ± 0.10 m. The forward separation distance between the vehicle front and test target while moving shall be maintained to be within the boundaries of the maximum and minimum forward separation planes.		界內。	
6.7.4. In accordance with paragraph 5.2.2.3., the Technical Service shall verify the activation of the MOIS information signal before the subject vehicle reaches a distance from the stopping plane (p_{stop}) corresponding to the last point of information (d_{LPI}) in Table 2 of Appendix 1, and that the MOIS information signal remains on until the subject vehicle passes a distance of 15 m from the stopping point. The collision warning signal may be activated, as appropriate.		6.7.4 依照規定5.2.2.3，檢測機構應於試驗車輛到達規定7.之表二中停止平面(p_{stop})所對應之資訊最後點之距離(d_{LPI})前確認車輛起步警示系統之資訊訊號致動，且車輛起步警示系統之資訊訊號應維持直至試驗車輛通過距停止點十五公尺之距離。碰撞警告訊號可依實際狀況致動。	
6.7.5. The Technical Service shall repeat paragraphs 6.7.1. to 6.7.4. for two test cases shown in Table 2 of Appendix 1 to this Regulation and for one additional test case by selecting a cyclist test target and cyclist starting point from within the detection boundaries defined in paragraph 5.2.2.3.		6.7.5 檢測機構應重複對規定7.之表二中兩個試驗案例執行規定6.7.1至6.7.4，及一個由規定5.2.2.3定義之自行車試驗目標及偵測邊界中之自行車騎士起始點所選出之額外試驗案例。	
Where deemed justified, the Technical Service may also select additional test cases within the range of the cyclist test targets and the detection boundaries defined in paragraph 5.2.2.3.		於合理狀況下，檢測機溝亦可選擇規定5.2.2.3所定義自行車試驗目標及偵測邊界範圍內之額外案例。	
6.8. Failure detection test		6.8 故障偵測試驗	
6.8.1. Simulate a MOIS failure, for example by disconnecting the power source to any MOIS		6.8.1 模擬一個車輛起步警示系統故障，例如藉由切斷至任何車輛起步	

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
component or disconnecting any electrical connection between the MOIS components. The electrical connections for the failure warning signal of paragraph 5.8. above shall not be disconnected when simulating a MOIS failure. 6.8.2. The failure warning signal specified in paragraph 5.8. shall be activated and remain activated while the vehicle is being driven and shall be reactivated upon each activation of the vehicle master control switch, as long as the simulated failure exists. 6.9. Automatic deactivation test 6.9.1. With the MOIS system active, contaminate any of the MOIS sensing devices completely with a substance comparable to snow, ice or mud (e.g. based on water). The MOIS shall automatically deactivate, indicating this condition as specified in paragraph 5.8. 6.9.2. Remove any contamination from the MOIS sensing devices completely and perform a reactivation of the vehicle master control switch. The MOIS shall automatically reactivate after a driving time not exceeding 60 seconds.		警示系統組件之電源或切斷任何車輛起步警示系統組件間之連結電路之方式。於模擬車輛起步警示系統故障時，不應切斷上述規定5.8所述之故障警告訊號之連結電路。 6.8.2 於模擬故障存在時，規定5.8所述之故障警告訊號應於車輛行駛時開啟並維持致動狀態，並於車輛主控制開關每次啟動時重新致動。 6.9 自動解除試驗 6.9.1 於車輛起步警示系統致動時，以類似於雪、冰或泥之物質（例如以水為基礎之物質）完全汙染任何車輛起步警示系統感測裝置。車輛起步警示系統應自動解除，並依規定5.8所述指示此狀況。 6.9.2 完全移除車輛起步警示系統感測裝置上任何汙染物，且重新啟動車輛主控制開關。車輛起步警示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 2.3. of this Regulation shall be notified to the Type Approval Authority which approved the vehicle type. The Type Approval Authority may then either:		(不影響檢測基準內容)	

