「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
(五)

下午場次會議資料

1. UN 法規增修涉及國內車輛安全法規內容彙整……..……...P.2

2. 車輛型式安全審驗管理辦法附表發布後部分條文修正草案對照表內容彙整…...P.569

UN 法規增修涉及國內車輛安全法規內容彙整（計 4 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○、駕駛人控制輔助系統（草案）		◎	P.4	UN R171 01 Series	參考 UN R171 01 Series 內容，增訂檢測基準「附件○、駕駛人控制輔助系統」草案，其摘要說明如下： 1.DCAS 主要為 ADAS 之集合，透過其功能可持續輔助駕駛人執行縱向及側向控制。 2.本項法規預期針對 DCAS 建立技術性之一致規範，就功能已超出 UN R79 轉向系統所設極限之 DCAS 進行管理，並將目標設定為對多樣之駕駛人控制輔助功能進行認證，進而填補現存法規之空缺處。 3.由於 DCAS 仍屬輔助系統之特性，於考量駕駛人仍為具備駕駛車輛之職責，本項規定將著重於 DCAS 所具備性能、對駕駛人的資訊提供、對於特定情境下之反應、設計上之風險評估，以及駕駛人參與狀況等項，以確保 DCAS 不會受到誤用並進一步造成行車風險。
2.	附件六十四之二、電動汽車之電氣安全（草案）		◎	P.229	UN R100 03-S1、03-S2、03-S3、03-S5	1.參考 R100 03-S1 版，修訂特定電壓條件之名詞釋義。 2.參考 R100 03-S2 版，修訂絕緣電阻之對應項次。 3.參考 UN R100 03-S3 版，修訂擠壓試驗之擠壓力方向。 4.參考 UN R100 03-S5 版，修訂機械衝擊試驗對應條文部分及 REESS 或車輛系統應

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						提供訊號以啟動車輛之提前警告指示之相關規定。
3.	附件〇、防誤踩油門系統（草案）		◎	P.430	UN R175 01 Series	1.參考 UN R175 00 Series 研擬相關修訂內容，UNECE 為排解於踩錯踏板狀況下造成加速，並進而導致相關事故發生之情形，於 2023 年初由 GRVA 工作組展開相關法規討論，符合本項法規之相關系統，於系統透過感測器判斷行駛過程中產生踩錯踏板(加速器控制誤使用)之情形時，將會抑制車輛加速，以減輕或避免相關事故所帶來之風險。 2.參考 UN R175 01 Series 研擬相關修訂內容，包含將 N1 類車輛含括於認證範圍內，以及訂定對應額外情境之額外性能要求，如車輛於靜止或蠕行狀況下之情形。
4.	附件六十八之一、胎壓偵測輔助系統（草案）		◎	P.486	UN R141 01 Series	1.參考 UN R141 01 版內容，增訂有關 M2、M3、N2、N3、O3 及 O4 類車輛相關標準及試驗程序，並增訂胎壓再充氣系統、中央輪胎充氣系統相關標準及試驗程序，另增訂 ISO 11992 介面相容性相關規定。 2.參考 UN R141 01-S2 內容，調整規定使 TPMS、TPRS 及 CTIS 皆能適用規定五要求，並配合 SAE J1939 修訂 Annex 5 相關規定。

UN R171 uniform provisions concerning the approval of vehicles with regard to Driver Control Assistance Systems (DCAS) 駕駛人控制輔助系統

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
01 Series	00 - S1		
Introduction 1. Advanced Driver Assistance Systems (ADAS) have been developed to support drivers and enhance road safety through information support, including warnings in safety-critical situations, and assisting in executing the lateral and/or longitudinal control of the vehicle temporarily or on a sustained basis during normal driving and when avoiding collision and/or mitigating the crash severity in critical situations. ADAS are aimed to assist the drivers, who always remain responsible for vehicle control and shall permanently monitor the environment and vehicle/system performance. 2. This UN Regulation addresses the Driver Control Assistance Systems (DCAS), which are a subset of ADAS. DCAS are driver-operated vehicle systems assisting a human driver in performing vehicle dynamic control via sustained lateral and longitudinal motion-control support. DCAS, while active, provide support to the driving tasks, and increase comfort and reduce the drivers' workload by actively stabilising or manoeuvring the vehicle. DCAS assist the driver, when operated within the system boundaries, but do not completely take over the driving task, thus the responsibility	**Introduction** 1. Advanced Driver Assistance Systems (ADAS) have been developed to support drivers and enhance road safety through information support, including warnings in safety-critical situations, and assisting in executing the lateral and/or longitudinal control of the vehicle temporarily or on a sustained basis during normal driving and when avoiding collision and/or mitigating the crash severity in critical situations. ADAS are aimed to assist the drivers, who always remain responsible for vehicle control and shall permanently monitor the environment and vehicle/system performance. 2. This UN Regulation addresses the Driver Control Assistance Systems (DCAS), which are a subset of ADAS. DCAS are driver-operated vehicle systems assisting a human driver in performing vehicle dynamic control via sustained lateral and longitudinal motion-control support. DCAS, while active, provide support to the driving tasks, and increase comfort and reduce the drivers' workload by actively stabilising or manoeuvring the vehicle. DCAS assist the driver, when operated within the system boundaries, but do not completely take over the driving task, thus the responsibility	附件○、駕駛人控制輔助系統(草案)	附件○、駕駛人控制輔助系統(草案)

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
remains with the driver. DCAS support shall not adversely impact road safety and driver control over the vehicle behaviour. 3. Reflecting on the expansion to the market of different enhanced DCAS, this UN Regulation intends to establish technologically neutral uniform and general provisions concerning the approval of vehicles equipped with DCAS that may function beyond the limitations imposed by the 03 series of amendments to UN Regulation No. 79, and aims to allow the approval of a variety of driver control assistance features, filling an existing regulatory gap. This UN Regulation provides minimum safety requirements for any DCAS. 4. According to the standard SAE J3016 (Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles), DCAS are treated as "SAE level 2 according to SAE J3016" (partial automation), systems that are only capable of performing parts of the vehicle dynamic control, and thus require a driver to perform the remainder of dynamic control, as well as to supervise the system operation and vehicle environment.[1] As such, DCAS, when operated, support — but do not replace — a driver in performing dynamic control. Providing either only longitudinal or only lateral control	remains with the driver. DCAS support shall not adversely impact road safety and driver control over the vehicle behaviour. 3. Reflecting on the expansion to the market of different enhanced DCAS, this UN Regulation intends to establish technologically neutral uniform and general provisions concerning the approval of vehicles equipped with DCAS that may function beyond the limitations imposed by the 03 series of amendments to UN Regulation No. 79, and aims to allow the approval of a variety of driver control assistance features, filling an existing regulatory gap. This UN Regulation provides minimum safety requirements for any DCAS. 4. According to the standard SAE J3016 (Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles), DCAS are treated as "SAE level 2 according to SAE J3016" (partial automation), systems that are only capable of performing parts of the vehicle dynamic control, and thus require a driver to perform the remainder of dynamic control, as well as to supervise the system operation and vehicle environment.[1] As such, DCAS, when operated, support — but do not replace — a driver in performing dynamic control. Providing either only longitudinal or only lateral control		

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temporarily degrades DCAS automation level from 2 to 1 (driver assistance). [1] The levels of automation described by SAE J3016 are also included in the reference document ECE/TRANS/WP29/1140. 5. While both DCAS and Automated Driving Systems (ADS) of higher automation levels 3 to 5 according to SAE J3016 provide lateral and longitudinal control on a sustained basis, only ADS may permit the driver to disengage from the driving task, as only ADS, by definition, is capable of managing all driving situations reasonably expected within their Operational Design Domain (ODD) without further input from the driver. Instead, DCAS only assist the driver but never replace the driver. As a consequence, there is no transfer in the driver's responsibility for control of the vehicle. 6. The availability of DCAS, and their capability to assist, are constrained by the defined system operational boundaries. While DCAS is able to detect and respond to common scenarios within the use case (DCAS feature), the system may not be capable of recognizing certain environmental conditions, as DCAS are not designed to handle each and every situation, and it is expected that the driver is always in control of the vehicle. 7. This impact of system boundaries on the	temporarily degrades DCAS automation level from 2 to 1 (driver assistance). [1] The levels of automation described by SAE J3016 are also included in the reference document ECE/TRANS/WP29/1140. 5. While both DCAS and Automated Driving Systems (ADS) of higher automation levels 3 to 5 according to SAE J3016 provide lateral and longitudinal control on a sustained basis, only ADS may permit the driver to disengage from the driving task, as only ADS, by definition, is capable of managing all driving situations reasonably expected within their Operational Design Domain (ODD) without further input from the driver. Instead, DCAS only assist the driver but never replace the driver. As a consequence, there is no transfer in the driver's responsibility for control of the vehicle. 6. The availability of DCAS, and their capability to assist, are constrained by the defined system operational boundaries. While DCAS is able to detect and respond to common scenarios within the use case (DCAS feature), the system may not be capable of recognizing certain environmental conditions, as DCAS are not designed to handle each and every situation, and it is expected that the driver is always in control of the vehicle. 7. This impact of system boundaries on the		

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system's ability to fulfil certain requirements, and the nature of how requirements can be assessed, is reflected by the language used in this UN Regulation. (a) Some requirements are expected to be always met, including in all relevant tests. These provisions are phrased as "the system shall…"; (b) Some requirements are such that whilst the system is generally expected to fulfil them, this might not always be appropriate or achievable under the specific circumstances, or external disturbances may still lead to a varying output. These provisions are phrased as "the system shall aim to…"; and (c) Some requirements are difficult to verify by assessing system performance directly and are more readily verified by assessing the design of the system, for example by analysing its control strategies. These provisions are phrased as "the system shall be designed to…". 8. Depending on the use case, some DCAS may be able to initiate driving manoeuvres. When manoeuvres are initiated by the system, the system shall be designed to follow the national traffic rules. However, when manoeuvres are initiated by the driver, DCAS only assists the driver in operating the vehicle without ensuring compliance with national traffic rules. In either case, the	system's ability to fulfil certain requirements, and the nature of how requirements can be assessed, is reflected by the language used in this UN Regulation. (a) Some requirements are expected to be always met, including in all relevant tests. These provisions are phrased as "the system shall…"; (b) Some requirements are such that whilst the system is generally expected to fulfil them, this might not always be appropriate or achievable under the specific circumstances, or external disturbances may still lead to a varying output. These provisions are phrased as "the system shall be aim to…"; and (c) Some requirements are difficult to verify by assessing system performance directly and are more readily verified by assessing the design of the system, for example by analysing its control strategies. These provisions are phrased as "the system shall be designed to…". 8. Depending on the use case, some DCAS may be able to initiate driving manoeuvres. When manoeuvres are initiated by the system, the system shall be designed to follow the national traffic rules. However, when manoeuvres are initiated by the driver, DCAS only assists the driver in operating the vehicle without ensuring compliance with national traffic rules. In either case, the	(序言部分為法規簡介，故不影響檢測基準內容而不調和)	

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responsibility remains with the driver. 9. It is recognized that operation in compliance with traffic rules related to driver-confirmed or system-initiated manoeuvres might not be fully achievable due to the complexity and variety of rules across the different countries of operation. The driver‘s continued involvement in the driving task is deemed to compensate for this. 10. Overreliance of the driver could pose a potential safety risk. The better the system, the more likely the driver is to trust the system to always function correctly and decrease the driver’s level of supervision over time (even to the point of confusing the system with fully automated driving). Therefore, DCAS shall aim to prevent reasonably foreseeable risks of driver’s misuse or abuse. DCAS shall provide sufficient information to enable the driver to supervise the assistance provided. 11. DCAS shall be designed to avoid drivers undertaking activities other than driving over and above those permitted for manual driving before this UN Regulation enters into force as DCAS require the driver to remain engaged with the driving task. Therefore, DCAS shall have means to evaluate continuous driver involvement in and supervision of the vehicle operation. DCAS will monitor the driver engagement (ensuring hands-on wheel or eyes-on road or	responsibility remains with the driver. 9. It is recognized that operation in compliance with traffic rules related to driver-confirmed or system-initiated manoeuvres might not be fully achievable due to the complexity and variety of rules across the different countries of operation. The driver‘s continued involvement in the driving task is deemed to compensate for this. 10. Overreliance of the driver could pose a potential safety risk. The better the system, the more likely the driver is to trust the system to always function correctly and decrease the driver’s level of supervision over time (even to the point of confusing the system with fully automated driving). Therefore, DCAS shall aim to prevent reasonably foreseeable risks of driver’s misuse or abuse. DCAS shall provide sufficient information to enable the driver to supervise the assistance provided. 11. DCAS shall be designed to avoid drivers undertaking activities other than driving over and above those permitted for manual driving before this UN Regulation enters into force as DCAS require the driver to remain engaged with the driving task. Therefore, DCAS shall have means to evaluate continuous driver involvement in and supervision of the vehicle operation. DCAS will monitor the driver engagement (ensuring hands-on wheel or eyes-on road or		

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even both), evaluate the driver's involvement and respond to a lack of the driver's engagement appropriately by giving distinct warnings to the driver. It will further bring the vehicle to a complete stop, if the driver had not responded to the system's warnings and had not taken necessary control actions. DCAS will monitor for signs of driver disengagement utilizing a driver monitoring system. However, while this system monitors for physical signs of disengagement, it is currently not capable of directly assessing cognitive disengagement.	even both), evaluate the driver's involvement and respond to a lack of the driver's engagement appropriately by giving distinct warnings to the driver. It will further bring the vehicle to a complete stop, if the driver had not responded to the system's warnings and had not taken necessary control actions. DCAS will monitor for signs of driver disengagement utilizing a driver monitoring system. However, while this system monitors for physical signs of disengagement, it is currently not capable of directly assessing cognitive disengagement.		
12. This UN Regulation includes general functional requirements regarding the system safety at normal operation and the failsafe response in the case of the system failure or an inability of the driver to confirm the involvement in the vehicle control. The regulatory provisions cover DCAS interaction with other vehicle assistance systems, description of the system boundary conditions and the system behaviour when the system boundaries have been detected to be reached, controllability and the system dynamic control assistance for different DCAS use cases (features). DCAS and driver interactions are regulated, including Human-Machine Interface (HMI) in two directions: driver operation of the system and the system assurance of the driver's engagement. This UN Regulation	12. This UN Regulation includes general functional requirements regarding the system safety at normal operation and the failsafe response in the case of the system failure or an inability of the driver to confirm the involvement in the vehicle control. The regulatory provisions cover DCAS interaction with other vehicle assistance systems, description of the system boundary conditions and the system behaviour when the system boundaries have been detected to be reached, controllability and the system dynamic control assistance for different DCAS use cases (features). DCAS and driver interactions are regulated, including Human-Machine Interface (HMI) in two directions: driver operation of the system and the system assurance of the driver's engagement. This UN Regulation		

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establishes requirements for the specific DCAS features. 13. This UN Regulation establishes more generic compliance assessment methods compared to those in the 03 series of amendments to UN Regulation No. 79 (where specific requirements are developed for each use case). The manufacturer is required to declare an outline of the system design, which helps informing the Type Approval Authority of the necessary assessment and verification activities that need to take place. The multi-pillar assessment techniques compensate uncertainties related to DCAS operational cases that are not directly assessed and thus cover the assessment of DCAS multiple operational cases. The validation of DCAS shall ensure that a thorough assessment, considering the functional and operational safety of the features integrated in DCAS and the entire DCAS integrated into a vehicle, has been performed by the manufacturer during the design and development processes. The assessment pillars include the validation of DCAS safety aspects through the enhanced audit of the manufacturer documentation, physical tests on the test track and public roads and in-service monitoring of DCAS operation by the manufacturer. 14. The safe use of DCAS requires appropriate	establishes requirements for the specific DCAS features. 13. This UN Regulation establishes more generic compliance assessment methods compared to those in the 03 series of amendments to UN Regulation No. 79 (where specific requirements are developed for each use case). The manufacturer is required to declare an outline of the system design, which helps informing the Type Approval Authority of the necessary assessment and verification activities that need to take place. The multi-pillar assessment techniques compensate uncertainties related to DCAS operational cases that are not directly assessed and thus cover the assessment of DCAS multiple operational cases. The validation of DCAS shall ensure that a thorough assessment, considering the functional and operational safety of the features integrated in DCAS and the entire DCAS integrated into a vehicle, has been performed by the manufacturer during the design and development processes. The assessment pillars include the validation of DCAS safety aspects through the enhanced audit of the manufacturer documentation, physical tests on the test track and public roads and in-service monitoring of DCAS operation by the manufacturer. 14. The safe use of DCAS requires appropriate		

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understanding by the driver and of the performance capabilities of DCAS available on the vehicle. The provision of the appropriate information to the driver is required to avoid potential driver's misinterpretation, overestimation, or difficulty with the DCAS/vehicle control. The development of this UN Regulation showed a necessity to ensure that the driver maintains specific or sufficient knowledge on the appropriate use of DCAS. This issue touches on the broader topic of drivers' education, which can be divided in two directions: (a) the upgrade of the education and reassessment of drivers to safely operate vehicles equipped with DCAS and (b) the development of a uniform standard (e.g., ISO) setting for DCAS the common HMI, communication techniques, modes of operation, possibilities of overriding, system messages and signals, etc. in addition to this UN Regulation. This will ensure a uniformity of HMI for different DCAS produced by different manufacturers, so that every driver could be prepared to use different DCAS features in a safe way.	understanding by the driver and the performance capabilities of DCAS available on the vehicle. The provision of the appropriate information to the driver is required to avoid potential driver's misinterpretation, overestimation, or difficulty with the DCAS/vehicle control. The development of this UN Regulation showed a necessity to ensure that the driver maintains specific or sufficient knowledge on the appropriate use of DCAS. This issue touches on the broader topic of drivers' education, which can be divided in two directions: (a) the upgrade of the education and reassessment of drivers to safely operate vehicles equipped with DCAS and (b) the development of a uniform standard (e.g., ISO) setting for DCAS the common HMI, communication techniques, modes of operation, possibilities of overriding, system messages and signals, etc. in addition to this UN Regulation. This will ensure a uniformity of HMI for different DCAS produced by different manufacturers, so that every driver could be prepared to use different DCAS features in a safe way.		
15. This UN Regulation is not intended to establish requirements applicable to drivers, however, it stipulates the requirements to the educational materials, messages and signals that the manufacturers of DCAS will need to present to the driver (e.g., for review).	15. This UN Regulation is not intended to establish requirements applicable to drivers, however, it stipulates the requirements to the educational materials, messages and signals that the manufacturers of DCAS will need to present to the driver (e.g., for review).		

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
However, this UN Regulation nor the Type Approval Authority cannot guarantee, through regulatory provisions, that these materials are appropriately reviewed and understood by the driver. 16. The deployment of DCAS draws attention to the need for a balanced marketing policy so as not to cause overestimation of DCAS capabilities by the driver, who may believe that the system performance is more than an assistant system. Referring to misleading terms in the information materials provided by the manufacturer may lead to driver confusion or overreliance. In order to avoid this, terms which have been deemed misleading by national authorities should not be used in DCAS marketing promotion. 17. While DCAS is currently being diligently developed by many manufacturers and is supposed to be further developed in the future, this UN Regulation is established based on the current technology and data from limited number of vehicles introduced to the market. This UN Regulation implements such an instrument as monitoring of DCAS operation intended for collecting more data from the vehicles with DCAS which will be introduced into the market. This UN Regulation is a subject to continuous review based on examining the technology development and the data obtained through the monitoring of DCAS	However, this UN Regulation nor the Type Approval Authority cannot guarantee, through regulatory provisions, that these materials are appropriately reviewed and understood by the driver. 16. The deployment of DCAS draws attention to the need for a balanced marketing policy so as not to cause overestimation of DCAS capabilities by the driver, who may believe that the system performance is more than an assistant system. Referring to misleading terms in the information materials provided by the manufacturer may lead to driver confusion or overreliance. In order to avoid this, terms which have been deemed misleading by national authorities should not be used in DCAS marketing promotion.	(序言部分為法規簡介，故不影響檢測基準內容而不調和)	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
operation.			
1. Scope 1.1 This UN Regulation applies to the type approval of vehicles of Categories M and N [2] with regard to their Driver Control Assistance Systems (DCAS). [2] As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2 - https://unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions 歐盟 (EU) 2019/2144 指令： 2025/06/26 若選配則應符合 UN過渡條款： 新型式：2027/09/01；各型式：2030/09/01	**1. Scope** 1.1 This UN Regulation applies to the type approval of vehicles of Categories M and N [2] with regard to their Driver Control Assistance Systems (DCAS). [2] As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2 - https://unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions	1. 實施時間及適用範圍 1.1 中華民國○年一月一日起，新型式之M及N類車輛及中華民國○年一月一日起，各型式之M及N類車輛，若配備駕駛人控制輔助系統時，應符合本項規定。	1. 實施時間及適用範圍 1.1 中華民國○年一月一日起，新型式之M及N類車輛及中華民國○年一月一日起，各型式之M及N類車輛，若配備駕駛人控制輔助系統時，應符合本項規定。
1.2. This UN Regulation does not apply to the approval of vehicles with regard to their Automatically Commanded Steering Functions (ACSF) or Risk Mitigation Function (RMF) which have been approved to UN Regulation No. 79, even when a system is exercising longitudinal control at the same time. However, if the manufacturer declares such ACSF or RMF to be part of DCAS, this UN Regulation applies irrespective of whether it has also been approved to UN Regulation No. 79.	1.2. This UN Regulation does not apply to the approval of vehicles with regard to their Automatically Commanded Steering Functions (ACSF) or Risk Mitigation Function (RMF) which have been approved to UN Regulation No. 79, even when a system is exercising longitudinal control at the same time. However, if the manufacturer declares such ACSF or RMF to be part of DCAS, this UN Regulation applies irrespective of whether it has also been approved to UN Regulation No. 79.	1.2 本法規不適用採用本基準「附件四十七之三、轉向系統」檢測之自動控制轉向功能(ACSF)或風險減緩功能(RMF)，即便系統係同時執行縱向控制亦同。惟若申請者宣告此類ACSF或RMF為DCAS之一部分，則無論其是否採用本基準「附件四十七之三、轉向系統」檢測，皆適用本項法規。	1.2 本法規不適用採用本基準「附件四十七之三、轉向系統」檢測之自動控制轉向功能(ACSF)或風險減緩功能(RMF)，即便系統係同時執行縱向控制亦同。惟若申請者宣告此類ACSF或RMF為DCAS之一部分，則無論其是否採用本基準「附件四十七之三、轉向系統」檢測，皆適用本項法規。
		1.3 同一申請者同一年度同型式規格車輛，申請少量車型安全審驗且總數未逾三輛者；或同一申請者同一年度同型式規格車輛，申請逐車少	1.3 同一申請者同一年度同型式規格車輛，申請少量車型安全審驗且總數未逾三輛者；或同一申請者同一年度同型式規格車輛，申請逐車少

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
		量車型安全審驗且總數未逾二十輛者，得免符合本項「駕駛人控制輔助系統」規定。 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 R171 01系列及其後續相關修正規範進行測試。	量車型安全審驗且總數未逾二十輛者，得免符合本項「駕駛人控制輔助系統」規定。 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 R171 00系列及其後續相關修正規範進行測試。
2. Definitions For the purposes of this Regulation: 2.1. "Driver Control Assistance System (DCAS)" means the hardware and software collectively capable of assisting a driver in controlling the longitudinal and lateral motion of the vehicle on a sustained basis. Within this UN Regulation, DCAS is also referred to as "the system". 2.3. "(DCAS) Feature" means a specific DCAS capability providing assistance to the driver in defined traffic scenarios, circumstances and system boundaries. 2.4. "Dynamic Control" means the real-time performance of operational and tactical functions required to move the vehicle. This includes controlling the vehicle's lateral and longitudinal motion, monitoring the road environment, responding to events in the road traffic environment, and planning and signalling for manoeuvres. For the purpose of this UN Regulation, DCAS assists the driver by carrying out operational	**2. Definitions** For the purposes of this Regulation: 2.1. "Driver Control Assistance System (DCAS)" means the hardware and software collectively capable of assisting a driver in controlling the longitudinal and lateral motion of the vehicle on a sustained basis. Within this UN Regulation, DCAS is also referred to as "the system". 2.3. "(DCAS) Feature" means a specific DCAS capability providing assistance to the driver in defined traffic scenarios, circumstances and system boundaries. 2.4. "Dynamic Control" means the real-time performance of operational and tactical functions required to move the vehicle. This includes controlling the vehicle's lateral and longitudinal motion, monitoring the road environment, responding to events in the road traffic environment, and planning and signalling for manoeuvres. For the purpose of this UN Regulation, only a driver is in charge and responsible for	2. 名詞釋義 2.1 駕駛人控制輔助系統(Driver Control Assistance System；DCAS)：係指能以持續之方式，共同協助駕駛人控制車輛縱向及橫向動態之車輛硬體及軟體。 於本基準附件內，DCAS亦以「系統」表示。 2.2 (DCAS)特性((DCAS) Feature)：係指於申請者定義之交通情境、環境及系統邊界下，對駕駛人提供協助之特定DCAS能力。 2.3 動態控制(Dynamic Control)：係指移動車輛所需之運作及策劃功能的即時性能，其包含對車輛之側向及縱向動態的控制、對道路環境之監測、對道路交通環境中之事件進行反應，以及對各項操作進行規劃及發出訊號。 對於本基準附件之目的而言，於駕駛人於任意指定時間介入之能力不受	2. 名詞釋義 2.1 駕駛人控制輔助系統(Driver Control Assistance System；DCAS)：係指能以持續之方式，共同協助駕駛人控制車輛縱向及橫向動態之車輛硬體及軟體。 於本基準附件內，DCAS亦以「系統」表示。 2.2 (DCAS)特性((DCAS) Feature)：係指於所定義之交通情境、環境及系統邊界下，對駕駛人提供協助之特定DCAS能力。 2.3 動態控制(Dynamic Control)：係指移動車輛所需之運作及策劃功能的即時性能。此包含控制車輛之側向及縱向動態、監測道路環境、對道路交通環境中之事件進行反應，以及對各項操作進行規劃及發出訊號。 對於本基準附件之目的而言，儘管DCAS於不限制駕駛人於任意指定

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
and tactical functions without limiting the driver's ability to intervene at any given time.	vehicle dynamic control whereas DCAS provides assistance to carry out operational and tactical functions without limiting the driver's ability to intervene at any given time.	限制的狀況下，DCAS藉由執行運作及策劃功能對駕駛人進行協助。	時間進行介入的能力下，提供協助以執行運作及策劃功能，仍僅有駕駛人承擔且負責車輛動態控制。
2.5. "System Boundaries" are those verifiable or measurable limits or conditions established by a manufacturer up to or within which DCAS or a feature of DCAS is designed to provide assistance to the driver and those conditions which impact the system's ability to operate as intended.	2.5. "System Boundaries" are those verifiable or measurable limits or conditions established by a manufacturer up to or within which DCAS or a feature of DCAS is designed to provide assistance to the driver and those conditions which impact the system's ability to operate as intended.	2.4 系統邊界(System Boundaries)：係指申請者所建立之可驗證或可測量的極限或條件，其最高至設計用以對駕駛人提供協助之DCAS或DCAS功能或於其範圍內，且該條件將對系統能力如預期運作之狀況造成影響。	2.4 系統邊界(System Boundaries)：係指最高到達或位於DCAS或DCAS設計用於對駕駛人提供協助之功能內，由申請者所建立之相關可驗證或可測量的極限或條件，且相關條件對系統如預期運作之能力產生衝擊。
2.6. "Driver disengagement" means the system's determination of the driver's current inability to safely execute perception, planning, or decision-making and to intervene in the operation of DCAS.	2.6. "Driver disengagement" means the system's determination of the driver's current inability to safely execute perception, planning, or decision-making and to intervene in the operation of DCAS.	2.5 駕駛人未參與(Driver disengagement)：係指系統測定駕駛人當下無法安全地執行觀察、規劃或決策，以及介入DCAS運作之情形。	2.5 駕駛人未參與(Driver disengagement)：係指系統測定駕駛人當下不具備安全執行觀察、規劃或決策，以及介入DCAS之運作之能力的情形。
2.7. "Operational functions" means the basic control actions of the driver required and taken to move a vehicle and operate its systems, including control of the vehicle's lateral and longitudinal motion. Realization of operational functions implies the driver's physical operation of the vehicle.	2.7. "Operational functions" means the basic control actions of the driver required and taken to move a vehicle and operate its systems, including control of the vehicle's lateral and longitudinal motion. Realization of operational functions implies the driver's physical operation of the vehicle.	2.6 運作功能(Operational functions)：係指駕駛人用於移動車輛及操作其系統需要執行之基礎控制動作，其包含控制車輛之側向及縱向動態。運作功能實現意味著駕駛人對車輛之物理操作。	2.6 運作功能(Operational functions)：係指駕駛人用於移動車輛及操作其系統所需及採取之基礎控制動作，包含控制車輛之側向及縱向動態。運作功能的實現意味著駕駛人之車輛的物理運作。
2.8. "Tactical functions" means the real-time planning and determination of manoeuvres by the driver. Tactical functions imply the implementation of the driver's skills to operate the vehicle within the continuously changing environment.	2.8. "Tactical functions" means the real-time planning and determination of manoeuvres by the driver. Tactical functions imply the implementation of the driver's skills to operate the vehicle within the continuously changing environment.	2.7 策劃功能(Tactical functions)：係指由駕駛人對操作所執行之即時規劃及決策。策劃功能意味著駕駛人使用技能以於不斷變化之環境內操作車輛。	2.7 策劃功能(Tactical functions)：係指由駕駛人操作之即時規劃及測定。策劃功能意味著駕駛人於不斷變化環境內用以運作車輛之技巧的執行。
2.9. "Real-time" means the actual time during which a process or event occurs.	2.9. "Real-time" means the actual time during which a process or event occurs.	2.8 即時(Real-time)：係指程序或事件發生期間之實際時間。	2.8 即時(Real-time)：係指程序或事件發生期間之實際時間。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.10. “Manoeuvre” means a change in the vehicle’s trajectory that leads the vehicle to at least partially leave its original lane or direction of travel whereby possibly leading to interaction with other road users.	2.10. “Manoeuvre” means a change in the vehicle’s trajectory that leads the vehicle to at least partially leave its original lane or direction of travel whereby possibly leading to interaction with other road users.	2.9 操作(Manoeuvre)：係指引導車輛至少一部份離開其原行駛車道或行駛方向，並導致與其他道路使用者接觸之車輛軌跡變化。	2.9 操作(Manoeuvre)：係指導致車輛至少一部份離開其原行駛車道，或行駛方向可能導致與其他道路使用者互動之車輛軌跡變化。
A series of manoeuvres can be considered as an individual manoeuvre providing the manoeuvres follow in succession, without significant separation, and are related to the completion of one tactical goal (e.g., changing lanes in combination with navigating an intersection). Distinct manoeuvres in relation with following a navigation route with significant separation are not considered as an individual manoeuvre.	A series of manoeuvres can be considered as an individual manoeuvre providing the manoeuvres follow in succession, without significant separation, and are related to the completion of one tactical goal (e.g., changing lanes in combination with navigating an intersection). Distinct manoeuvres in relation with following a navigation route with significant separation are not considered as an individual manoeuvre.	若一系列之操作與後續操作之間未有可觀間隔，且操作與完成單一策劃目標相關之狀況下(例如：變換車道與路口處導航之組合)，則其可被視為獨立操作。與接續之具備可觀間隔的一導航路徑相關之不同操作將不被視為獨立操作。	一系列之操作可被視為未有可觀間隔下提供後繼操作，且操作與單一策劃目標之完成相關的獨立操作（例如：變換車道與路口處導航之組合）。 與接續之具備可觀間隔的一導航路徑相關之不同操作將不被視為獨立操作。
2.11. “Target Lane” means the lane of the travel to which the system intends to transition the vehicle by performing a manoeuvre.	2.11. “Target Lane” means the lane of the travel to which the system intends to transition the vehicle by performing a manoeuvre.	2.10 目標車道(Target Lane)：係指系統藉由執行變換車道操作預期使車輛抵達之行駛車道。	2.10 目標車道(Target Lane)：係指系統意圖藉由執行操作將車輛轉換抵達之行駛車道。
2.12. “Lane Change Procedure (LCP)” means the sequence of operations aimed at performing a lane change of a vehicle. The sequence comprises the following operations:	2.12. “Lane Change Procedure (LCP)” means the sequence of operations aimed at performing a lane change of a vehicle. The sequence comprises the following operations:	2.11 變換車道程序(Lane Change Procedure；LCP)：係指目標為車輛執行變換車道之一系列操作。該程序由下述操作組成：	2.11 變換車道程序(Lane Change Procedure；LCP)：係指目標為執行車輛之變換車道的一序列運作。相關序列由下述運作組成：
(a) Activation of the direction indicator lamps;	(a) Activation of the direction indicator lamps;	(a) 啟動方向燈；	(a) 方向燈之啟動；
(b) Lateral movement of the vehicle towards the lane boundary;	(b) Lateral movement of the vehicle towards the lane boundary;	(b) 車輛朝向車道邊界執行側向移動；	(b) 車輛朝向車道邊界之側向移動；
(c) Lane Change Manoeuvre;	(c) Lane Change Manoeuvre;	(c) 變換車道操作；	(c) 變換車道操作；
(d) Resumption of the stable position of the vehicle in the lane;	(d) Resumption of the stable position of the vehicle in the lane;	(d) 車輛回到車道內的穩定位置；	(d) 車輛於車道內之穩定位置的恢復；
(e) Deactivation of direction indicator lamps.	(e) Deactivation of direction indicator lamps.	(e) 關閉方向燈。	(e) 方向燈之解除。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.13. “Lane Change Manoeuvre (LCM)” is part of the LCP and	2.13. “Lane Change Manoeuvre (LCM)” is part of the LCP and	2.12 變換車道操作(Lane Change Manoeuvre；LCM)：係指LCP之一部分，且：	2.12 變換車道操作(Lane Change Manoeuvre；LCM)：係指LCP之一部分，且：
(a) Starts when the outside edge of the tyre tread of the vehicle’s front wheel closest to the lane markings crosses the outside edge of the lane marking to which the vehicle is being manoeuvred; and	(a) Starts when the outside edge of the tyre tread of the vehicle’s front wheel closest to the lane markings crosses the outside edge of the lane marking to which the vehicle is being manoeuvred; and	(a) 從車輛最接近車道標線之前輪的胎面外緣，穿越車輛受到操控以通過之車道標線外緣時開始。	(a)當最接近車道標線之車輛前輪胎面外緣穿越車道標線外緣時開始，車輛即處於受操控狀態。
(b) Ends when the rear wheels of the vehicle have fully crossed the lane marking.	(b) Ends when the rear wheels of the vehicle have fully crossed the lane marking.	(b) 至車輛後輪完全越過車道標線時結束。	(b)當車輛後輪完全越過車道標線時結束。
2.14. “Off mode” means a DCAS operational condition, when the system is prevented from assisting the driver in executing dynamic control of the vehicle.	2.14. “Off mode” means a DCAS operational condition, when the system is prevented from assisting the driver in executing dynamic control of the vehicle.	2.13 關閉模式(Off mode)：係指系統被禁止協助駕駛人執行車輛動態控制之DCAS運作狀態。	2.13 關閉模式(Off mode)：係指於系統被防止以執行車輛之動態控制協助駕駛人的DCAS運作狀態。
2.15. “On mode” means a DCAS operational condition, when the system or a DCAS feature has been requested to provide assistance to the driver in executing dynamic control of the vehicle. In this mode, the system is either in ‘stand-by’ or ‘active’ mode.	2.15. “On mode” means a DCAS operational condition, when the system or a DCAS feature has been requested to provide assistance to the driver in executing dynamic control of the vehicle. In this mode, the system is either in ‘stand-by’ or ‘active’ mode.	2.14 開啟模式(On mode)：係指於系統或DCAS功能被要求協助駕駛人執行車輛動態控制之DCAS運作狀態。於此模式下，系統處於「待機」或「主動」模式。	2.14 開啟模式(On mode)：係指於系統或DCAS功能被要求以執行車輛之動態控制對駕駛人提供協助的DCAS運作狀態。於此模式下，系統處於「待機」或「主動」模式。
2.15.1. “Active mode” means a DCAS operational condition, when the system or a DCAS feature considers itself to be within its system boundaries and is providing assistance to the driver in executing dynamic control of the vehicle.	2.15.1. “Active mode” means a DCAS operational condition, when the system or a DCAS feature considers itself to be within its system boundaries and is providing assistance to the driver in executing dynamic control of the vehicle.	2.14.1 主動模式(Active mode)：係指於系統或DCAS功能認為其本身位於系統邊界內，且正在協助駕駛人執行車輛動態控制之DCAS運作狀態。	2.14.1 主動模式(Active mode)：係指於系統或DCAS功能將本身視為位於其系統邊界內，且正在以執行車輛之動態控制對駕駛人提供協助的DCAS運作狀態。
2.15.2. “Stand-by mode” means a DCAS operational condition, where the system or a DCAS feature is in ‘On’ mode, but not generating control output. In this mode, the system can be either in ‘passive’ or	2.15.2. “Stand-by mode” means a DCAS operational condition, where the system or a DCAS feature is in ‘On’ mode, but not generating control output. In this mode, the system can be either in ‘passive’ or	2.14.2 待機模式(Stand-by mode)：係指系統或DCAS功能處於開啟模式，惟未產生控制輸出之DCAS運作狀態。於此模式下，系統可為處於「被動」或「非主動」模式。	2.14.2 待機模式(Stand-by mode)：係指於系統或DCAS功能處於開啟模式，但未產生控制輸出的DCAS運作狀態。於此模式下，系統可為處於「被動」或「非主動」模式。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
'inactive' mode.	'inactive' mode.		
2.15.2.1. "Passive mode" means a DCAS operational condition, when the system or DCAS feature is in 'stand-by' mode and considers itself to be within its system boundaries with no preconditions preventing switching to 'active' mode.	2.15.2.1. "Passive mode" means a DCAS operational condition, when the system or DCAS feature is in 'stand-by' mode and considers itself to be within its system boundaries with no preconditions preventing switching to 'active' mode.	2.14.2.1 被動模式(Passive mode)：係指系統或DCAS功能處於待機模式，且於未被禁止切換至主動模式之前提下，認為其本身位於系統邊界內之DCAS運作狀態。	2.14.2.1 被動模式(Passive mode)：係指於系統或DCAS功能處於待機模式，且以未防止切換至主動模式之前提，將本身視為位於其系統邊界內的DCAS運作狀態。
2.15.2.2. "Inactive mode" means a DCAS operational condition, when the system or a DCAS feature is in 'stand-by' mode and considers itself to be outside its boundary conditions or any precondition is such that switching to 'active' mode is prevented.	2.15.2.2. "Inactive mode" means a DCAS operational condition, when the system or a DCAS feature is in 'stand-by' mode and considers itself to be outside its boundary conditions or any precondition is such that switching to 'active' mode is prevented.	2.14.2.2 非主動模式(Inactive mode)：係指系統或DCAS功能處於待機模式，且認為其本身位於系統邊界外，或具有任何禁止切換至主動模式之先決條件的DCAS運作狀態。	2.14.2.2 非主動模式(Inactive mode)：係指於系統或DCAS功能處於待機模式，且將本身視為位於其系統邊界外，或有任何防止切換至主動模式之前提的DCAS運作狀態。
2.16. "Risk of imminent collision" describes a situation or an event which leads to a collision of the vehicle with another road user or an obstacle which cannot be avoided by a braking demand lower than 5 m/s².	2.16. "Risk of imminent collision" describes a situation or an event which leads to a collision of the vehicle with another road user or an obstacle which cannot be avoided by a braking demand lower than 5 m/s².	2.15 立即性碰撞風險(Risk of imminent collision)：係指無法藉由低於五公尺／秒平方之煞車需求迴避，且導致車輛碰撞其他道路使用者或障礙物之狀況或事件。	2.15 立即性碰撞風險(Risk of imminent collision)：係指導致車輛碰撞其他道路使用者或障礙物，且無法藉由低於五公尺／秒平方之煞車需求以避免之狀況或事件。
2.17. "Detection Range" means the distance at which the system can reliably recognise an object, taking account of the deterioration of components of the sensing system due to time and usage throughout the lifetime of the vehicle, and generate a control signal.	2.17. "Detection Range" means the distance at which the system can reliably recognise an object, taking account of the deterioration of components of the sensing system due to time and usage throughout the lifetime of the vehicle, and generate a control signal.	2.16 偵測範圍(Detection Range)：係指將感測系統因時間及車輛壽命內使用率，以及產生控制信號造成之零組件劣化納入考量下，系統可有效辨認物件之距離。	2.16 偵測範圍(Detection Range)：係指考量感測系統因時間及車輛壽命內使用率，且產生控制信號所造成之零組件劣化下，系統可有效辨認物件之距離。
2.18. "System/Feature Designed Speed Range" means the adaptive speed range within which the system or a feature thereof can be in 'active' mode based on the system design and capability, taking into account traffic and environmental conditions where relevant.	2.18. "System/Feature Designed Speed Range" means the adaptive speed range within which the system or a feature thereof can be in 'active' mode based on the system design and capability, taking into account traffic and environmental conditions where relevant.	2.17 系統／功能設計速度範圍(System/Feature Designed Speed Range)：係指系統或功能將相關交通及環境條件納入考量，且可基於系統設計及能力處於主動模式下之適應性速度範圍。	2.17 系統／功能設計速度範圍(System/Feature Designed Speed Range)：係指於系統或功能可於主動模式下，基於系統設計及能力，並考量相關交通及環境條件內之適應性速度範圍。
2.19. "Driver-set maximum speed" means the	2.19. "Driver-set maximum speed" means the	2.18 駕駛人設定最高速度(Driver-set	2.18 駕駛人設定最高速度(Driver-set