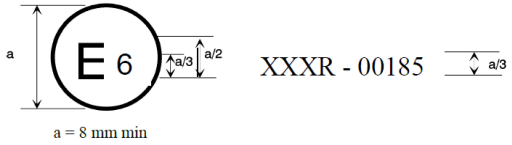
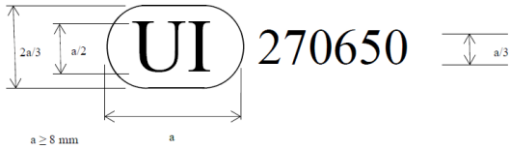
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
7.1.1. Consider that the modifications made do not have an adverse effect on the conditions of the granting of the approval and grant an extension of approval; 7.1.2. Consider that the modifications made affect the conditions of the granting of the approval and require further tests or additional checks before granting an extension of approval. 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 1958 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		(不影響檢測基準內容)	

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
conformity of control methods applicable to each production unit. The normal frequency of such inspections shall be once every two 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.		(不影響檢測基準內容)	
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.		(不影響檢測基準內容)	
11. Names and addresses of the Technical Services responsible for conducting approval tests and of Type Approval Authorities The Contracting Parties to the Agreement applying this Regulation shall communicate to the United Nations Secretariat the names and		(不影響檢測基準內容)	

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
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 **Set Up for Static Crossing Tests** (圖片如頁末所示) Where the following definitions apply: d_w vehicle width. d_{NSP} the distance from the nearside vehicle plane to the nearside separation plane, defined as 0.5 m. d_{OSP} the distance from the offside vehicle plane to the offside separation plane, defined as 0.5 m. d_{TC} the forward separation distance for each test case. d_{FSP} the distance from the vehicle front to the maximum forward separation plane. Table 1 **Test Cases for Static Crossing Tests** (表格如頁末所示) Where the following definitions apply: d_{NSP}: the distance from the nearside vehicle plane to the nearside separation plane, defined as 0.5 m. d_{OSP}: the distance from the offside vehicle plane to the offside separation plane, defined as 0.5 m. d_{TC}: the forward separation distance for each test case.		7. 試驗相關資訊 圖一、靜態穿越試驗設定 (圖片如頁末所示) 其中定義如下： d_w 車輛寬度 d_{NSP} 自接近側車輛平面至接近側分隔平面之距離，定義為零點五公尺 d_{OSP} 自遠離側車輛平面至遠離側分隔平面之距離，定義為零點五公尺 d_{TC} 對應每個試驗案例之前向分隔距離 d_{FSP} 自車輛前方至最大前向分隔平面之距離 表一、靜態穿越試驗之試驗案例 (表格如頁末所示) 其中定義如下： d_{NSP} 自接近側車輛平面至接近側分隔平面之距離，定義為零點五公尺 d_{OSP} 自遠離側車輛平面至遠離側分隔平面之距離，定義為零點五公尺 d_{TC} 對應每個試驗案例之前向分隔距離	

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
d_{FSP}: the distance from the vehicle front to the maximum forward separation plane. d_{LPI}: the distance relating to the last point of information (LPI). Figure 2 **Set Up for Longitudinal Cyclist Tests** (圖片如頁末所示) Where the following definitions apply: $d_{50\%}$ the distance relating to 50% of the vehicle width. p_{brake} the vehicle braking plane. p_{stop} the vehicle stopping plane. d_{FSP} the distance from the vehicle stopping plane to the maximum forward separation plane. d_{clear} the additional clearance distance that the cyclist test target is moved by to ensure at least 100 mm clearance between the vehicle front and the rear most point of the cyclist test target p_{cyc} the cyclist test target starting point, taken from the cyclist test target reference point. p_x the distance between the stopping plane and cyclist test target starting point. p_y the distance between the vehicle longitudinal median plane and cyclist test target starting point, with the nearside of the vehicle being the positive direction. d_{LPI} the distance between the last point of information (LPI) line and the vehicle stopping plane. Table 2 **Test Cases for Longitudinal Cyclist Tests** (表格如頁末所示)		d_{FSP} 自車輛前方至最大前向分隔平面之距離 d_{LPI} 資訊最後點相關之距離 圖二、縱向自行車騎士試驗設定 (圖片如頁末所示) 其中定義如下： $d_{50\%}$ 百分之五十之車輛寬度相關距離 p_{brake} 車輛煞車平面 p_{stop} 車輛停止平面 d_{FSP} 自車輛停止平面至最大前向分隔平面之距離 d_{clear} 自行車騎士試驗目標移動之額外間距，以確保於車輛前方與自行車騎士試驗目標最後點之間距至少為一百公釐 p_{cyc} 自行車試驗目標起始點，由自行車試驗目標參考點取出 p_x 停止平面與自行車試驗目標起始點之間的距離 p_y 於車輛接近側為正方向時，車輛縱向中心平面與自行車試驗目標起始點之間的距離 d_{LPI} 資訊最後點(LPI)線與車輛停止平面之間的距離 表二、縱向自行車騎士試驗之試驗案例 (表格如頁末所示)	
Annex 1 Communication		(不影響檢測基準內容)	