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
maximum speed of DCAS operation set by the driver.	maximum speed of DCAS operation set by the driver.	maximum speed)：係指由駕駛人所設定之DCAS運作最高速度。	maximum speed)：係指由駕駛人所設定之DCAS運作的最高速度。
2.20. “Current maximum speed” means the maximum speed up to which the system will control the vehicle.	2.20. “Current maximum speed” means the maximum speed up to which the system will control the vehicle.	2.19 現在最高速度(Current maximum speed)：係指最多至系統將控制車輛之最高速度。	2.19 現在最高速度(Current maximum speed)：係指最高至系統將控制車輛之最高速度。
2.21. “Rx Software Identification Number (RXSWIN)” means a dedicated identifier, defined by the vehicle manufacturer, representing information about the type approval relevant software of the Electronic Control System contributing to the UN Regulation No. 1XX type approval relevant characteristics of the vehicle.	2.21. “Rx Software Identification Number (RXSWIN)” means a dedicated identifier, defined by the vehicle manufacturer, representing information about the type approval relevant software of the Electronic Control System contributing to the UN Regulation No. 1XX type approval relevant characteristics of the vehicle.	2.20 R_{171} 軟體識別碼 (R_{171}Software Identification Number；R_{171}SWIN)：係指一個由申請者所定義之指定識別碼，代表促成UN R171型式認證相關車輛特性之電子控制系統之型式認證相關軟體的資訊。	2.20 R_X 軟體識別碼 (R_X Software Identification Number；R_XSWIN)：係指一個由申請者所定義之指定識別碼，代表促成UN R1XX型式認證相關車輛特性之電子控制系統之型式認證相關軟體的資訊。
2.22. “Electronic Control System” means a combination of units, designed to co-operate in the production of the stated vehicle control function by electronic data processing. Such systems, often controlled by software, are built from discrete functional components such as sensors, electronic control units and actuators and connected by transmission links. They may include mechanical, electro-pneumatic or electro-hydraulic elements.	2.22. “Electronic Control System” means a combination of units, designed to co-operate in the production of the stated vehicle control function by electronic data processing. Such systems, often controlled by software, are built from discrete functional components such as sensors, electronic control units and actuators and connected by transmission links. They may include mechanical, electro-pneumatic or electro-hydraulic elements.	2.21 電子控制系統(Electronic Control System)：係指電子單元組合，其被設計用於透過電子資料處理，使電子單元合作產生前述自動車道維持輔助功能。系統常由軟體控制，且係由各獨立功能元件例如感測器、電子控制單元及作動器所建構，並由傳輸連結線連接。其可能包含機械式、電動氣壓式或電動液壓式元件。	2.21 電子控制系統(Electronic Control System)：係指電子單元組合，其被設計用於透過電子資料處理，使電子單元合作產生前述自動車道維持輔助功能。系統常由軟體控制，且係由各獨立功能元件例如感知器、電子控制單元及作動器所建構，並由傳輸連結線連接。其可能包含機械式、電動氣壓式或電動液壓式元件。
2.23. “Occurrence” means, in the context of the provisions in paragraph 7, a safety-related action or instance of an arising event or incident involving a vehicle equipped with DCAS.	2.23. “Occurrence” means, in the context of the provisions in paragraph 7, a safety-related action or instance of an arising event or incident involving a vehicle equipped with DCAS.	2.22 事件發生(Occurrence)：係指規定7.中，一個即將發生且涉及配備DCAS之車輛的事件或事故之安全相關動作或狀態。	2.22 事件發生(Occurrence)：係指規定7.中，一個即將發生且涉及配備DCAS之車輛的事件或事故之安全相關動作或狀態。
2.24. “Safety-Critical Occurrence” means an occurrence when DCAS or its respective feature is in ‘On’ mode at the time of a	2.24. “Safety-Critical Occurrence” means an occurrence when DCAS or its respective feature is in ‘On’ mode at the time of a	2.23 安全性危害之事件發生(Safety-Critical Occurrence)：係指於DCAS或其個別功能處於開啟模式，且處於	2.23 安全性危害之事件發生(Safety-Critical Occurrence)：係指於DCAS或其相關功能處於開啟模式，且處於

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
collision event which: (a) Resulted in an injury requiring medical assistance or death of at least one person; or (b) Resulted in the deployment of airbags, non-reversable occupant restraints and/or vulnerable road user secondary safety system of the DCAS-equipped vehicle.	collision event which: (a) Resulted in the injury of at least one person requiring medical assistance; or (b) Resulted in the deployment of airbags, non-reversable occupant restraints and/or vulnerable road user secondary safety system of the DCAS-equipped vehicle.	下述碰撞事件時之事件發生： (a) 導致至少一人受到需要醫療協助或死亡之傷害時；或 (b) 導致配備DCAS之車輛的空氣囊、不可回復之乘客束縛及／或弱勢道路使用者次要安全系統展開時；	下述碰撞事件時之事件發生： (a)導致至少一人受到需要醫療協助之傷害時；或 (b)導致配備DCAS之車輛的空氣囊、不可回復之乘客束縛及／或弱勢道路使用者次要安全系統展開時；
2.25. “Controllability” means a measure of the probability that harm can be avoided when a hazardous condition occurs. This condition might be due to actions by the driver, the system or by external measures.	2.25. “Controllability” means a measure of the probability that harm can be avoided when a hazardous condition occurs. This condition might be due to actions by the driver, the system or by external measures.	2.24 可控制性(Controllability)：係指可於危害情形發生時迴避傷害之可能性的計算值。危害情形可能源於駕駛人、系統行為或外部措施。	2.24 可控制性(Controllability)：係指可於危害情形發生時迴避傷害之可能性的計算值。相關情形可能源於駕駛人、系統之行為，或源於外部措施。
2.26. “Driver Override” means any action taken by the driver to temporarily intervene on the assistance provided by DCAS through the application of braking, transmission, accelerator or steering controls.	2.26. “Driver Override” means any action taken by the driver to temporarily intervene on the assistance provided by DCAS through the application of braking, transmission, accelerator or steering controls.	2.25 駕駛人取代(Driver Override)：係指由駕駛人透過施加煞車、傳動、加速器或轉向控制，以暫時介入由DCAS提供之協助所採取的任意行為。	2.25 駕駛人取代(Driver Override)：係指由駕駛人透過施加煞車、傳動、加速器或轉向控制，以暫時介入由DCAS所提供之協助所採取之任意行為。
2.27. “Highway” means a type of road where pedestrians and cyclists are prohibited and which, by design, is equipped with a physical separation that divides the traffic moving in opposite directions.	2.27. “Highway” means a type of road where pedestrians and cyclists are prohibited and which, by design, is equipped with a physical separation that divides the traffic moving in opposite directions.	2.26 高／快速公路(Highway)：係指一種類型之道路，其禁止行人及自行車騎士使用，且依照設計配備有物理分隔將相反方向移動之交通進行區分。	2.26 高速公路(Highway)：係指一種類型之道路，其禁止行人及自行車騎士使用，且依照設計配備有物理分隔將相反方向移動之交通進行區分。
2.28. “Non-Highway” means a type of road other than a highway as defined in paragraph 2.27.	2.28. “Non-Highway” means a type of road other than a highway as defined in paragraph 2.27.	2.27 非高／快速公路(Non-Highway)：係指一種類型之道路，其為不同於規定2.26所述之高／快速公路的道路。	2.27 非高速公路(Non-Highway)：係指一種類型之道路，其為不同於規定2.26所述之高速公路的道路。
2.29. “Automated Driving System (ADS)” means the vehicle hardware and software that are collectively capable of performing the entire Dynamic Driving Task (DDT) on a sustained basis.	2.29. “Automated Driving System (ADS)” means the vehicle hardware and software that are collectively capable of performing the entire Dynamic Driving Task (DDT) on a sustained basis.	2.28 自動駕駛系統(Automated Driving System；ADS)：係指具備以持續之方式，共同執行完整之動態行駛任務能力的車輛硬體及軟體。	2.28 自動駕駛系統(Automated Driving System；ADS)：係指具備以持續之方式，共同執行完整之動態行駛任務能力的車輛硬體及軟體。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.30. “Dynamic Driving Task (DDT)” means the real-time operational and tactical functions required to operate the vehicle. 2.31. “String Instability” means when a disturbance in the speed profile of the vehicle in front is amplified by the following vehicle. 2.32. ”Hands On Request (HOR)” means a request from the system to the driver to motorically reengage. 2.33. “Eyes On Request (EOR)” means a request from the system to the driver to visually reengage. 2.34. “Direct Control Alert (DCA)” means an instruction from the system to the driver to immediately resume at least lateral control of the vehicle.	2.30. “Dynamic Driving Task (DDT)” means the real-time operational and tactical functions required to operate the vehicle in on-road traffic.	2.29 動態行駛任務(Dynamic driving task; DDT)：係指於操作車輛所需之即時運作及策劃功能。 2.30 車流不穩定性(String instability)：係於前方車輛之速度廓線(speed profile)中的擾動藉由隨後之車輛放大的情形。 2.31 接手要求(Hands On Request；HOR)：係指系統向駕駛人發出要求以就動作上重新參與行駛。 2.32 著眼要求(Eyes On Request；EOR)：係指系統向駕駛人發出要求以就視覺上重新參與行駛。 2.33 直接控制警示(Direct Control Alert；DCA)：係指系統向駕駛人發出指示以至少立即恢復車輛之側向控制。	2.29 動態行駛任務(Dynamic driving task; DDT)：係指於道路交通操作車輛所需之即時運作及策劃功能。
... 2.2. “Vehicle Type with regard to DCAS” means a group of vehicles, which do not differ in such essential aspects as: (a) The system characteristics and design of DCAS; (b) Vehicle features which significantly influence the performances of DCAS. If within the manufacturer's designation of the vehicle type, DCAS consists of multiple features, some of which optionally may not be fitted on some vehicles, DCAS with lesser features is deemed to belong to the same vehicle type with respect to DCAS.	... 2.2. “Vehicle Type with regard to DCAS” means a group of vehicles, which do not differ in such essential aspects as: (a) The system characteristics and design of DCAS; (b) Vehicle features which significantly influence the performances of DCAS. If within the manufacturer's designation of the vehicle type, DCAS consists of multiple features, some of which optionally may not be fitted on some vehicles, DCAS with lesser features is deemed to belong to the same vehicle type with respect to DCAS.	3. 駕駛人控制輔助系統之適用型式及其範圍認定原則： 3.1 車輛廠牌相同。 3.2 DCAS之系統特性及設計相同。 3.3對於DCAS性能有重大影響之車輛特性。 若於車型之申請者指定對象內，其DCAS由多項功能組成，而部分功能可能因屬可選項目而無法於部分車輛上安裝，則具備較少功能之DCAS仍視為相同車型。	3. 駕駛人控制輔助系統之適用型式及其範圍認定原則： 3.1 車輛廠牌相同。 3.2 DCAS之系統特性及設計相同。 3.3對於DCAS性能有重大影響之車輛特性。 若於車型之申請者指定對象內，其DCAS由多項功能組成，而部分功能可能因屬可選項目而無法於部分車輛上安裝，則具備較少功能之DCAS仍視為相同車型。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
3. Application for approval 3.1. The application for approval of a vehicle type with regard to the DCAS shall be submitted by the vehicle manufacturer or by the manufacturer's authorized representative to the Type Approval Authority of the Contracting Party, according to the provisions of Schedule 3 of the 1958 Agreement.	**3. Application for approval** 3.1. The application for approval of a vehicle type with regard to the DCAS shall be submitted by the vehicle manufacturer or by the manufacturer's authorized representative to the Type Approval Authority of the Contracting Party, according to the provisions of Schedule 3 of the 1958 Agreement.	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. 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：
3.2. It shall be accompanied by the following documentation:	3.2. It shall be accompanied by the following documentation (a model of the information document is provided in Annex 2):	4.1 應提供下述文件：	4.1 依照規定12.之資訊文件模型提供：
3.2.1. A description of the vehicle type with regard to the items specified in paragraph 2.2 together with a documentation package as required in Annex 1 which gives access to the basic design of the DCAS and the means by which it is linked to other vehicle systems, or by which it directly controls output variables.	3.2.1. A description of the vehicle type with regard to the items specified in paragraph 2.2 together with a documentation package as required in Annex 1 which gives access to the basic design of the DCAS and the means by which it is linked to other vehicle systems, or by which it directly controls output variables.	4.1.1 併同規定11.所要求之可確認DCAS基本設計，以及與其他車輛系統連結方式或直接控制輸出變數的文件，與具備規定3.所述項目之車型相關說明。	4.1.1 併同規定11.所要求之可確認DCAS基本設計，以及與其他車輛系統連結方式或直接控制輸出變數的文件，與具備規定3.所述項目之車型相關說明。
3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Type Approval Authority or its designated technical service responsible for conducting the approval tests.	3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Type Approval Authority or its designated technical service responsible for conducting the approval tests.		
4. Approval 4.1. If the vehicle type submitted for approval pursuant to this UN Regulation meets the requirements of paragraphs 5 to 10 below, approval of that vehicle type shall be granted.	**4. Approval** 4.1. If the vehicle type submitted for approval pursuant to this UN Regulation meets the requirements of paragraphs 5 to 10 below, approval of that vehicle type shall be granted.	(認證相關規定不影響檢測基準內容)	(認證相關規定不影響檢測基準內容)
4.2. An approval number shall be assigned to	4.2. An approval number shall be assigned to		

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
each type approved. Its first two digits (at present 00 for the UN Regulation in its original form) shall indicate the series of amendments incorporating the technical amendments made to the UN Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another type of vehicle.	each type approved. Its first two digits (at present 00 for the UN Regulation in its original form) shall indicate the series of amendments incorporating the technical amendments made to the UN Regulation at the time of issue of the approval. The same Contracting Party shall not assign the same number to another type of vehicle.		
4.3. Communication of approval or extension of approval or refusal of approval or withdrawal of approval or of production definitively discontinued of a vehicle type pursuant to this UN Regulation shall be communicated to the Contracting Parties to the Agreement applying this UN Regulation by means of a form conforming to the model in Annex 1 to this UN Regulation and documentation supplied by the applicant being in a format not exceeding A4 (210 × 297mm), and on an appropriate scale or electronic format.	4.3. Communication including approval of extension of refusal or of withdrawal of approval or of production definitively discontinued of a vehicle type pursuant to this UN Regulation shall be communicated to the Contracting Parties to the Agreement applying this UN Regulation by means of a form conforming to the model in Annex 1 to this UN Regulation and documentation supplied by the applicant being in a format not exceeding A4 (210 × 297mm), and on an appropriate scale or electronic format.		
4.4. 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 UN Regulation, an international approval mark conforming to the model described in Annex 2, consisting of either:	4.4. 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 UN Regulation, an international approval mark conforming to the model described in Annex 3, consisting of either:		
4.4.1. A circle surrounding the letter “E” followed by:	4.4.1. A circle surrounding the letter “E” followed by:		
(a) The distinguishing number of the country which has granted approval; and	(a) The distinguishing number of the country which has granted approval; and		