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
(Maximum format: A4 (210 x 297 mm) issued by: (Name of administration) ....  [1]Concerning: [2] Approval granted Approval extended Approval refused Approval withdrawn Production definitively discontinued of a type of vehicle with regard to the Moving Off Information System (MOIS) 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: ..... 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 MOIS is			

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/refused:2 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 Arrangements of approval marks (see paragraphs 4.5. to 4.5.2. of this Regulation)  The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Belgium (E 6) with regard to the Moving Off Information System (MOIS) pursuant to UN Regulation No. [XXX]. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No. [XXX] 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		(不影響檢測基準內容)	

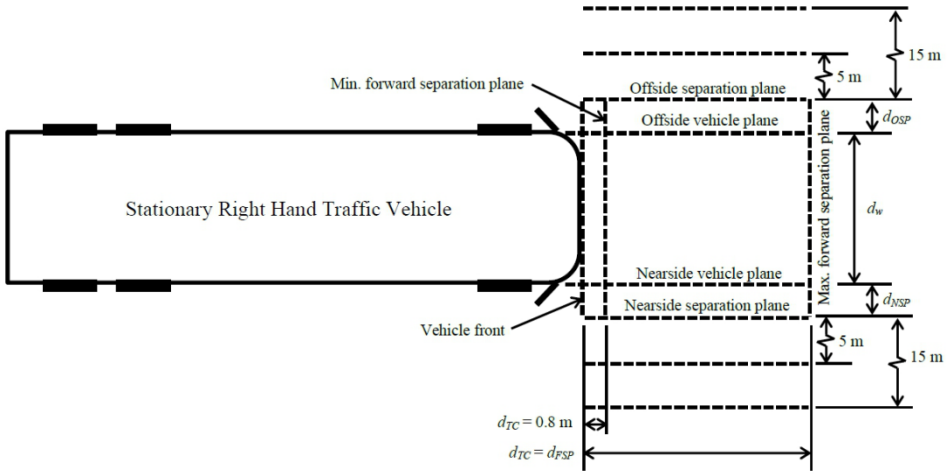
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
leading zeroes in the Unique Identifier may be omitted in the approval marking.			
Annex 3 Test method for determining blind spot boundary 1. Blind spot boundary The blind spot boundary defined in paragraph 2.22. of this Regulation can be determined through the approach described in this annex. 2. Test methods 2.1. The test object shall be a circular cylinder that is 50±2 mm in external diameter, with a 10±2 mm high ring, contrasting in colour from the rest of the test object, located such that its lowest edge is 900±2 mm from the base of the test object. 2.2. The test conditions shall be as defined in paragraphs 6.2. of this Regulation 2.3. The vehicle conditions shall be as defined in paragraphs 6.3. of this Regulation 2.4. The test area shall be marked out as shown in Figure 1 of this annex. Figure 1 **Blind spot boundary test area** (圖片如頁末所示) Where the following definitions apply: d_w vehicle width. d_{NSP} the distance from the nearside vehicle plane to the nearside separation plane, defined as 0.5 m. d_{OSP} the distance from the offside vehicle plane to the offside separation plane, defined as 0.5 m. d_{FSP} the distance from the vehicle front to the		8.測定盲點邊界之試驗步驟 8.1 盲點邊界 規定 2.20 所定義之盲點邊界可經由規定 8 所述之方法進行測定。 8.2 試驗步驟 8.2.1 試驗物件應為一個外徑為五十正／負二公釐、高環為十正／負二公釐、顏色與其他試驗物件成對比之圓柱，並定位如其之最低邊緣自試驗物件底部起計為九百正／負二公釐。 8.2.2 試驗條件應如規定 6.2 所定義。 8.2.3 車輛狀況應如規定 6.3 所定義。 8.2.4 試驗區域應如圖三所示。 圖三、盲點邊界試驗區域 (圖片如頁末所示) 其中定義如下： d_w 車輛寬度 d_{NSP} 自接近側車輛平面至接近側分隔平面之距離，定義為零點五公尺 d_{OSP} 自遠離側車輛平面至遠離側分隔平面之距離，定義為零點五公尺 d_{FSP} 自車輛前方至最大前向分隔平面	