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(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;	(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, 4.4.2. An oval surrounding the letters “UI” followed by the Unique Identifier.		
4.5. The approval mark shall be clearly legible and be indelible.	4.5. The approval mark shall be clearly legible and be indelible.		
4.6. The Type Approval Authority shall verify the existence of satisfactory arrangements for ensuring effective checks on conformity of production before type-approval is granted.	4.6. The Type Approval Authority shall verify the existence of satisfactory arrangements for ensuring effective checks on conformity of production before type-approval is granted.		
5. General Specifications The fulfilment of the provisions of this paragraph shall be demonstrated by the manufacturer to the Approval Authority during the inspection of the safety approach as part of the assessment to Annex 3 and according to the relevant tests in Annex 4.	**5. General Specifications** The fulfilment of the provisions of this paragraph shall be demonstrated by the manufacturer to the Approval Authority during the inspection of the safety approach as part of the assessment to Annex 3 and according to the relevant tests in Annex 4.	5. 一般規格 為滿足本規定，申請者應於安全方法檢查期間作為規定12.評估之一部分，並依據規定13.相關試驗向檢測機構展演。	5. 一般規格 為滿足本規定，申請者應於安全方法檢查期間作為規定12.評估之一部分，並依據規定13.相關試驗向檢測機構展演。
5.1. General Requirements	5.1. General Requirements	5.1 通則	5.1 通則
5.1.1. The system shall be designed to ensure the driver remains engaged with the driving task, in accordance with paragraph 5.5.4.2.	5.1.1. The system shall be designed to ensure the driver remains engaged with the driving task, in accordance with paragraph 5.5.4.2.	5.1.1 系統應依照規定5.5.4.2設計以確保駕駛人維持參與行駛作業。	5.1.1 系統應依照規定5.5.4.2設計以確保駕駛人維持參與行駛作業。
5.1.2. The system shall be designed to ensure mode awareness and avoid driver overreliance. This shall be demonstrated by fulfilment of provisions of paragraphs 5.5.4.	5.1.2. The manufacturer shall implement strategies to ensure mode awareness and avoid driver overreliance. This shall be demonstrated by fulfilment of provisions of paragraphs 5.5.4.	5.1.2 系統設計上應確保模式覺察性並避免駕駛人過度依賴。此項應藉由滿足規定5.5.4進行展演。	5.1.2 申請者應實施策略以確保模式覺察性並避免駕駛人過度依賴。此項應藉由滿足規定5.5.4進行展演。
5.1.3. The system shall be designed to guard against reasonably foreseeable misuse by	5.1.3. The manufacturer shall take effective measures to guard against reasonably	5.1.3 系統設計上應防止源自於駕駛人之合理可預見誤用，以及對系統之	5.1.3 申請者應採取有效措施以防止源自於駕駛人之合理可預見誤用，

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
the driver and unauthorized modification of the system's software and hardware components.	foreseeable misuse by the driver and unauthorized modification of the system's software and hardware components.	軟體及硬體組件之未經授權修改。	以及對系統之軟體及硬體組件之未經授權修改。
5.1.4. The system shall provide the driver a means to safely override or deactivate the system at any time in accordance with paragraphs 5.5.3.4.	5.1.4. The system shall provide the driver a means to safely override or deactivate the system at any time in accordance with paragraphs 5.5.3.4.	5.1.4 系統應依照規定5.5.3.4提供駕駛人於任何時間安全地取代或解除系統之方法。	5.1.4 系統應依照規定5.5.3.4提供駕駛人於任何時間安全地取代或解除系統之方法。
5.1.5. The DCAS-equipped vehicle shall at least be equipped with an Advanced Emergency Braking System. In addition, it shall be equipped with either a Lane Departure Prevention System or Lane Departure Warning System. These systems shall comply with the technical requirements and transitional provisions of UN Regulations Nos. 131, 152, 79 (Corrective Steering Function) and 130, as appropriate for the DCAS-equipped vehicle category.	5.1.5. The DCAS-equipped vehicle shall at least be equipped with an Advanced Emergency Braking System. In addition, it shall be equipped with either a Lane Departure Prevention System or Lane Departure Warning System. These systems shall comply with the technical requirements and transitional provisions of UN Regulations Nos. 131, 152, 79 (Corrective Steering Function) and 130, as appropriate for the DCAS-equipped vehicle category.	5.1.5 配備DCAS之車輛應至少配備緊急煞車輔助系統。另外，其應配備車道偏離預防系統或車道偏離警示系統。前述系統應依照配備DCAS之車輛種類符合本基準「附件七十二、緊急煞車輔助系統」、「附件一百、小型汽車之緊急煞車輔助系統」、「附件四十七之三、轉向系統」(修正轉向功能)及「附件七十、車道偏離警示輔助系統」之技術要求。	5.1.5 配備DCAS之車輛應至少配備緊急煞車輔助系統。另外，其應配備車道偏離預防系統或車道偏離警示系統。前述系統應依照配備DCAS之車輛種類符合本基準「附件七十二、緊急煞車輔助系統」、「附件一百、小型汽車之緊急煞車輔助系統」、「附件四十七之三、轉向系統」(修正轉向功能)及「附件七十、車道偏離警示輔助系統」之技術要求。
		5.1.6 若檢測機構因測試場地限制而無法到達規定試驗速度時，則可由檢測機構與申請者協商後依一百十公里/小時進行試驗。	
5.2. DCAS interaction with other vehicle assistance systems	5.2. DCAS interaction with other vehicle assistance systems	5.2 DCAS與其他車輛輔助系統之互動	5.2 DCAS與其他車輛輔助系統之互動
5.2.1. While the system is in 'active' mode, its operation shall not deactivate or suppress the longitudinal functionality of activated emergency assistance systems (i.e., AEBS). In the case of lateral functionality, the system may deactivate or suppress	5.2.1. While the system is in 'active' mode, its operation shall not deactivate or suppress the longitudinal functionality of activated emergency assistance systems (i.e., AEBS). In the case of lateral functionality, the system may deactivate or suppress	5.2.1 於系統處於主動模式時，其運作不應解除或暫停已啟動之緊急輔助系統(即AEBS)之縱向功能性。於側向功能性上，系統可依照涵蓋此功能性之個別規定解除或暫停緊急輔助系統。	5.2.1 於系統處於主動模式時，其運作不應解除或暫停已啟動之緊急輔助系統（即AEBS）之縱向功能性。於側向功能性上，系統可依照涵蓋此功能性之個別規定解除或暫停緊急輔助系統。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
emergency assistance systems in accordance with the respective regulations covering this functionality.	emergency assistance systems in accordance with the respective regulations covering this functionality.		
5.2.2. Transitions between DCAS and other assistance or automation systems, prioritization of one over the other, and any suppression or deactivation of other assistance systems which are intended to ensure the safe and nominal operation of the vehicle shall be described in detail in the documentation presented to the Type Approval Authority.	5.2.2. Transitions between DCAS and other assistance or automation systems, prioritization of one over the other, and any suppression or deactivation of other assistance systems which are intended to ensure the safe and nominal operation of the vehicle shall be described in detail in the documentation presented to the Type Approval Authority.	5.2.2 就介於DCAS與其他輔助或自動化系統之轉換，於超越其他項目之首要優先順序，以及意圖確保車輛之安全及正常運作的任意其他輔助系統之暫停或解除，應於向檢測機構所呈現之文件中詳細說明。	5.2.2 就介於DCAS與其他輔助或自動化系統之轉換，於超越其他項目之首要優先順序，以及意圖確保車輛之安全及正常運作的任意其他輔助系統之暫停或解除，應於向檢測機構所呈現之文件中詳細說明。
5.3. Functional requirements	5.3. Functional requirements	5.3 功能要求	5.3 功能要求
5.3.1. The manufacturer shall describe in detail in the documentation the detection capabilities of the system relevant to the individual features, especially for those system boundaries listed in Annex 3, Appendix 3.	5.3.1. The manufacturer shall describe in detail in the documentation the detection capabilities of the system relevant to the individual features, especially for those system boundaries listed in Annex 3, Appendix 3.	5.3.1 申請者應於文件中詳細描述與獨立功能系統之偵測能力，特別是規定12.8中所列之系統邊界。	5.3.1 申請者應於文件中詳細描述與獨立功能系統之偵測能力，特別是規定12.8中所列之系統邊界。
5.3.2. The system shall be able to assess and respond to its surroundings as required to implement the system's intended functionality, within the system boundaries and to the extent possible if operating beyond system boundaries.	5.3.2. The system shall be able to assess and respond to its surroundings as required to implement the system's intended functionality, within the system boundaries and to the extent possible if operating beyond system boundaries.	5.3.2 系統應於系統邊界及盡可能於超越系統邊界下運作之範圍內，如執行系統之預期功能所需，能對其周遭評估及反應。	5.3.2 系統應於系統邊界及於超越系統邊界下運作之可能延伸範圍內，如執行系統之預期功能所需，能對其周遭評估及反應。
5.3.2.1. The system shall aim to avoid disruption to the flow of traffic by adapting its behaviour to the surrounding traffic in an appropriate safety-oriented way.	5.3.2.1. The system shall aim to avoid disruption to the flow of traffic by adapting its behaviour to the surrounding traffic in an appropriate safety-oriented way.	5.3.2.1 系統應藉由以合適之安全性規劃方式，調適其對週遭交通之行為，以避免擾亂車流為目標。	5.3.2.1 系統應藉由以合適之安全性規劃方式，調適其對週遭交通之行為，以避免擾亂車流為目標。
5.3.2.2. If the system detects a risk of collision, it shall aim to avoid or mitigate the severity of a collision.	5.3.2.2. If the system detects a risk of collision, it shall aim to avoid or mitigate the severity of a collision.	5.3.2.2 若系統偵測碰撞風險，其應以避免或減輕碰撞之嚴重性為目標。	5.3.2.2 若系統偵測碰撞風險，其應以避免或減輕碰撞之嚴重性為目標。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
5.3.2.3. Without prejudice to other requirements in this UN Regulation, the system shall control the longitudinal and lateral motion of the vehicle aiming to maintain appropriate distances from other road users.	5.3.2.3. Without prejudice to other requirements in this UN Regulation, the system shall control the longitudinal and lateral motion of the vehicle aiming to maintain appropriate distances from other road users.	5.3.2.3 於不違反本基準附件中其他要求下，系統應以維持與其他道路使用者間之合適距離為目標，控制車輛之縱向及側向動態。	5.3.2.3 於不違反本基準附件中其他要求下，系統應以維持與其他道路使用者間之合適距離為目標，控制車輛之縱向及側向動態。
5.3.3. The system may activate relevant vehicle systems when necessary and applicable as appropriate for the system's operational design (e.g. direction indicators, activate wipers in case of rain, heating systems, etc.).	5.3.3. The system may activate relevant vehicle systems when necessary and applicable as appropriate for the system's operational design (e.g. direction indicators, activate wipers in case of rain, heating systems, etc.).	5.3.3 系統可於需要及適用系統之運作設計時啟動相關車輛系統（例如：方向燈、於下雨時啟動雨刷、加熱系統等）。	5.3.3 系統可於需要及適用系統之運作設計時啟動相關車輛系統(例如：方向燈、於下雨時啟動雨刷、加熱系統等)。
5.3.4. The system's control strategy shall be designed to reduce the risk of collisions whilst remaining controllable, accounting for the reaction time of the driver, as per paragraph 5.3.6.	5.3.4. The system's control strategy shall be designed to reduce the risk of collisions whilst remaining controllable, accounting for the reaction time of the driver, as per paragraph 5.3.6.	5.3.4 系統之控制策略應設計以減少碰撞風險，同時如規定5.3.6所述考量駕駛人之反應時間下維持可控制之狀態。	5.3.4 系統之控制策略應設計以減少碰撞風險，同時如規定5.3.6所述考量駕駛人之反應時間下維持可控制之狀態。
5.3.5. Response to System boundaries	5.3.5. Response to System boundaries	5.3.5 對系統邊界之反應	5.3.5 對系統邊界之反應
5.3.5.1. The system shall aim to detect the applicable system boundaries when DCAS or a feature of DCAS is in 'on' mode. If the system identifies that the system or feature boundary is exceeded, it shall transition into 'stand-by' mode and immediately notify the driver in accordance to the strategies described by the manufacturer as outlined in paragraph 5.3.5.2. and according to the HMI requirements defined in paragraph 5.5.4.1.	5.3.5.1. The system shall aim to detect the applicable system boundaries when DCAS or a feature of DCAS is in 'on' mode. If the system identifies that the system or feature boundary is exceeded, it shall transition into 'stand-by' mode and immediately notify the driver in accordance to the strategies described by the manufacturer as outlined in paragraph 5.3.5.2. and according to the HMI requirements defined in paragraph 5.5.4.1.	5.3.5.1 系統應於DCAS或DCAS之功能處於開啟模式時，以偵測適用之系統邊界為目標。若系統識別到超過系統或功能邊界時，其應如申請者依照規定5.3.5.2所描述之策略，以及依照規定5.5.4.1所定義之HMI要求，轉換至待機模式並立即通知駕駛人。	5.3.5.1 系統應於DCAS或DCAS之功能處於開啟模式時，以偵測適用之系統邊界為目標。若系統識別到超過系統或功能邊界時，其應如申請者依照規定5.3.5.2所描述之策略，以及依照規定5.5.4.1所定義之HMI要求，轉換至待機模式並立即通知駕駛人。
The system shall terminate assistance to the driver provided by the affected feature or the system in a controllable way. The assistance termination strategy shall be described by	The system shall terminate assistance to the driver provided by the affected feature or the system in a controllable way. The assistance termination strategy shall be described by	系統應藉由可控制之方式影響功能或系統，終止已對駕駛人提供之輔助。輔助之終止策略應由申請者描述並依照規定12.進行評估。	系統應藉由可控制之方式影響功能或系統，終止已對駕駛人提供之輔助。輔助之終止策略應由申請者描述並依照規定12.進行評估。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
the vehicle manufacturer and assessed according to Annex 3.	the vehicle manufacturer and assessed according to Annex 3.		
5.3.5.1.1 The system shall aim to avoid rapid system fluctuations between 'stand-by' and 'active' modes.	5.3.5.1.1 The manufacturer shall implement strategies to avoid rapid system fluctuations between 'stand-by' and 'active' modes.	5.3.5.1.1 系統目標應朝向避免介於待機及主動模式間之快速系統波動。	5.3.5.1.1 申請者應執行策略以避免介於待機及主動模式間之快速系統波動。
5.3.5.2. The manufacturer shall describe in detail, as part of the documentation required for Section 9, the system boundary conditions for the system and its features, and the strategies to notify the driver in the event a boundary condition is detected to be exceeded, being met or being approached (as per paragraph 5.3.5.5).	5.3.5.2. The manufacturer shall describe in detail, as part of the documentation required for Section 9, the system boundary conditions for the system and its features, and the strategies to notify the driver in the event a boundary condition is detected to be exceeded, being met or being approached (as per paragraph 5.3.5.5).	5.3.5.2 作為規定9.所需之文件的一部分，申請者應詳細描述對系統及其功能之系統邊界條件，以及用於偵測到超過邊界條件之事件下通知駕駛人的策略(如規定5.3.5.5所示)。	5.3.5.2 作為規定9.所需之文件的一部分，申請者應詳細描述對系統及其功能之系統邊界條件，以及用於偵測到超過邊界條件之事件下通知駕駛人的策略（如規定5.3.5.5所示）。
5.3.5.2.1. The description shall at least take into account potentially relevant boundary conditions as listed in Annex 3, Appendix 3.	5.3.5.2.1. The description shall at least take into account potentially relevant boundary conditions as listed in Annex 3, Appendix 3.	5.3.5.2.1 相關說明應至少將規定12.8所列潛在之相關邊界條件納入考量。	5.3.5.2.1 相關說明應至少將規定12.8所列潛在之相關邊界條件納入考量。
5.3.5.2.2. The manufacturer shall describe and where reasonable demonstrate the behaviour of the system, the impact on system performance and how safety is ensured in case the system or its features remain in 'active' mode beyond these boundaries.	5.3.5.2.2. The manufacturer shall describe and where reasonable demonstrate the behaviour of the system, the impact on system performance and how safety is ensured in case the system or its features remain in 'active' mode beyond these boundaries.	5.3.5.2.2 若系統或其功能於超越相關邊界後仍維持主動模式，申請者應描述及於合理之狀況下展演系統之行為、於系統性能上之衝擊，以及如何確保安全性。	5.3.5.2.2 若系統或其功能於超越相關邊界後仍維持主動模式，申請者應描述及於合理之狀況下展演系統之行為、於系統性能上之衝擊，以及如何確保安全性。
5.3.5.3. The manufacturer shall identify those system boundaries that the system is able to detect and shall describe the means by which the system is capable of identifying system boundaries.	5.3.5.3. The manufacturer shall identify those system boundaries that the system is able to detect and shall describe the means by which the system is capable of identifying system boundaries.	5.3.5.3 申請者應識別系統可偵測之系統邊界，且應描述系統藉此具備識別系統邊界之方法。	5.3.5.3 申請者應識別系統可偵測之系統邊界，且應描述系統藉此具備識別系統邊界之方法。
5.3.5.4. Any declared system boundary that the system is unable to detect shall be documented and it shall be justified, to the satisfaction of the Approval Authority, how the inability to detect does not affect the safe	5.3.5.4. Any declared system boundary that the system is unable to detect shall be documented and it shall be justified, to the satisfaction of the Approval Authority, how the inability to detect does not affect the safe	5.3.5.4 任何系統無法偵測之已宣告系統邊界應進行記錄，且為滿足檢測機構，應證明前述不能偵測之情形如何不對系統或其功能之安全運作造成影響。	5.3.5.4 任何系統無法偵測之已宣告系統邊界應進行記錄，且為滿足檢測機構，應證明前述不能偵測之情形如何不對系統或其功能之安全運作造成影響。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
operation of the system or its features.	operation of the system or its features.		
5.3.5.5. When the system identifies that the vehicle is approaching a system boundary of a feature in 'active mode', it shall inform the driver of this with sufficient lead time for the driver to respond appropriately.	5.3.5.5. When the system identifies that the vehicle is approaching a system boundary of a feature in 'active mode', it shall inform the driver of this with appropriate lead time.	5.3.5.5 於系統識別車輛已接近一個處於主動模式功能之系統邊界，為使駕駛人適當地反應，其應以足夠之前置時間通知駕駛人相關事宜。	5.3.5.5 於系統識別車輛已接近一個處於主動模式功能之系統邊界，其應以適當之前置時間通知駕駛人相關事宜。
5.3.6. Controllability	5.3.6. Controllability	5.3.6 可控制性	5.3.6 可控制性
5.3.6.1. The system shall be designed to ensure that control actions by the system including, but not limited to, those resulting from system failures, reaching system boundaries, cancelling manoeuvres or when the system is being switched to 'off' mode remain controllable for the driver. This shall take into account the driver's potential reaction time, as relevant to the situation, including manual reengagement where applicable, so that the driver intervention can be safely performed at any time (e.g., during a given manoeuvre).	5.3.6.1. The system shall be designed to ensure that control actions by the system including, but not limited to, those resulting from system failures, reaching system boundaries or when the system is being switched to 'off' mode remain controllable for the driver. This shall take into account the driver's potential reaction time, as relevant to the situation, so that the driver intervention can be safely performed at any time (e.g., during a given manoeuvre).	5.3.6.1 系統應設計以確保源於系統之控制行為包含但不限於因系統故障、抵達系統邊界、取消操作，或於系統切換至關閉模式對駕駛人維持可控制等項。本項應考量包含依實際情況手動重新參與等，與情境相關之駕駛人的潛在反應時間，已使駕駛人之介入可於任意時間安全地執行（例如：於指定之操作期間）。	5.3.6.1 系統應設計以確保源於系統之控制行為包含但不限於因系統故障、抵達系統邊界，或於系統切換至關閉模式對駕駛人維持可控制等項。本項應考量與情境相關之駕駛人的潛在反應時間，已使駕駛人之介入可於任意時間安全地執行（例如：於指定之操作期間）。
5.3.6.1.1. Whilst withholding HORs, the manufacturer shall consider this potential reaction time required for the driver to respond to a DCA and to hold the steering control. This shall never be assumed to be less than 1 second, unless the manufacturer is able to demonstrate that controllability is ensured through specific strategies.		5.3.6.1.1 於保留HOR時，申請者應考量駕駛人對DCAS進行反應，以及掌握方向盤所需之潛在反應時間。另除申請者能展示可透過特定策略確保可控制性外，否則前述反應時間不應被假設為少於一秒鐘。	
5.3.6.2. The system shall be designed to ensure controllability in accordance with the system's capabilities and within the defined system boundaries. In the case that HORs	5.3.6.2. To ensure controllability, the system shall implement strategies as relevant to the system's capabilities, within the defined system boundaries.	5.3.6.2 系統設計上應依照系統能力及已定義之系統邊界內確保可控制性。於HOR受到保留之狀況下，系統應將駕駛人可能動作上不參與行駛	5.3.6.2 為確保可控制性，系統應於已定義之系統邊界內，實施與系統能力相關之策略。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
are being withheld, the system shall take into account that the driver may be motorically disengaged.	Controllability strategies may include, but are not limited to: (a) Limiting the system's steering output; (b) Adjusting the vehicle's position in the lane of travel; (c) Determining road type and attributes; (d) Determining other road user behaviour; (e) Driver monitoring used.	納入考量。	可控制性策略可能包含但不限於： (a) 限制系統之轉向輸出； (b) 調整車輛於行駛車道中之位置； (c) 測定道路類型及屬性； (d) 測定其他道路使用者行為； (e) 使用駕駛人監測。
The manufacturer's controllability design shall be described in detail to the Type Approval Authority and shall be assessed according to Annex 3.	The manufacturer's controllability design shall be described in detail to the Type Approval Authority and shall be assessed according to Annex 3.	申請者之可控制性設計應向檢測機構詳細說明，且應依照規定12.進行評估。	申請者之可控制性設計應向檢測機構詳細說明，且應依照規定12.進行評估。
5.3.6.3 Deceleration and Acceleration	5.3.6.3 Deceleration and Acceleration	5.3.6.3 減速及加速	5.3.6.3 減速及加速
5.3.6.3.1. When controlled by the system, the vehicle deceleration and acceleration shall remain manageable for the driver and surrounding traffic, unless increased levels of deceleration are required to ensure the safety of the vehicle or surrounding road users.	5.3.6.3.1. When controlled by the system, the vehicle deceleration and acceleration shall remain manageable for the driver and surrounding traffic, unless increased levels of deceleration are required to ensure the safety of the vehicle or surrounding road users.	5.3.6.3.1 於受到系統控制時，除需要增加減速等級以確保車輛或週遭道路使用者之安全性外，車輛之減速及加速應對駕駛人及週遭交通維持可管理之狀態。	5.3.6.3.1 於受到系統控制時，除需要增加減速等級以確保車輛或週遭道路使用者之安全性外，車輛之減速及加速應對駕駛人及週遭交通維持可管理之狀態。
5.3.6.3.2. While the system is trying to maintain a constant speed without external disturbances, it shall aim to minimise unreasonable fluctuations in the vehicle's speed.	5.3.6.3.2. (Reserved)	5.3.6.3.2 於系統正嘗試於無外部干擾下維持一恆定速度時，其目標應最小化於車輛速度上之無理波動。	5.3.6.3.2 （保留）
5.3.7. System Dynamic Control	5.3.7. System Dynamic Control	5.3.7 系統動態控制	5.3.7 系統動態控制
5.3.7.1. Positioning of the vehicle in the lane of travel	5.3.7.1. Positioning of the vehicle in the lane of travel	5.3.7.1 車輛於行駛車道之位置調整	5.3.7.1 車輛於行駛車道之位置調整
5.3.7.1.1. The system while being in 'active' mode shall assist in keeping the vehicle in a stable position within its lane of travel.	5.3.7.1.1. The DCAS feature while being in 'active' mode shall assist in keeping the vehicle in a stable position within its lane of travel.	5.3.7.1.1 正處於主動模式之系統應協助維持車輛於所行駛車道內之穩定位置。	5.3.7.1.1 正處於主動模式之DCAS功能應協助維持車輛於所行駛車道內之穩定位置。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
While being in 'active' mode, the system shall ensure that the vehicle does not leave its lane of travel for lateral acceleration values specified by the manufacturer.	While being in 'active' mode, the system shall ensure that the vehicle does not leave its lane of travel for lateral acceleration values specified by the manufacturer.	當處於主動模式時，系統應確保車輛不會以申請者所述之側向加速度值離開所行駛車道。	當處於主動模式時，系統應確保車輛不會以申請者所述之側向加速度值離開所行駛車道。
5.3.7.1.1.1. The system shall have the capability to adapt the vehicle speed in response to road curvature in order to achieve this.	5.3.7.1.1.1. The system shall have the capability to adapt the vehicle speed in response to road curvature in order to achieve this.	5.3.7.1.1.1 系統應具備能力以作為對道路彎道之反應調適車輛速度，以達成本項要求。	5.3.7.1.1.1 系統應具備能力以作為對道路彎道之反應調適車輛速度，以達成本項要求。
5.3.7.1.2. The activated feature shall at any time, within the boundary conditions, ensure that the vehicle does not unintentionally cross a lane marking for lateral accelerations values to be specified by the manufacturer which shall not exceed 3 m/s² for M1 and N1 category vehicles and 2.5 m/s² for M2, M3, N2 and N3 category vehicles.	5.3.7.1.2. The activated feature shall at any time, within the boundary conditions, ensure that the vehicle does not unintentionally cross a lane marking for lateral accelerations values to be specified by the manufacturer which shall not exceed 3 m/s² for M1 and N1 category vehicles and 2.5 m/s² for M2, M3, N2 and N3 category vehicles.	5.3.7.1.2 已啟動功能於邊界條件內，應於任意時間確保車輛不會無意間以申請者所述之側向加速度值穿越車道標線，其中M1及N1類車輛之側向加速度值不應超過三公尺／秒平方，以及M2、M3、N2及N3類車輛之側向加速度值不應超過二點五公尺／秒平方。	5.3.7.1.2 已啟動功能於邊界條件內，應於任意時間確保車輛不會無意間以申請者所述之側向加速度值穿越車道標線，其中M1及N1類車輛之側向加速度值不應超過三公尺／秒平方，以及M2、M3、N2及N3類車輛之側向加速度值不應超過二點五公尺／秒平方。
It is recognised that the maximum lateral acceleration values specified by the vehicle manufacturer may not be achievable under all conditions (e.g., inclement weather, different tyres fitted to the vehicle, laterally sloped roads). The feature shall not deactivate or unreasonably switch the control strategy in these other conditions.	It is recognised that the maximum lateral acceleration values specified by the vehicle manufacturer may not be achievable under all conditions (e.g., inclement weather, different tyres fitted to the vehicle, laterally sloped roads). The feature shall not deactivate or unreasonably switch the control strategy in these other conditions.	可認知到由申請者所述之最大側向加速度可能無法於所有條件下達成（例如：極端氣候、安裝至車輛上之不同輪胎、側向斜坡道路）。功能不應於前述其他條件下解除或無理地切換控制策略。	可認知到由申請者所述之最大側向加速度可能無法於所有條件下達成（例如：極端氣候、安裝至車輛上之不同輪胎、側向斜坡道路）。功能不應於前述其他條件下解除或無理地切換控制策略。
The system may exceed the specified value of maximum lateral acceleration by not more than 0.3 m/s², while not exceeding 3 m/s² for M1 and N1 category vehicles and 2.5 m/s² for M2, M3, N2 and N3 category vehicles.		系統可超過最大側向加速度規定數值不多於零點三公尺／秒平方，同時對於M1及N1類車輛而言不超過三公尺／秒平方，以及對於M2、M3、N2及N3類車輛而言不超過二點五公尺／秒平方。	
Notwithstanding the sentence above, for time		儘管前述規定說明，對於不超過二秒	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
periods of not more than 2 seconds the lateral acceleration of the system may exceed the specified value of maximum lateral acceleration by not more than 40 per cent, while not exceeding 3 m/s^2 for M1 and N1 category vehicles and 2.5 m/s^2 for M2, M3, N2 and N3 category vehicles by more than 0.3 m/s^2.		之期間，系統之側向加速度可超過最大側向加速度規定數值不多於百分之四十，同時對於M1及N1類車輛而言不超過三點三公尺／秒平方，以及對於M2、M3、N2及N3類車輛而言不超過二點八公尺／秒平方。	
5.3.7.1.2.1. The moving average over half a second of the lateral jerk generated by the system shall not exceed 5 m/s^3.	5.3.7.1.2.1. The moving average over half a second of the lateral jerk generated by the system shall not exceed 5 m/s^3.	5.3.7.1.2.1 由系統產生之側向急動超過半秒的移動平均不應超過五公尺／秒立方。	5.3.7.1.2.1 由系統產生之側向急動超過半秒的移動平均不應超過五公尺／秒立方。
5.3.7.1.3. The strategy by which the system determines the appropriate speed and resulting lateral acceleration shall be documented and assessed by the Type Approval Authority.	5.3.7.1.3. The strategy by which the system determines the appropriate speed and resulting lateral acceleration shall be documented and assessed by the Type Approval Authority.	5.3.7.1.3 應對系統用以決定適當速度及其衍生之側向加速度所藉由之策略進行記錄，並由檢測機構評估。	5.3.7.1.3 應對系統用以決定適當速度及其衍生之側向加速度所藉由之策略進行記錄，並由檢測機構評估。
5.3.7.1.4. When the system reaches its boundary conditions set out in paragraph 9.1.3., and both in the absence of any driver input to the steering control and when any the front tyre of the vehicle starts to unintentionally cross a lane marking, the system shall avoid sudden loss of steering support by providing continued assistance to the extent possible as outlined in the safety concept of the vehicle manufacturer. The system shall clearly inform the driver about this system status by means of an optical warning signal and additionally by an acoustic or haptic warning signal.	5.3.7.1.4. When the system reaches its boundary conditions set out in paragraph 9.1.3., and both in the absence of any driver input to the steering control and when any the front tyre of the vehicle starts to unintentionally cross a lane marking, the system shall avoid sudden loss of steering support by providing continued assistance to the extent possible as outlined in the safety concept of the vehicle manufacturer. The system shall clearly inform the driver about this system status by means of an optical warning signal and additionally by an acoustic or haptic warning signal.	5.3.7.1.4 於系統抵達於規定9.所設之其邊界條件，且併同駕駛人未任意對轉向控制之輸入，以及於車輛前輪無意間穿越車道標線時，系統應如申請者之安全性概念所述，盡可能藉由提供延續協助，以避免轉向支援之突然損失。系統應就此系統狀況，藉由光學警示訊號，以及額外藉由聲音或觸覺警示訊號之方法明確通知駕駛人。	5.3.7.1.4 於系統抵達於規定9.所設之其邊界條件，且併同駕駛人未任意對轉向控制之輸入，以及於車輛前輪無意間穿越車道標線時，系統應藉由提供延續協助以盡可能如申請者之安全性概念所述進行延長，以避免轉向支援之突然損失。系統應就此系統狀況，藉由光學警示訊號，以及額外藉由聲音或觸覺警示訊號之方法明確通知駕駛人。
For vehicles of categories M2, M3, N2 and N3,	For vehicles of categories M2, M3, N2 and N3,	對於M2、M3、N2及N3類車輛而言，	對於M2、M3、N2及N3類車輛而言，

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
the warning requirement above is deemed to be fulfilled if the vehicle is equipped with a Lane Departure Warning System (LDWS) fulfilling the technical requirements of UN Regulation No. 130.	the warning requirement above is deemed to be fulfilled if the vehicle is equipped with a Lane Departure Warning System (LDWS) fulfilling the technical requirements of UN Regulation No. 130.	若車輛配備滿足「附件七十、車道偏離輔助警示系統」技術要求之車道偏離輔助警示系統時，則視為滿足上述相關警示要求。	若車輛配備滿足「附件七十、車道偏離輔助警示系統」技術要求之車道偏離輔助警示系統時，則視為滿足上述相關警示要求。
5.3.7.2. Manoeuvre	5.3.7.2. Manoeuvre	5.3.7.2 操作	5.3.7.2 操作
5.3.7.2.1. General Requirements	5.3.7.2.1. General Requirements	5.3.7.2.1 一般規定	5.3.7.2.1 一般規定
5.3.7.2.1.1. A manoeuvre shall only be initiated if the driver is not detected to be disengaged, and	5.3.7.2.1.1. A manoeuvre shall only be initiated if the driver is not detected to be disengaged, and	5.3.7.2.1.1 操作應只能於駕駛人未被偵測到未參與(disengaged)時啟動，且	5.3.7.2.1.1 操作應只能於駕駛人未被偵測到未參與(disengaged)時啟動，且
(a) has commanded the system to perform the manoeuvre for a driver-initiated manoeuvre; or	(a) has commanded the system to perform the manoeuvre for a driver-initiated manoeuvre; or	(a) 就由駕駛人起始之操作而言，已指示系統執行操作；或	(a) 就由駕駛人起始之操作而言，已指示系統執行操作；或
(b) has acknowledged the system's intention as needed for a driver-confirmed manoeuvre; or	(b) has acknowledged the system's intention as needed for a driver-confirmed manoeuvre; or	(b) 就由駕駛人確認之操作而言，已根據需要了解系統之意圖；或	(b) 就由駕駛人確認之操作而言，已根據需要了解系統之意圖；或
(c) is given sufficient notice to react for a system-initiated manoeuvre.	(c) is given sufficient notice to react for a system-initiated manoeuvre.	(c) 就由系統起始之操作而言，已給予充足之通知以進行反應。	(c) 就由系統起始之操作而言，已給予充足之通知以進行反應。
Motoric disengagement may not be considered when HORs are being withheld by the system.		於HOR受到系統保留時，動作上未參與將不納入考量。	
5.3.7.2.1.2. The system shall only be permitted to perform a manoeuvre if the vehicle is equipped with detection capabilities with sufficient range to the front, side and rear with respect to the manoeuvre.	5.3.7.2.1.2. The system shall only be permitted to perform a manoeuvre if the vehicle is equipped with detection capabilities with sufficient range to the front, side and rear with respect to the manoeuvre.	5.3.7.2.1.2 系統應只能於車輛配備與操作相關之前方、側方及後方之充足範圍的偵測能力時，被允許執行操作。	5.3.7.2.1.2 系統應只能於車輛配備與操作相關之前方、側方及後方之充足範圍的偵測能力時，被允許執行操作。
5.3.7.2.1.3. A manoeuvre shall not be initiated if a driver disengagement warning is being given to the driver.	5.3.7.2.1.3. A manoeuvre shall not be initiated if a driver disengagement warning is being given to the driver.	5.3.7.2.1.3 操作不應於駕駛人未參與警示向駕駛人發出時被起始。	5.3.7.2.1.3 操作不應於駕駛人未參與警示向駕駛人發出時被起始。
5.3.7.2.1.4. A manoeuvre shall not be initiated if a risk of collision with another vehicle or road user is detected in the predicted path of	5.3.7.2.1.4. A manoeuvre shall not be initiated if a risk of collision with another vehicle or road user is detected in the predicted path of	5.3.7.2.1.4 操作不應於與其他車輛或道路使用者於操作期間DCAS車輛之預測路徑中產生碰撞風險被偵	5.3.7.2.1.4 操作不應於與其他車輛或道路使用者於操作期間DCAS車輛之預測路徑中產生碰撞風險被偵測

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
the DCAS vehicle during the manoeuvre.	the DCAS vehicle during the manoeuvre.	測時被起始。	時被起始。
5.3.7.2.1.5. A manoeuvre shall be predictable and manageable for other road users.	5.3.7.2.1.5. A manoeuvre shall be predictable and manageable for other road users.	5.3.7.2.1.5 對其他道路使用者而言，操作應為可預測且可管理的。	5.3.7.2.1.5 對其他道路使用者而言，操作應為可預測且可管理的。
5.3.7.2.1.6. A manoeuvre shall aim to be one continuous movement.	5.3.7.2.1.6. A manoeuvre shall aim to be one continuous movement.	5.3.7.2.1.6 操作應以單一連續移動為目標。	5.3.7.2.1.6 操作應以單一連續移動為目標。
5.3.7.2.1.7. A manoeuvre shall be completed without undue delay.	5.3.7.2.1.7. A manoeuvre shall be completed without undue delay.	5.3.7.2.1.7 操作應於未過度之延遲下完成。	5.3.7.2.1.7 操作應於未過度之延遲下完成。
5.3.7.2.1.8. Once a manoeuvre has been completed, the system shall resume assisting in maintaining a stable position in the lane of travel.	5.3.7.2.1.8. Once a manoeuvre has been completed, the system shall resume assisting in maintaining a stable position in the lane of travel.	5.3.7.2.1.8 一旦操作已被完成，系統應恢復至協助維持於行駛車道內之穩定位置。	5.3.7.2.1.8 一旦操作已被完成，系統應恢復至協助維持於行駛車道內之穩定位置。
5.3.7.2.1.9. In case the vehicle is unexpectedly forced to become stationary during a planned manoeuvre, the system shall provide at least a visual warning signal to the driver, and may request the driver to resume control.	5.3.7.2.1.9. In case the vehicle is unexpectedly forced to become stationary during a planned manoeuvre, the system shall provide at least a visual warning signal to the driver, and may request the driver to resume control.	5.3.7.2.1.9 若車輛於已規畫操作期間意外被迫變為停止狀態，系統應對駕駛人提供至少一視覺警示訊號，且可要求駕駛人接手控制。	5.3.7.2.1.9 若車輛於已規畫操作期間意外被迫變為停止狀態，系統應對駕駛人提供至少一視覺警示訊號，且可要求駕駛人接手控制。
5.3.7.2.1.10. The system shall indicate driving manoeuvres assisted by the system (e.g., a lane change or turn) to other road users as per the required convention or as specifically defined in this Regulation. This shall include the use of the direction indicator to notify road users of an upcoming lateral manoeuvre.	5.3.7.2.1.10. The system shall indicate driving manoeuvres assisted by the system (e.g., a lane change or turn) to other road users as per the required convention or as specifically defined in this Regulation. This shall include the use of the direction indicator to notify road users of an upcoming lateral manoeuvre.	5.3.7.2.1.10 系統應依照所需轉換或如本基準附件所特別定義，指示由系統對其他道路使用者所協助之行駛操作（例如：變換車道或轉向）。應包含方向燈之使用以就即將發生之側向操作對道路使用者進行通知。	5.3.7.2.1.10 系統應依照所需轉換或如本基準附件所特別定義，指示由系統對其他道路使用者所協助之行駛操作（例如：變換車道或轉向）。應包含方向燈之使用以就即將發生之側向操作對道路使用者進行通知。
5.3.7.2.1.11. The system shall ensure the manoeuvre remains controllable for the driver, as per paragraph 5.3.6., by adapting its longitudinal speed before and during the manoeuvre when necessary.	5.3.7.2.1.11. The system shall ensure the manoeuvre remains controllable for the driver, as per paragraph 5.3.6., by adapting its longitudinal speed before and during the manoeuvre when necessary.	5.3.7.2.1.11 系統應於操作之前或操作期間必要時，藉由調適其縱向速度，以依照規定5.3.6確保操作對駕駛人維持於可控制狀態下。	5.3.7.2.1.11 系統應於操作之前或操作期間必要時，藉由調適其縱向速度，以依照規定5.3.6確保操作對駕駛人維持於可控制狀態下。
5.3.7.2.1.12. The manoeuvre shall aim to not cause a collision with another detected	5.3.7.2.1.12. The manoeuvre shall aim to not cause a collision with another detected	5.3.7.2.1.12 操作應以不造成於操作期間位於預期路徑之與其他已偵測	5.3.7.2.1.12 操作應以不造成於操作期間位於預期路徑之與其他已偵測的