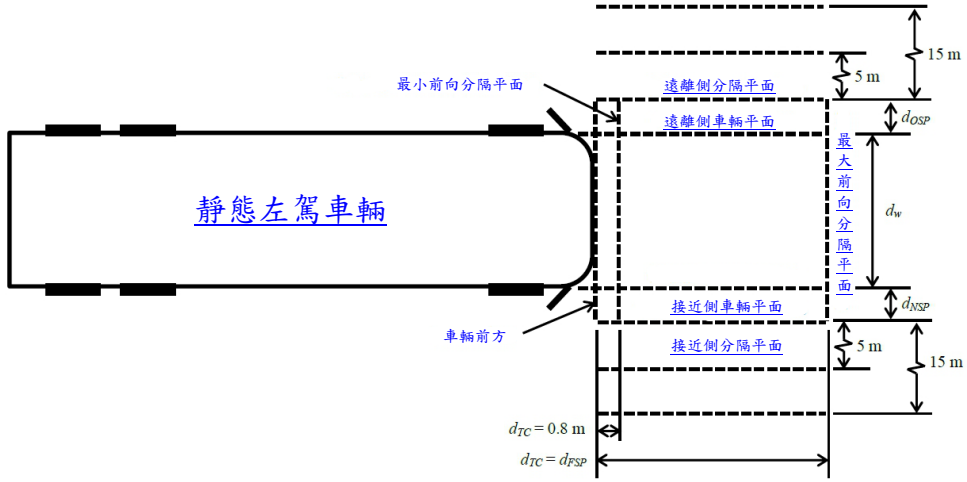
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
maximum forward separation plane. 2.5. The ocular reference point shall be as defined in paragraph 2.11. of this Regulation 2.6. Test procedure 2.6.1. Locate a 35 mm or larger format still camera, video camera, or digital equivalent such that the centre of the camera image plane is located at the ocular reference point. The camera shall be capable of viewing the test object in all potential test positions. Should the camera require repositioning to view all potential test positions, it shall be verified that the centre of the camera image plane for all possible camera positions is located at the ocular reference point. 2.6.2. The visibility of the entire ring of the test object from the ocular reference point shall be recorded for test object positions located within the area bounded by the minimum and maximum forward separation planes and the nearside and offside separation planes. 2.6.3. Starting from the minimum forward separation plane, move the test object away from the vehicle front on an assessment plane parallel to the median longitudinal plane of the vehicle until the maximum forward separation plane is met. 2.6.4. The visibility of the test object ring shall be recorded at intervals of no greater than 150 mm in distance along the assessment plane. 2.6.5. This process shall be repeated for assessment planes between the nearside and		之距離 8.2.5 駕駛參考眼點應如規定 2.9 所定義。 8.2.6 試驗程序 8.2.6.1 放置三十五公釐或較大格式之靜態攝影機、影片攝影機或相等之數位攝影機，使攝影機影像平面之中心位於駕駛參考眼點。 攝影機應可於所有潛在試驗位置觀察試驗物件。需要時應重新定位攝影機以觀察所有潛在試驗位置，其應確認所有可能攝影機位置之攝影機影像平面之中心位於駕駛參考眼點。 8.2.6.2 應對由最小／最大前向分隔平面及接近側／遠離側分隔平面所圍出區域內之試驗物件位置，記錄自駕駛參考眼點對試驗物件之完整環的可視性。 8.2.6.3 自最小前向分隔平面起，於平行於車輛縱向中心平面之評估平面將試驗物件自車輛前方移開直至到達最大前向分隔平面。 8.2.6.4 應記錄於沿著評估平面之距離中不大於一百五十公釐區間之試驗物件環之可視性。 8.2.6.5 此程序應於接近側與遠離側分隔平面之間的評估平面上重複執	

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
offside separation planes, with distances of no greater than 150 mm between each assessment plane. 2.6.6. Approaches other than the above methods, such as CAD based or LASER based procedures, may be considered as equivalent by the Technical Service, should documentary evidence be provided to verify that the requirements of the test procedures described in this annex have been met. 3. Blind spot boundary definition 3.1. The blind spot area shall be determined by all test object positions where the entire ring of the test object is not visible from the ocular reference point. 3.2. The blind spot boundary shall be determined at the first position outside of the blind spot area where the entire ring of the test object is visible from the ocular reference point.		行，各評估平面間之距離不大於一百五十公釐。 8.2.6.6 檢測機構可將不同於上述步驟之方法視為相同，如基於電腦輔助設計(CAD)或雷射(LASER)之程序，應提供文件證明以驗證其符合本規定所述之試驗程序要求。 8.3 盲點邊界定義 8.3.1 盲點區域應藉由無法自駕駛參考眼點觀察之試驗物件完整環的所有試驗物件位置測定。 8.3.2 盲點邊界應於可自駕駛參考眼點觀察之試驗物件完整環的盲點區域外側第一個位置測定。	

圖表增訂部分

UN內容	基準內容
(UN) Figure 1 of Appendix 1	(基準) 規定7之圖一



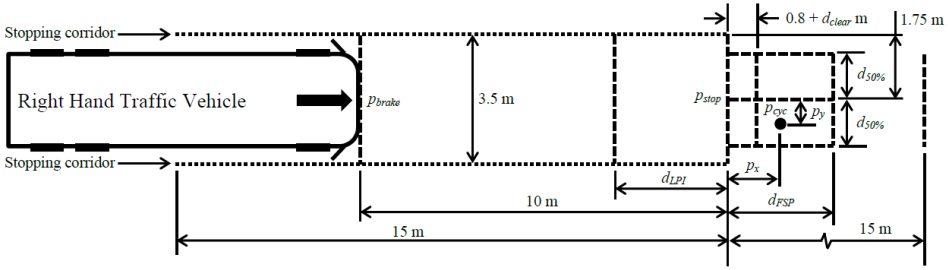


UN內容

(UN) Table 1 of Appendix 1

Test Case	*Soft Target (T)*	*Test Case Distance (d_{TC}) /m*	*Crossing Direction (c)*	*Soft Target Speed (v) /km/h*	*Distance to Last Point of Information (d_{LPI}) /m*
1	Child Pedestrian	0.8	Nearside	3	d_{NSP}
2	Adult Pedestrian	d_{FSP}	Nearside	3	d_{NSP}
3	Adult Cyclist	0.8	Offside	3	d_{OSP}
4	Adult Cyclist	d_{FSP}	Nearside	5	d_{NSP}
5	Adult Pedestrian	0.8	Offside	5	d_{OSP}
6	Child Pedestrian	d_{FSP}	Offside	5	d_{OSP}