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
vehicle or road user in the predicted path of the vehicle during the manoeuvre.	vehicle or road user in the predicted path of the vehicle during the manoeuvre.	的車輛或道路使用者產生碰撞為目標。	車輛或道路使用者產生碰撞為目標。
5.3.7.2.2. General requirements for driver-initiated manoeuvres	5.3.7.2.2. General requirements for driver-initiated manoeuvres	5.3.7.2.2 由駕駛人起始之操作的一般規定	5.3.7.2.2 由駕駛人起始之操作的一般規定
The requirements of this paragraph and its subparagraphs apply to feature(s) capable of performing driver-initiated manoeuvres.	The requirements of this paragraph and its subparagraphs apply to systems capable of performing driver-initiated manoeuvres.	本節規定及其子段落之要求適用於具備執行由駕駛人起始之操作相關能力的功能。	本節規定及其子段落之要求適用於具備執行由駕駛人起始之操作相關能力的系統。
5.3.7.2.2.1. The system shall only initiate the manoeuvre when explicitly commanded by the driver without prior request by the system, and when it is safe to do so.	5.3.7.2.2.1. The system shall only initiate the manoeuvre when explicitly commanded by the driver without prior request by the system, and when it is safe to do so.	5.3.7.2.2.1 系統應只能於可安全執行，且由駕駛人於系統未有預先要求之明確指示下起始操作。	5.3.7.2.2.1 系統應只能於可安全執行，且由駕駛人於系統未有預先要求之明確指示下起始操作。
	5.3.7.2.2.2. The system shall not start the manoeuvre when a driver disengagement warning is currently being given.		5.3.7.2.2.2 系統不應於駕駛人未參與警示正在被發出時開始操作。
5.3.7.2.3. General requirements for driver-confirmed manoeuvres	5.3.7.2.3. General requirements for driver-confirmed manoeuvres	5.3.7.2.3 由駕駛人確認之操作的一般規定	5.3.7.2.3 由駕駛人確認之操作的一般規定
The requirements of this paragraph and its subparagraphs apply to feature(s) capable of performing driver-confirmed manoeuvres.	The requirements of this paragraph and its subparagraphs apply to the system capable of performing driver-confirmed manoeuvres.	本節規定及其子段落之要求適用於具備執行由駕駛人確認之操作相關能力的功能。	本節規定及其子段落之要求適用於具備執行由駕駛人確認之操作相關能力的系統。
5.3.7.2.3.1. The requirements outlined in paragraph 5.5.4.1.8. and subparagraphs shall apply. In addition, the system shall be designed to ensure that the driver has sufficient time to confirm that the system may proceed with the manoeuvre, as appropriate.	5.3.7.2.3.1. The requirements outlined in paragraph 5.5.4.1.8. and subparagraphs shall apply. In addition, the system shall be designed to ensure that the driver has sufficient time to confirm that the system may proceed with the manoeuvre, as appropriate.	5.3.7.2.3.1 應適用規定5.5.4.1.8及其子段落所述之要求。另系統應設計以依照實際情況，確保駕駛人有充足時間確認系統可繼續執行操作。	5.3.7.2.3.1 應適用規定5.5.4.1.8及其子段落所述之要求。另系統應設計以依照實際情況，確保駕駛人有充足時間確認系統可繼續執行操作。
5.3.7.2.3.2. A request by the system for the driver to confirm a manoeuvre shall at least be indicated through a specific signal (or combination of signals) in accordance with paragraph 5.5.4.1.	5.3.7.2.3.2. A request by the system for the driver to confirm a manoeuvre shall at least be indicated through a specific visual signal.	5.3.7.2.3.2 源於系統對駕駛人以確認操作之要求應依照規定5.5.4.1至少透過特定訊號(或訊號之組合)進行指示。	5.3.7.2.3.2 源於系統對駕駛人以確認操作之要求應至少透過特定視覺訊號進行指示。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
5.3.7.2.3.3. In the event that the driver does not confirm a request by the system, the system shall not initiate that manoeuvre.	5.3.7.2.3.3. In the event that the driver does not confirm a request by the system or a driver disengagement warning is currently being given, the system shall not initiate the manoeuvre.	5.3.7.2.3.3 於駕駛人未能確認源於系統之要求下，系統不應起始該操作。	5.3.7.2.3.3 於駕駛人未能確認源於系統之要求，或駕駛人未參與警示正在被發出之事件中，系統不應起始操作。
5.3.7.2.3.4. A manoeuvre shall only be proposed if there is a justifiable reason for said manoeuvre.	5.3.7.2.3.4. A manoeuvre shall only be proposed if there is a justifiable reason for said manoeuvre.	5.3.7.2.3.4 操作應只能於前述操作具備充分之理由下被提出。	5.3.7.2.3.4 操作應只能於前述操作具備充分之理由下被提出。
5.3.7.2.3.5. The system shall aim not to initiate the proposed manoeuvre, even if already confirmed by the driver, unless the following conditions are met:	5.3.7.2.3.5. The system shall not initiate the proposed manoeuvre, even if already confirmed by the driver, unless the following conditions are met:	5.3.7.2.3.5 除下述條件已滿足外，即使駕駛人已完成確認，系統目標不應朝向起始已提出之操作：	5.3.7.2.3.5 除下述條件已滿足外，即使駕駛人已完成確認，系統不應起始已提出之操作：
(a) The target area, lane or path is determined by the system to be clear;	(a) The target area, lane or path of the manoeuvre is not obstructed;	(a) 由系統所決定之目標區域、車道或路徑待暢通；	(a) 目標區域、車道或操作路徑未受阻礙；
(b) The reason for the manoeuvre still exists;	(b) The reason for the manoeuvre still exists;	(b) 操作之理由仍然存在；	(b) 操作之理由仍然存在；
(c) The target area or lane allows the system to resume stable control after completing the manoeuvre;	(c) The target area or lane allows the system to resume stable control after completing the manoeuvre;	(c) 目標區域或車道允許系統於完成操作後恢復穩定控制；	(c) 目標區域或車道允許系統於完成操作後恢復穩定控制；
(d) The manoeuvre is anticipated to be completed before the vehicle comes to standstill, unless this is necessary for safe navigation or to give way to other road users;	(d) The manoeuvre is anticipated to be completed before the vehicle comes to standstill, unless this is necessary for safe navigation or to give way to other road users;	(d) 除需要安全導航或對其他道路使用者讓道外，操作被預期將於車輛停止前完成；	(d) 除需要安全導航或對其他道路使用者讓道外，操作被預期將於車輛停止前完成；
(e) The target area or lane is assessed not to be outside of the system's boundaries.	(f) The target area or lane is assessed not to be outside of the system's boundaries.	(e) 目標區域或車道被評估非為位於系統邊界之外。	(f) 目標區域或車道被評估非為位於系統邊界之外。
(f) The driver has been detected to have directed their gaze as appropriate to the proposed manoeuvre within an appropriate period before the manoeuvre commences.		(f) 駕駛人已被偵測到於操作發生前一段適當期間內，將其視線引導如適於所提出操作之狀況。	
5.3.7.2.3.6. The system shall not propose a manoeuvre if it would knowingly cause other road users to unreasonably or	5.3.7.2.3.6. The system shall not propose a manoeuvre if it would knowingly cause other road users to unreasonably decelerate	5.3.7.2.3.6 若系統已了解作為操作之後果，將造成其他道路使用者進行無理或無法對應之減速或迴避車	5.3.7.2.3.6 若系統已了解作為操作之後果，將造成其他道路使用者進行無理減速或迴避車輛，則不應提出

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
unmanageably decelerate or evade the vehicle as a consequence of the manoeuvre.	or evade the vehicle as a consequence of the manoeuvre.	輛，則不應提出操作。	操作。
5.3.7.2.3.7. The system shall aim to not initiate a manoeuvre if it would violate applicable instruction by relevant signage or performance requirements as specified in paragraph 6.	5.3.7.2.3.7. The system shall aim to not propose a manoeuvre if it would violate applicable instruction by relevant signage or by other traffic rules as specified in paragraph 6.	5.3.7.2.3.7 系統應以若將違反如規定6.所述相關號誌或性能要求所適用指示時，不起始操作為目標。	5.3.7.2.3.7 系統應以若將違反如規定6.所述相關號誌或其他交通規則所適用指示時，不提出操作為目標。
5.3.7.2.3.8. The system shall not propose a manoeuvre if it would lead the vehicle to cross lane markings which are not permitted to be crossed.	5.3.7.2.3.8. The system shall not propose a manoeuvre if it would lead the vehicle to cross lane markings which are not permitted to be crossed.	5.3.7.2.3.8 若操作將引導車輛穿越不允許穿越之車道標線時，系統不應提出操作。	5.3.7.2.3.8 若操作將引導車輛穿越不允許穿越之車道標線時，系統不應提出操作。
5.3.7.2.4. General requirements for system-initiated manoeuvres	5.3.7.2.4. General requirements for system-initiated manoeuvres	5.3.7.2.4 由系統起始之操作的一般規定	5.3.7.2.4 由系統起始之操作的一般規定
The requirements of this paragraph and its subparagraphs apply to the system capable of performing system-initiated manoeuvres	The requirements of this paragraph and its subparagraphs apply to the system capable of performing system-initiated manoeuvres	本節規定及其子段落之要求適用於具備執行由系統起始之操作相關能力的系統。	本節規定及其子段落之要求適用於具備執行由系統起始之操作相關能力的系統。
5.3.7.2.4.1. The system shall be designed to ensure that the driver has sufficient time to reject the manoeuvre announced by the system before it is performed in an easily accessible way, or to resume unassisted control, as appropriate.	5.3.7.2.4.1. (Reserved)	5.3.7.2.4.1 系統設計上應確保駕駛人具備充足時間以依實際狀況，就操作透過簡單達成之方式執行前否決由系統所發出之操作，或控制恢復至未受協助之狀態。	5.3.7.2.4.1 （保留）
If the driver rejects a manoeuvre, the system shall not initiate the same manoeuvre unless the circumstances change or there is a risk of an imminent collision.		若駕駛人否決一項操作，除非狀況改變或當下有立即性碰撞之風險外，則系統不應起始同一操作。	
5.3.7.2.4.2. A manoeuvre shall not be initiated if system has presented an EOR to the driver in the 7 seconds leading up to the initiation of the manoeuvre.		5.3.7.2.4.2 若系統已於一項操作之起始七秒前向駕駛人發出EOR，則該操作不應被起始。	
5.3.7.2.4.2.1. In addition, further strategies shall be implemented to ensure appropriate		5.3.7.2.4.2.1 另應實施進一步策略以於操作之起始前，確保適當之駕駛	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
driver engagement prior to the initiation of the manoeuvre, which shall be documented and explained. 5.3.7.2.4.3. The manufacturer shall also describe in the safety concept the system behaviour in case the driver is detected to be disengaged during a manoeuvre (e.g., initiation of a risk mitigation function, full execution of the manoeuvre, stop the vehicle). 5.3.7.2.4.4. A manoeuvre shall only be performed if there is a justifiable reason for said manoeuvre (e.g., pursuing a set destination, following traffic flow, safety-relevant manoeuvres, etc.). The manufacturer shall explain in the documentation the traffic situations where the system may initiate manoeuvres. 5.3.7.2.4.5. The system shall not initiate the manoeuvre if the conditions outlined in paragraph 5.3.7.2.3.5. are not met. 5.3.7.2.4.6. The system shall aim to not initiate a manoeuvre if it would cause other road users to unreasonably or unmanageably decelerate or evade the vehicle as a consequence of the manoeuvre. 5.3.7.2.4.7. The system shall aim to not initiate a manoeuvre if it would violate applicable instruction by relevant signage or performance requirements as specified in paragraph 6. 5.3.7.2.4.8. The system shall not initiate a		人參與情形，並應將其進行記錄及說明。 5.3.7.2.4.3 申請者亦應描述系統行為之安全性概念，以對應駕駛人被偵測到於操作(例如：風險減輕功能之起始、操作之完全執行、停止車輛等）期間轉為未參與之狀況。 5.3.7.2.4.4 單一操作僅應於相關操作具備合理緣由下而被執行(例如：追隨一設定目標、跟隨車流、安全相關操作等)，申請者應於文件中說明系統可能起始操作之交通狀況。 5.3.7.2.4.5 系統不應於規定5.3.7.2.3.5所描述條件未滿足下起始操作。 5.3.7.2.4.6 系統應於操作將造成其他道路使用者進行無理或無法對應之減速，或迴避車輛作為操作之結果下，朝向不起始單一操作為目標。 5.3.7.2.4.7 系統應於操作將違反藉由相關標誌呈現之適用指引，或規定6.所述性能要求下，朝向不起始單一操作為目標。 5.3.7.2.4.8 系統不應於操作將導致	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
manoeuvre if it would lead the vehicle to cross lane markings which are not permitted to be crossed. 5.3.7.2.4.9. The system shall aim not to violate appropriate right-of-way rules applicable in the country of operation where relevant to the manoeuvre. 5.3.7.2.4.10. The system shall only initiate a manoeuvre if the vehicle is located on a highway (including highway slip roads) and it is not withholding HORs. 5.3.7.2.4.11. A request for the driver to acknowledge that they have read and understood the driver information material outlined in paragraph 5.6 shall be given while the vehicle is in a stopped position. This request shall be given at least once every month. If the vehicle utilises a means of differentiating between users, this may be extended to three months for a given user. If the vehicle can identify that a driver has previously acknowledged this request it does not need to be given again for that driver. If the vehicle can identify that the current driver has not acknowledged this request before, then it shall be given in the current drive cycle. 5.3.7.2.5. Special provisions for systems capable of performing system-initiated manoeuvres or withholding of HORs 5.3.7.2.5.1.The system shall be designed to have anticipatory behaviour in interaction		車輛穿越不允許被跨越之車道標線下起始操作。 5.3.7.2.4.9 系統應於與操作相關時，以朝向不違反適用於我國之路權規定為目標。 5.3.7.2.4.10 系統僅應於車輛位於高／快速公路（包含高／快速公路之匝道）且未保留接手要求下起始操作。 5.3.7.2.4.11 應於車輛處於停駐位置時對駕駛人提供要求，以確保其已經閱讀並理解規定5.6所述之駕駛人資訊相關內容。此要求應至少每個月提供一次。若車輛使用區分使用者之方式，則對指定使用者可延長至三個月提供一次。若車輛可識別先前駕駛人已接收相關要求下，則無需再重複對該駕駛人提供要求。若車輛可識別現在之駕駛人前未接收相關要求下，則其應於現在驅動循環時提供要求。 5.3.7.2.5 具備執行系統起始操作或保留接手要求能力之系統相關特殊規定 5.3.7.2.5.1 系統設計上應將目標朝向具備與其他道路使用者互動上，	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
with other road user(s) aiming to ensure stable, low-amplitude dynamics and/or to minimise risk as appropriate (e.g., when critical situations could become imminent). This shall be demonstrated by avoidance of a collision in the following scenarios, accounting for the robustness criteria outlined in Annex 3 Appendix 4: (a) A cut-out of the lead vehicle as outlined in Annex 4, paragraph 4.2.5.2.6.; (b) A vehicle cutting in from the adjacent lane as outlined in Annex 4, paragraph 4.2.5.2.5.; (c) A decelerating lead vehicle as outlined in Annex 4, paragraph 4.2.5.2.4. 5.3.7.2.5.2. In case the following distance to a vehicle in front is temporarily disrupted (e.g., vehicle is cutting in, a decelerating lead vehicle, etc.), the vehicle shall readjust the following distance at the next available opportunity without any harsh braking implementing strategies aiming to address significant string instability, unless an emergency manoeuvre would become necessary. 5.3.7.2.5.3. Special provisions regarding system boundaries 5.3.7.2.5.3.1. For highway operation, the system shall aim to respond to work zones, lane reductions, lane closures, toll stations and end of highways (e.g., by notifying the driver, issuing a DCA, or continuing operation if capable).		確保穩定、低幅度動態及／或視實際狀況將風險最小化（例如：於危險狀況可能轉變為立即性時）之預期行為。本項應於考量規定12.9所述穩健性指標下，透過於下述情境中對一碰撞之迴避進行展演： (a) 如規定13.4.2.5.2.6所述之前導車輛之切出； (b) 如規定13.4.2.5.2.5所述之車輛自相鄰車道切入； (c) 如規定13.4.2.5.2.4所述之減速中前導車輛。 5.3.7.2.5.2 若對一輛位於前方之車輛的跟隨距離暫時受到阻撓時（例如：車輛切入、前車減速等），除緊急操作將轉變為必要外，車輛應就下次之可行機會，於實施朝向處理重大車流不穩定性之策略，且未有任何急遽煞車下重新調整跟隨距離。 5.3.7.2.5.3 系統邊界相關特殊規定 5.3.7.2.5.3.1 就高／快速公路環境之運作上，系統應朝向就工作區域、車道縮減、車道關閉、收費站，以及高／快速公路終點等（例如：藉由通知駕駛人、發出DCA，或可行時接續運作）進行回應為目標。	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
5.3.7.2.5.3.2. For non-highway operation, if system-initiated manoeuvres can be activated, the system shall aim to respond to relevant situations when the vehicle could be expected to stop, give way or required to change lane. If the relevant situation is within the system boundaries, the system shall manage it by either: (a) Carrying on providing lateral and/or longitudinal assistance; or (b) Suggesting a manoeuvre to the driver; or (c) Issue a DCA; or (d) Performing a system-initiated manoeuvre. If the relevant situation means that the system is approaching a system boundary, the system shall issue a DCA. 5.3.7.2.5.3.The system shall be able to recognize lane markings as outlined in Annex 3 of the 01 or later series of amendments to UN Regulation No. 130, as relevant to the countries in which the system can be activated.		5.3.7.2.5.3.2 就非高／快速公路環境之運作上，若系統起始操作可被啟動，則系統應朝向於車輛可被預期停止、讓道或被要求變換車道時，就相關情境進行回應為目標。 若相關情境係位於系統邊界內，系統應藉由下述方式對其進行管理： (a) 接續提供側向及／或縱向輔助；或 (b) 對駕駛人建議一項操作；或 (c) 發出單一DCA；或 (d) 執行單一系統起始操作。 若相關狀況表示系統正在接近系統邊界，則系統應發出DCA。 5.3.7.2.5.3 系統應能辨識如「附件七十、車道偏離輔助警示系統」所列之車道標線。	
5.3.7.3. Driver Unavailability Response	5.3.7.3. Driver Unavailability Response	5.3.7.3 駕駛人無法行駛狀態回應	5.3.7.3 駕駛人無法行駛狀態回應
5.3.7.3.1. The system shall comply with the technical requirements and transitional provisions of the 04 or later series of amendments to UN Regulation No. 79 with respect to the Risk Mitigation Function (RMF). In the event that the driver has been determined to be unavailable following a	5.3.7.3.1. The system shall comply with the technical requirements and transitional provisions of the 04 or later series of amendments to UN Regulation No. 79 with respect to the Risk Mitigation Function (RMF). In the event that the driver has been determined to be unavailable following a	5.3.7.3.1 系統應符合本基準「附件四十七之三、轉向系統」中風險緩解功能(RMF)相關技術要求。於駕駛人被測定為無法行駛，並隨著如規定5.5.4.2.6所定義之一個駕駛人未參與警示提升順序的事件下，系統應適當地啟動風險緩解功能以安全停	5.3.7.3.1 系統應符合本基準「附件四十七之三、轉向系統」中風險緩解功能(RMF)相關技術要求。於駕駛人被測定為無法行駛，並隨著如規定5.5.4.2.6所定義之一個駕駛人未參與警示提升順序的事件下，系統應適當地啟動風險緩解功能以安全停

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
driver disengagement warning escalation sequence as defined in paragraph 5.5.4.2.6., the system shall appropriately activate the Risk Mitigation Function in order to come to a safe stop.	driver disengagement warning escalation sequence as defined in paragraph 5.5.4.2.6., the system shall appropriately activate the Risk Mitigation Function in order to come to a safe stop.	止。	止。
5.3.7.3.2. The system shall be designed to select an appropriate target stop area based on the system capabilities and current circumstances (e.g. traffic situation, road infrastructure) with the aim of minimising risk.		5.3.7.3.2 系統設計上應以最小化風險為目的，並基於系統能力以及當下狀況（例如：交通狀況、道路基礎建設）選擇合適之目標停止區域。	
5.3.7.3.3. Where the system is equipped with a driver-confirmed or system-initiated lane change feature, the RMF shall be capable of performing lane changes, in compliance with the technical requirements for systems with the purpose of bringing the vehicle to a safe stop outside its own lane of travel of the 04 or later series of amendments to UN Regulation No. 79, during an intervention on a highway to bring the vehicle towards a target stop area in a slower or emergency lane.	5.3.7.3.2. Where the system is equipped with a driver-confirmed or system-initiated lane change feature, the RMF shall be capable of performing lane changes during an intervention on a highway. The system shall be designed to perform lane changes towards a slower or emergency lane where it is possible and safe to do so, taking into account surrounding traffic and road infrastructure in order to come to a safe stop.	5.3.7.3.3 於系統配備由駕駛人確認或由系統起始之變換車道功能，RMF應於符合「附件四十七之三、轉向系統」及其後續版次中使車輛朝向於本車行駛車道外之安全停止區移動之系統相關技術要求下，具備於高／快速公路上使車輛朝向較慢或緊急車道中目標停止區域進行移動之介入期間執行變換車道之能力。	5.3.7.3.2 於系統配備由駕駛人確認或由系統起始之變換車道功能，RMF應具備於高速公路上之介入期間執行變換車道之能力。系統應設計以於可安全執行時，考量週遭交通及道路基礎建設之情況下，執行朝向較慢或緊急車道之變換車道以安全停止。
5.3.7.4. Speed Limit Compliance Assistance	5.3.7.4. Speed Limit Compliance Assistance	5.3.7.4 速限符合性協助	5.3.7.4 速限符合性協助
5.3.7.4.1. The system shall aim to determine the permitted road speed limit relevant to the current lane of travel.	5.3.7.4.1. The system shall aim to determine the permitted road speed limit relevant to the current lane of travel.	5.3.7.4.1 系統應以測定與現在所行駛車道相關之允許道路速限為目標。	5.3.7.4.1 系統應以測定與現在所行駛車道相關之允許道路速限為目標。
5.3.7.4.2. The system shall continuously display the system-determined road speed limit to the driver.	5.3.7.4.2. The system shall continuously display the system-determined road speed limit to the driver.	5.3.7.4.2 系統應不斷對駕駛人顯示由系統測定之道路速限。	5.3.7.4.2 系統應不斷對駕駛人顯示由系統測定之道路速限。
5.3.7.4.3. The system and any of its features shall only provide assistance within their	5.3.7.4.3. The system and any of its features shall only provide assistance within their	5.3.7.4.3 系統及任意其他功能應只能於設計速度範圍內提供協助。	5.3.7.4.3 系統及任意其他功能應只能於設計速度範圍內提供協助。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
designed speed range.	designed speed range.		
5.3.7.4.4. The maximum speed up to which the system and any of its features provides assistance shall not exceed the maximum speed limit in the country where the vehicle is currently operating.	5.3.7.4.4. The maximum speed up to which the system and any of its features provides assistance shall not exceed the maximum speed limit in the country where the vehicle is currently operating.	5.3.7.4.4 系統及任意其他功能提供協助之最高速度，至多不應超過一百十公里／小時。	5.3.7.4.4 系統及任意其他功能提供協助之最高速度，至多不應超過一百十公里／小時。
5.3.7.4.5. The current maximum speed the system may assist up to shall be determined either from:	5.3.7.4.5. The current maximum speed the system may assist up to shall be determined either from:	5.3.7.4.5 系統可協助之至多現在最高速度，應由下述其中一項決定：	5.3.7.4.5 系統可協助之至多現在最高速度，應由下述其中一項決定：
(a) Driver-set maximum speed;	(a) Driver-set maximum speed;	(a) 由駕駛人設定之最高速度；	(a) 由駕駛人設定之最高速度；
(b) System-determined road speed limit.	(b) System-determined road speed limit.	(b) 由系統測定之道路速限。	(b) 由系統測定之道路速限。
5.3.7.4.6. The system shall automatically control the vehicle speed to not exceed the current maximum speed.	5.3.7.4.6. The system shall automatically control the vehicle speed to not exceed the current maximum speed.	5.3.7.4.6 系統應自動控制車輛速度以不超過現在最高速度。	5.3.7.4.6 系統應自動控制車輛速度以不超過現在最高速度。
5.3.7.4.7. The system shall provide a means for the driver to set a driver-set maximum speed within the system's designed speed range.	5.3.7.4.7. The system shall provide a means for the driver to set a driver-set maximum speed within the system's designed speed range.	5.3.7.4.7 系統應對駕駛人提供方法以設定於系統設計速度範圍內之由駕駛人設定最高速度。	5.3.7.4.7 系統應對駕駛人提供方法以設定於系統設計速度範圍內之由駕駛人設定最高速度。
5.3.7.4.7.1. When the vehicle speed exceeds the system-determined road speed limit, the system shall provide at least an optical signal to the driver for an appropriate duration.	5.3.7.4.7.1. When the vehicle speed exceeds the system-determined road speed limit, the system shall provide at least an optical signal to the driver for an appropriate duration.	5.3.7.4.7.1 於車輛速度超過由系統測定之道路速限時，系統應於一段適當時間對駕駛人提供至少光學訊號。	5.3.7.4.7.1 於車輛速度超過由系統測定之道路速限時，系統應於一段適當時間對駕駛人提供至少光學訊號。
5.3.7.4.7.2. The system may incorporate a feature allowing the driver to confirm or reject any change in the current maximum speed before it is automatically changed by the system.	5.3.7.4.7.2. The system may incorporate a feature allowing the driver to confirm or reject any change in current maximum speed before it is implemented by the system.	5.3.7.4.7.2 系統可包含一項功能以允許駕駛人於對系統自動改變之前，確認或拒絕任意於現在最高速度之變化。	5.3.7.4.7.2 系統可包含一項功能以允許駕駛人於對系統實施之前，確認或拒絕任意於現在最高速度之變化。
5.3.7.4.7.3. In the case where there is a change in the system-determined road speed limit the following shall apply:	5.3.7.4.7.3. In the case where there is a change in the system-determined road speed limit the following shall apply:	5.3.7.4.7.3 若由系統測定之道路速限改變時，應適用下述項目：	5.3.7.4.7.3 若由系統測定之道路速限改變時，應適用下述項目：
5.3.7.4.7.3.1. The driver shall be given at least an acoustic or haptic signal, which may be	5.3.7.4.7.3.1. The driver shall be given at least an acoustic or haptic signal, which may be	5.3.7.4.7.3.1 應對駕駛人發出至少可由駕駛人永久停止之聲音或觸覺訊	5.3.7.4.7.3.1 應對駕駛人發出至少可由駕駛人永久停止之聲音或觸覺訊

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
suppressed permanently by the driver.	suppressed permanently by the driver.	號。	號。
5.3.7.4.7.3.2. If the current maximum speed before the change was a driver set maximum speed and the driver set maximum speed is lower than both the previous system-determined road speed limit as well as the new system-determined road speed limit, then the current maximum speed shall not automatically change to the new system-determined road speed limit.	5.3.7.4.7.3.2. If the current maximum speed before the change was a driver set maximum speed, then the current maximum speed shall not automatically change to the new system-determined road speed limit if the driver set maximum speed is lower than both previous system-determined road speed limit and the new system-determined road speed limit.	5.3.7.4.7.3.2 若改變前之現在最高速度為駕駛人先前所設最高速度，且駕駛人所設最高速度低於前一個以及新的由系統測定之道路速限時，則現在最高速度不應自動改變至新的由系統測定之道路速限。	5.3.7.4.7.3.2 若改變前之現在最高速度為駕駛人先前所設最高速度，則於駕駛人所設最高速度低於前一個由系統測定之道路速限及新的由系統測定之道路速限時，現在最高速度不應自動改變至新的由系統測定之道路速限。
5.3.7.4.7.3.3. If the new system-determined road speed limit is lower than the current maximum speed, the current maximum speed shall automatically change to the new system-determined road speed limit.	5.3.7.4.7.3.3. If the new system-determined road speed limit is lower than the current maximum speed, the current maximum speed shall automatically change to the new system-determined road speed limit.	5.3.7.4.7.3.3 若新的由系統測定道路速限低於現在最高速度，則現在最高速度應自動改變至新的由系統測定之道路速限。	5.3.7.4.7.3.3 若新的由系統測定道路速度低於現在最高速度，則現在最高速度應自動改變至新的由系統測定之道路速限。
5.3.7.4.7.3.4. For those cases not specifically addressed by the provisions above, the manufacturer shall document the system behaviour in response to a change in system-determined road speed limit and demonstrate this to the Type Approval Authority.	5.3.7.4.7.3.4. For those cases not specifically addressed by the provisions above, the manufacturer shall document the system behaviour in response to a change in system-determined road speed limit and demonstrate this to the Type Approval Authority.	5.3.7.4.7.3.4 對於上述規定未特別處理之情形，申請者應記錄反應由系統測定之道路速限改變之系統行為，且對檢測機構進行展演。	5.3.7.4.7.3.4 對於上述規定未特別處理之情形，申請者應記錄反應由系統測定之道路速限改變之系統行為，且對檢測機構進行展演。
5.3.7.4.8. Any system-initiated change in vehicle speed due to a changed system-determined road speed limit shall be controllable to the driver.	5.3.7.4.8. Any system-initiated change in vehicle speed due to a changed system-determined road speed limit shall be controllable to the driver.	5.3.7.4.8 任意因已改變由系統測定之道路速限所導致於車輛速度上由系統起始之改變應為駕駛人可控制的。	5.3.7.4.8 任意因已改變由系統測定之道路速限所導致於車輛速度上由系統起始之改變應為駕駛人可控制的。
5.3.7.4.9. The system shall not enable the driver to set a default offset by which the current maximum speed is supposed to exceed the system-determined road speed limit.	5.3.7.4.9. The system shall not enable the driver to set a default offset by which the current maximum speed is supposed to exceed the system-determined road speed limit.	5.3.7.4.9 系統不應使駕駛人可藉由假設現在最高速度超過由系統測定之道路速限以設定一預設偏移。	5.3.7.4.9 系統不應使駕駛人可藉由假設現在最高速度超過由系統測定之道路速限以設定一預設偏移。
5.3.7.4.10. Technically reasonable tolerances	5.3.7.4.10. Technically reasonable tolerances	5.3.7.4.10 技術上合理之容許誤差	5.3.7.4.10 技術上合理之容許誤差（例

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(e.g., related to speedometer inaccuracy) may be applied to the warning thresholds and the system's designed speed range and shall be declared by the manufacturer to the Type Approval Authority.	(e.g., related to speedometer inaccuracy) may be applied to the warning thresholds and operational limits and shall be declared by the manufacturer to the Type Approval Authority.	（例如：與速率計之不準確相關時）可適用至警示值域及系統之設計速度範圍，且應由申請者對檢測機構宣告。	如：與速率計之不準確相關時）可適用至警示值域及運作極限，且應由申請者對檢測機構宣告。
5.3.7.4.11. The provisions of paragraph 5.3.7.4. shall not be in prejudice to any national or regional legislations which regulate the speed limit control system.	5.3.7.4.11. The provisions of paragraph 5.3.7.4. shall not be in prejudice to any national or regional legislations which regulate the speed limit control system.	5.3.7.4.11 規定5.3.7.4相關內容應無法影響我國規範之速限控制系統。(我國無相關系統，本項不導入檢測基準)	5.3.7.4.11 規定5.3.7.4相關內容應無法影響我國規範之速限控制系統。(我國無相關系統，本項不導入檢測基準)
5.3.7.5. Safe Headway Assistance	5.3.7.5. Safe Headway Assistance	5.3.7.5 安全車前距離輔助	5.3.7.5 安全車前距離輔助
5.3.7.5.1. The system shall support the driver in complying with regulatorily defined headway according to national traffic rules.	5.3.7.5.1. The system shall support the driver in complying with regulatorily defined headway according to national traffic rules.	5.3.7.5.1 系統應支援駕駛人符合依照我國交通規則所定義車前距離之法規要求。	5.3.7.5.1 系統應支援駕駛人符合依照我國交通規則所定義車前距離之法規要求。
5.3.7.5.1.1. For M1 and N1 vehicles, the requirement in paragraph 5.3.7.5.1 shall be deemed to be fulfilled if either of the following requirements are met:	5.3.7.5.1.1. For M1 and N1 vehicles, the requirement in paragraph 5.3.7.5.1 shall be deemed to be fulfilled if either of the following requirements are met:	5.3.7.5.1.1 對M1及N1類車輛而言，若下述其中一項要求滿足時，則規定5.3.7.5.1之要求應視為滿足：	5.3.7.5.1.1 對M1及N1類車輛而言，若下述其中一項要求滿足時，則規定5.3.7.5.1之要求應視為滿足：
5.3.7.5.1.1.1. The system shall permanently indicate to the driver the current headway setting while the system is in 'active' mode.	5.3.7.5.1.1.1. The system shall permanently indicate to the driver the current headway setting while the system is in 'active' mode.	5.3.7.5.1.1.1 系統應於系統處於主動模式時，向駕駛人永久指示設定之現在車前距離。	5.3.7.5.1.1.1 系統應於系統處於主動模式時，向駕駛人永久指示設定之現在車前距離。
5.3.7.5.1.1.2. Upon first activation of the system following an initiation of the powertrain[1], the system shall provide information to the driver that the headway configuration is set to a value lower than 2 seconds, if that is the case.	5.3.7.5.1.1.2. Upon first activation of the system during a run cycle, the system shall provide information to the driver that the headway configuration is set to a value lower than 2 seconds, if that is the case.	5.3.7.5.1.1.2 於系統隨動力系統之啟動後首次啟動當下，系統應向駕駛人提供車前距離配置已設定至低於兩秒之數值的資訊（依實際狀況）。	5.3.7.5.1.1.2 於運轉循環期間中系統首次啟動當下，系統應向駕駛人提供車前距離配置已設定至低於兩秒之數值的資訊（依實際狀況）。
[1] As defined in Mutual Resolution No. 2 (M.R.2) of the 1958 and the 1998 Agreements containing vehicle propulsion system definitions, see document ECE/TRANS/WP.29/1121.			
5.4. System safety response to detected failures	5.4. System safety response to detected failures	5.4 對已偵測故障之系統安全性回應	5.4 對已偵測故障之系統安全性回應

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
5.4.1. The activated system shall be capable of detecting and responding to electrical and non-electrical (e.g., sensor blockage, misalignment) failure conditions affecting the safe operation of the system or its features.	5.4.1. The activated system shall be capable of detecting and responding to electrical and non-electrical (e.g., sensor blockage, misalignment) failure conditions affecting the safe operation of the system or its features.	5.4.1 已啟動系統應具備對系統及其功能之安全運作造成影響之電氣及非電氣（例如：感測器受到阻擋、未校正）故障情形進行偵測及回應的能力。	5.4.1 已啟動系統應具備對系統及其功能之安全運作造成影響之電氣及非電氣（例如：感測器受到阻擋、未校正）故障情形進行偵測及回應的能力。
5.4.2. Upon detection of a failure affecting the safe operation of a given feature(s) or the system as a whole, the control assistance of the affected feature(s) or the system altogether shall be terminated in a safe manner in accordance with the manufacturer's safety concept.	5.4.2. Upon detection of a failure affecting the safe operation of a given feature(s) or the system as a whole, the control assistance of the affected feature(s) or the system altogether shall be terminated in a safe manner in accordance with the manufacturer's safety concept.	5.4.2 於影響指定功能或系統作為整體之安全運作的故障受到偵測當下，受影響功能或系統之控制協助應一同依照申請者之安全性概念，以安全的方式中斷。	5.4.2 於影響指定功能或系統作為整體之安全運作的故障受到偵測當下，受影響功能或系統之控制協助應一同依照申請者之安全性概念，以安全的方式中斷。
The system shall gradually reduce its control assistance provided by the affected features(s) or system if it is safe to do so, and inform the driver according to paragraph 5.5.4.1.	The system shall gradually reduce its control assistance provided by the affected features(s) or system if it is safe to do so, and inform the driver according to paragraph 5.5.4.1.	若可安全執行下，系統應逐漸減少由受影響功能或系統所提供控制協助，並依照規定5.5.4.1通知駕駛人。	若可安全執行下，系統應逐漸減少由受影響功能或系統所提供控制協助，並依照規定5.5.4.1通知駕駛人。
5.4.2.1 If a failure affects the entire system, the system shall switch to 'off' mode upon termination of assistance and provide at least an optical failure warning signal to the driver for an appropriate duration.	5.4.2.1 If a failure affects the entire system, the system shall switch to 'off' mode upon termination of assistance and provide at least an optical failure warning signal to the driver for an appropriate duration.	5.4.2.1 若一故障影響整個系統，系統應於協助中斷之當下即切換至關閉模式，並對駕駛人於一段適當期間提供至少一光學故障警示訊號。	5.4.2.1 若一故障影響整個系統，系統應於協助中斷之當下即切換至關閉模式，並對駕駛人於一段適當期間提供至少一光學故障警示訊號。
5.4.2.2. The failure affecting the system shall be indicated to the driver with at least an optical signal unless the system is in 'off' mode.	5.4.2.2. The failure affecting the system shall be indicated to the driver with at least an optical signal unless the system is in 'off' mode.	5.4.2.2 除系統已處於關閉模式外，影響系統之故障應至少以一光學訊號向駕駛人指示。	5.4.2.2 除系統已處於關閉模式外，影響系統之故障應至少以一光學訊號向駕駛人指示。
5.4.3. The manufacturer shall take appropriate measures (according to paragraph 5.3.6.) to ensure that failures in the system remain controllable by the driver.	5.4.3. The manufacturer shall take appropriate measures (according to paragraph 5.3.6.) to ensure that failures in the system remain controllable by the driver.	5.4.3 申請者應採取適當措施（依照規定5.3.6）以確保系統中之故障維持於可由駕駛人進行控制之狀態。	5.4.3 申請者應採取適當措施（依照規定5.3.6）以確保系統中之故障維持於可由駕駛人進行控制之狀態。
5.4.4. If a failure only affects some features,	5.4.4. If a failure only affects some features,	5.4.4 若一故障僅對一些功能造成	5.4.4 若一故障僅對一些功能造成影