(UN) Figure 2 of Appendix 1

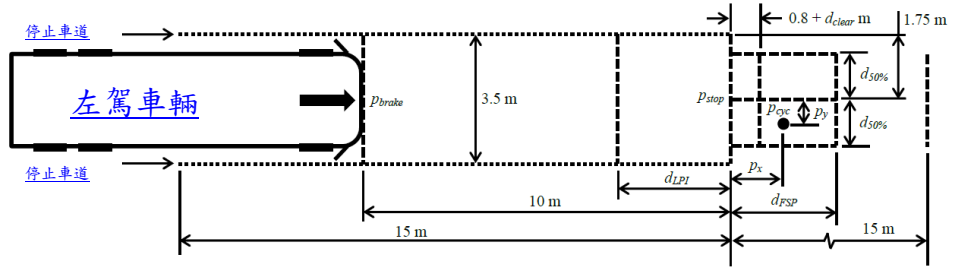


基準內容

(基準) 規定7之表一

試驗案例	軟式目標(T)	試驗案例距離(d_{TC})/公尺	穿越方向(c)	軟式目標速度(v)/公里/小時	至資訊最後點之距離(d_{LPI})/公尺
1	孩童行人	0.8	接近側	3	d_{NSP}
2	成人行人	d_{FSP}	接近側	3	d_{NSP}
3	成人自行車騎士	0.8	遠離側	3	d_{OSP}
4	成人自行車騎士	d_{FSP}	接近側	5	d_{NSP}
5	成人行人	0.8	遠離側	5	d_{OSP}
6	孩童行人	d_{FSP}	遠離側	5	d_{OSP}

(基準) 規定7之圖二

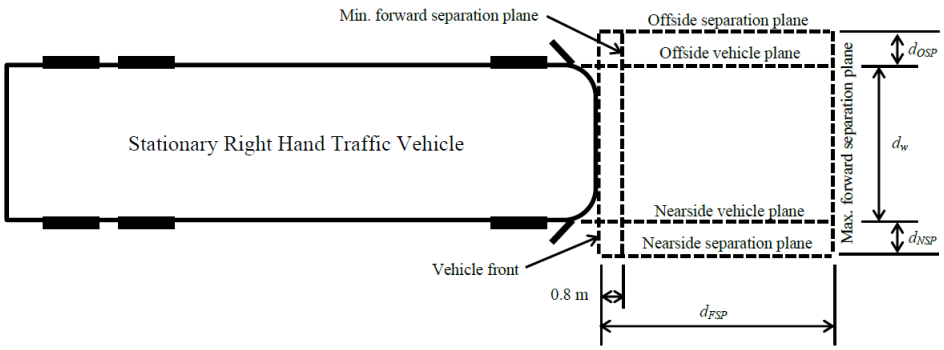


UN內容

(UN) Table 2 of Appendix 1

Test Case	*Test Target (T)*	*Distance to Forward Cyclist Start Point (p_x) /m*	*Distance to Lateral Cyclist Start Point (p_y) /m*	*Distance to Last Point of Information (d_{LPI}) /m*
1	Adult Cyclist	0.8 + d_{clear}	+$d_{50\%}$	d_{FSP} – 0.8 – d_{clear}
2	Adult Cyclist	0.8 + d_{clear}	0.0	d_{FSP} – 0.8 – d_{clear}
3	Adult Cyclist	0.8 + d_{clear}	-$d_{50\%}$	d_{FSP} – 0.8 – d_{clear}
4	Adult Cyclist	d_{FSP} – 0.1	+$d_{50\%}$	0.1
5	Adult Cyclist	d_{FSP} – 0.1	0.0	0.1
6	Adult Cyclist	d_{FSP} – 0.1	-$d_{50\%}$	0.1

(UN) Figure 1 of Annex 3



基準內容

(基準) 規定7之表二

試驗案例	軟式目標(T)	至前向自行車騎士起始點之距離(p_x)/公尺	至側向自行車騎士起始點之距離(p_y)/公尺	至資訊最後點之距離(d_{LPI})/公尺
1	成人自行車騎士	0.8+ d_{clear}	+$d_{50\%}$	d_{FSP} - 0.8 - d_{clear}
2	成人自行車騎士	0.8+ d_{clear}	0.0	d_{FSP} - 0.8 - d_{clear}
3	成人自行車騎士	0.8+ d_{clear}	-$d_{50\%}$	d_{FSP} - 0.8 - d_{clear}
4	成人自行車騎士	d_{FSP} - 0.1	+$d_{50\%}$	0.1
5	成人自行車騎士	d_{FSP} - 0.1	0.0	0.1
6	成人自行車騎士	d_{FSP} - 0.1	-$d_{50\%}$	0.1

(基準) 規定8之圖三