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
the system operation is permitted to continue provided that the remaining features are capable of operating in accordance to this Regulation.	the system operation is permitted to continue provided that the remaining features are capable of operating in accordance to this Regulation.	影響，假設剩餘功能仍具備依照本基準附件運作之能力，則允許繼續系統運作。	響，假設剩餘功能仍具備依照本基準附件運作之能力，則允許繼續系統運作。
5.4.4.1 The remaining available features or the absence of those features as a result of the failure shall be visually indicated to the driver in an easily understandable manner.	5.4.4.1 The remaining available features or the absence of those features as a result of the failure shall be visually indicated to the driver in an easily understandable manner.	5.4.4.1 作為故障結果之剩餘可使用功能或不復存在的功能，應於視覺上向駕駛人以容易理解之方式進行指示。	5.4.4.1 作為故障結果之剩餘可使用功能或不復存在的功能，應於視覺上向駕駛人以容易理解之方式進行指示。
5.4.4.2 If the system is able to provide continued assistance in the case of a failure disabling a given feature, the manufacturer shall describe which features are able to operate independently from one another. This shall be assessed according to Annex 3.	5.4.4.2 If the system is able to provide continued assistance in the case of a failure disabling a given feature, the manufacturer shall describe which features are able to operate independently from one another. This shall be assessed according to Annex 3.	5.4.4.2 於一故障使一指定功能無法使用下，若系統可提供後續協助，申請者應描述可自另一功能中獨立運作之功能，本項將依照規定12.進行評估。	5.4.4.2 於一故障使一指定功能無法使用下，若系統可提供後續協助，申請者應描述可自另一功能中獨立運作之功能，本項將依照規定12.進行評估。
5.4.5. When the driver attempts to switch to ‘on’ mode the system or a feature that is unavailable due to a failure, the system shall provide a notice to the driver about the failure and the unavailability of the system or given feature.	5.4.5. When the driver attempts to switch to ‘on’ mode the system or a feature that is unavailable due to a failure, the system shall provide a notice to the driver about the failure and the unavailability of the system or given feature.	5.4.5 於駕駛人嘗試切換因故障而無法使用之系統或功能至開啟模式時，系統應對駕駛人就相關故障及系統或指定功能之無法使用情形提供通知。	5.4.5 於駕駛人嘗試切換因故障而無法使用之系統或功能至開啟模式時，系統應對駕駛人就相關故障及系統或指定功能之無法使用情形提供通知。
5.5. Human-Machine Interface (HMI)	5.5. Human-Machine Interface (HMI)	5.5 人機介面(HMI)	5.5 人機介面(HMI)
5.5.1. Modes of operation	5.5.1. Modes of operation	5.5.1 運作模式	5.5.1 運作模式
Diagram of DCAS Modes of Operation as defined under this Regulation:	Diagram of DCAS Modes of Operation as defined under this Regulation:	於本基準附件下定義DCAS模式運作之圖面如：	於本基準附件下定義DCAS模式運作之圖面如：
(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)
5.5.2. General Requirements	5.5.2. General Requirements	5.5.2 一般規定	5.5.2 一般規定
5.5.2.1. When the system is switched into ‘on’ mode, specific system features shall be either in ‘active’ mode (generating control outputs) or in ‘stand-by’ mode (currently not generating control outputs), while some other system features may remain in ‘off’	5.5.2.1. When the system is switched into ‘on’ mode, specific system features shall be either in ‘active’ mode (generating control outputs) or in ‘stand-by’ mode (currently not generating control outputs), while some other system features may remain in ‘off’	5.5.2.1 於系統切換至開啟模式，特定系統功能應處於開啟模式（產生控制輸出）或待機模式（當下不產生控制輸出）中一種模式，同時一些其他系統功能可維持於關閉模式，並透過不同方式下達指令。	5.5.2.1 於系統切換至開啟模式，特定系統功能應處於開啟模式（產生控制輸出）或待機模式（當下不產生控制輸出）中一種模式，同時一些其他系統功能可維持於關閉模式，並透過不同方式下達指令。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
mode and be commanded by a different means.	mode and be commanded by a different means.		
5.5.2.2. When the system is switched to 'off' mode by the driver, there shall not be an automatic transition to any system which provides continuous longitudinal and/or lateral movement of the vehicle.	5.5.2.2. When the system is switched to 'off' mode by the driver, there shall not be an automatic transition to any system which provides continuous longitudinal and/or lateral movement of the vehicle.	5.5.2.2 於駕駛人將系統切換至關閉模式，不應有自動轉換至提供後續車輛之縱向及／或側向移動的任意系統之情形。	5.5.2.2 於駕駛人將系統切換至關閉模式，不應有自動轉換至提供後續車輛之縱向及／或側向移動的任意系統之情形。
5.5.2.3. When the system is in 'active' mode, sustained longitudinal and lateral control assistance shall not be provided by any other system other than DCAS, unless an intervention of an emergency safety system is deemed necessary as specified in paragraph 5.2.	5.5.2.3. When the system is in 'active' mode, sustained longitudinal and lateral control assistance shall not be provided by any other system other than DCAS, unless an intervention of an emergency safety system is deemed necessary as specified in paragraph 5.2.	5.5.2.3 除依照規定5.2所述之緊急安全系統被視為需要而介入外，於系統處於主動模式時，已持續之縱向及橫向控制協助不應由DCAS以外之任意其他系統提供。	5.5.2.3 除依照規定5.2所述之緊急安全系統被視為需要而介入外，於系統處於主動模式時，已持續之縱向及橫向控制協助不應由DCAS以外之任意其他系統提供。
5.5.2.4. The HMI shall be designed not to cause mode confusion with other systems equipped on the vehicle.	5.5.2.4. The HMI shall be designed not to cause mode confusion with other systems equipped on the vehicle.	5.5.2.4 人機介面應設計以不造成模式與車輛上配備之其他系統混淆。	5.5.2.4 人機介面應設計以不造成模式與車輛上配備之其他系統混淆。
5.5.2.4.1. Without prejudice to the provisions of UN Regulation No. 121, the vehicle controls dedicated to the DCAS shall be clearly identified and distinguishable (e.g., through size, form, colour, type, action, spacing and/or control shape) to accommodate only the appropriate interactions. This provision aims to promote correct use and is not intended to prohibit multifunction controls.	5.5.2.4.1. Without prejudice to the provisions of UN Regulation No. 121, the vehicle controls dedicated to the DCAS shall be clearly identified and distinguishable (e.g., through size, form, colour, type, action, spacing and/or control shape) to accommodate only the appropriate interactions. This provision aims to promote correct use and is not intended to prohibit multifunction controls.	5.5.2.4.1 於不影響本基準「附件七十五、汽車控制器標誌」相關要求下，專用於DCAS之車輛控制應能被清楚識別及區分（例如：透過尺寸、格式、顏色、類型、行為、空間及／或控制器形狀）以只容納合適之互動。本項規定以提倡正確使用，且非意圖禁止多功能控制器為目標。	5.5.2.4.1 於不影響本基準「附件七十五、汽車控制器標誌」相關要求下，專用於DCAS之車輛控制應能被清楚識別及區分（例如：透過尺寸、格式、顏色、類型、行為、空間及／或控制器形狀）以只容納合適之互動。本項規定以提倡正確使用，且非意圖禁止多功能控制器為目標。
5.5.3. Activation, Deactivation and Driver Override	5.5.3. Activation, Deactivation and Driver Override	5.5.3 啟動、解除及駕駛人取代	5.5.3 啟動、解除及駕駛人取代
5.5.3.1. The default status of the system shall be the 'off' mode at each initiation of the powertrain, regardless of what mode the	5.5.3.1. The system shall be in 'off' mode at the initiation of each new engine start (or run cycle, as relevant), regardless of what mode	5.5.3.1 無論駕駛人前次已選擇為何等模式，系統於每次動力系統之啟動時的預設狀態應處於關閉模式。	5.5.3.1 無論駕駛人前次已選擇為何等模式，系統於每次新引擎啟動（或運轉循環，如相關時）之開始時應處於

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
driver had previously selected.	the driver had previously selected.		關閉模式。
A new engine start (or run cycle), which is performed automatically, e.g., the operation of a stop/start system, shall not be considered an "initiation of the powertrain" wherever that term is used in this regulation.	This requirement does not apply when a new engine start (or run cycle, as relevant) is performed automatically, e.g., the operation of a stop/start system.	於自動執行之新引擎啟動（或運轉循環）如：停止／起步系統之運作，無論相關定義被使用於本基準之何處，皆不應被視為「動力系統之啟動」。	本要求不適用於自動執行之新引擎啟動（或運轉循環，如相關時），例如：停止／起步系統之運作。
5.5.3.2. Activation	5.5.3.2. Activation	5.5.3.2 啟動	5.5.3.2 啟動
5.5.3.2.1. At the latest when the system first enters 'active' mode following an initiation of the powertrain, the system shall provide visual information to the driver requesting them to remain engaged with the driving task while using the system.		5.5.3.2.1 最晚於系統接續於動力系統之啟動後首次進入啟動模式時，系統應向駕駛人提供視覺資訊，以要求其於使用系統時，維持參與行駛作業之狀態。	
5.5.3.2.2 The system shall change its mode from 'off' to 'on' only upon a deliberate action of the driver.	5.5.3.2.1. The system shall change its mode from 'off' to 'on' only upon a deliberate action of the driver.	5.5.3.2.2 僅於駕駛人之主動行為當下，系統應自關閉模式改變為開啟模式。	5.5.3.2.1 僅於駕駛人之主動行為當下，系統應自關閉模式改變為開啟模式。
5.5.3.2.3. The system or its features shall only enter 'active' mode if all of the following conditions are met:	5.5.3.2.2. The system or its features shall only enter 'active' mode if all of the following conditions are met:	5.5.3.2.3 系統或其功能應只能於所有下述條件滿足時進入啟動模式：	5.5.3.2.2 系統或其功能應只能於所有下述條件滿足時進入啟動模式：
(a) The driver is in the driver seat and the driver's safety belt is fastened;	(a) The driver is in the driver seat and the driver's safety belt is fastened;	(a) 駕駛人位於駕駛座，且駕駛人之安全帶已繫上；	(a) 駕駛人位於駕駛座，且駕駛人之安全帶已繫上；
(b) The system is able to monitor the driver's potential disengagement with the driving task;	(b) The system is able to monitor the driver's potential disengagement with the driving task;	(b) 系統可監控駕駛人對行駛任務之潛在未參與情形；	(b) 系統可監控駕駛人對行駛任務之潛在未參與情形；
(c) No failure affecting the safe operation of the system has been detected;	(c) No failure affecting the safe operation of the system has been detected;	(c) 未有影響系統之安全運作的故障已被偵測；	(c) 未有影響系統之安全運作的故障已被偵測；
(d) The system or feature has not detected to be outside of its system boundaries;	(d) The system or feature has not detected to be outside of its system boundaries;	(d) 系統或功能未偵測到位於其系統邊界之外；	(d) 系統或功能未偵測到位於其系統邊界之外；
(e) Other safety systems according to paragraph 5.2. are functional.	(e) Other safety systems according to paragraph 5.2. are functional.	(e) 其他依照規定5.2之安全系統運作中。	(e) 其他依照規定5.2之安全系統運作中。
The manufacturer shall specify in the documentation additional types of	The manufacturer shall specify in the documentation additional types of	申請者應於文件內說明可使系統或其功能進入主動模式之額外類型的前	申請者應於文件內說明可使系統或其功能進入主動模式之額外類型的前

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
preconditions enabling the system or its features to enter 'active' mode, if applicable.	preconditions enabling the system or its features to enter 'active' mode, if applicable.	置條件（依實際狀況）。	置條件（依實際狀況）。
5.5.3.3. Deactivation	5.5.3.3. Deactivation	5.5.3.3 解除	5.5.3.3 解除
5.5.3.3.1. It shall be possible for the driver to switch the system to 'off' mode at any time.	5.5.3.3.1. It shall be possible for the driver to switch the system to 'off' mode at any time.	5.5.3.3.1 應使駕駛人可於任意時間將系統切換至關閉模式。	5.5.3.3.1 應使駕駛人可於任意時間將系統切換至關閉模式。
5.5.3.3.2. When the driver switches the system or one of its features off, the system or feature respectively shall go to 'off' mode.	5.5.3.3.2. When the driver switches the system or one of its features off, the system or feature respectively shall go to 'off' mode.	5.5.3.3.2 於駕駛人將系統或其功能中一項切換至關閉時，系統或功能應個別切換至關閉模式。	5.5.3.3.2 於駕駛人將系統或其功能中一項切換至關閉時，系統或功能應個別切換至關閉模式。
5.5.3.3.3. When the system or a feature thereof has assessed that the preconditions for remaining in 'active' mode are no longer met, the system or features shall terminate the control output in a safe and timely manner by either transitioning to 'stand-by' mode, or by switching the system or feature to 'off' mode, unless specifically defined otherwise by this Regulation.	5.5.3.3.3. When the system or a feature thereof has assessed that the preconditions for remaining in 'active' mode are no longer met, the system or features shall terminate the control output in a safe and timely manner by either transitioning to 'stand-by' mode, or by switching the system or feature to 'off' mode, unless specifically defined otherwise by this Regulation.	5.5.3.3.3 於系統或功能中已評估啟動模式中剩餘之前置條件將不再滿足時，除本基準附件中另有特別定義外，系統或功能應皆由轉換至待機模式，或藉由將系統或功能切換至關閉模式，以安全且及時方式中斷控制輸出。	5.5.3.3.3 於系統或功能中已評估啟動模式中剩餘之前置條件將不再滿足時，除本基準附件中另有特別定義外，系統或功能應皆由轉換至待機模式，或藉由將系統或功能切換至關閉模式，以安全且及時方式中斷控制輸出。
5.5.3.3.4. The system shall not resume longitudinal control without driver input if the vehicle comes to a standstill following an intervention by an emergency safety system (e.g., AEBS).	5.5.3.3.4. The system shall not resume longitudinal control without driver input if the vehicle comes to a standstill following an intervention by an emergency safety system (e.g., AEBS).	5.5.3.3.4 若車輛接續於緊急安全系統（例如：AEBS）之介入後進而停止，則系統不應於未有駕駛人輸入之狀況下恢復縱向控制。	5.5.3.3.4 若車輛接續於緊急安全系統（例如：AEBS）之介入後進而停止，則系統不應於未有駕駛人輸入之狀況下恢復縱向控制。
5.5.3.4. Driver Override	5.5.3.4. Driver Override	5.5.3.4 駕駛人取代	5.5.3.4 駕駛人取代
5.5.3.4.1. The system or feature may remain in 'active' mode, provided that priority is given to the driver input during the overriding period.	5.5.3.4.1. The system or feature may remain in 'active' mode, provided that priority is given to the driver input during the overriding period.	5.5.3.4.1 假設優先權於取代過程期間係指定予駕駛人輸入，則系統可維持於主動模式。	5.5.3.4.1 假設優先權於取代過程期間係指定予駕駛人輸入，則系統可維持於主動模式。
5.5.3.4.1.1.A driver input to the braking control resulting in a higher deceleration than that induced by the system shall override and suspend the longitudinal control assistance provided by the system	5.5.3.4.1.1. A driver input to the braking control resulting in a higher deceleration than that induced by the system, shall override any feature associated with the longitudinal control performed by the	5.5.3.4.1.1 導致與系統導入減速度相較下較高減速度之對煞車控制的駕駛人輸入，應取代並於取代期間暫停由系統提供之縱向控制輔助。	5.5.3.4.1.1 導致與系統導入減速度相較下較高減速度之對煞車控制的駕駛人輸入，應取代任何由系統執行且與縱向控制相關之功能，且不應於未有駕駛人個別行動下，接續於

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
during the overriding period.	system and shall not resume assistance following such override without a separate action by the driver.		此等取代後恢復協助。
5.5.3.4.1.1.1. The system shall not resume longitudinal control assistance without a separate action by the driver, however, the system may provide the longitudinal control assistance in order to avoid inappropriate distances to other road users. If the driver input results in a speed reduction of not more than 30km/h within 2 seconds, the system may resume longitudinal control assistance without a separate action by the driver.		5.5.3.4.1.1.1 系統不應於未有源於駕駛人之獨立動作下恢復縱向控制輔助，惟系統可提供縱向控制輔助以避免與其他道路使用者間之不適當距離。 若駕駛人之輸入造成於兩秒內不超過三十公里／小時之速度減少，系統可於未有源於駕駛人之獨立動作下恢復縱向控制輔助。	
5.5.3.4.1.1.2. Following resumption of longitudinal control assistance, the system may accelerate up to the current maximum speed. The rate of increase of acceleration shall be gradual (i.e. with low jerk) and controllable in accordance with paragraph 5.3.6.		5.5.3.4.1.1.2 隨縱向控制輔助之恢復，系統可加速至現在最高速度。加速度之增加率應依照規定5.3.6為漸進（即以低急動狀況下）且可控制的。	
5.5.3.4.1.2. A driver input to the control of any braking system (e.g., service brake, parking brake) in order to maintain the vehicle at standstill, shall override the longitudinal control assistance performed by the system.	5.5.3.4.1.2. A driver input to the braking control by any braking system (e.g. parking brake) in order to maintaining the vehicle in standstill, shall override any feature associated with the longitudinal control performed by the system.	5.5.3.4.1.2 為使車輛維持於停止狀態，對任何煞車系統（例如：常用煞車、駐煞車系統）之控制器的駕駛人輸入，應取代由系統執行之縱向控制輔助。	5.5.3.4.1.2 為使車輛維持於停止狀態，藉由任何煞車系統（例如：駐煞車系統）對煞車控制之駕駛人輸入，應取代任何由系統執行且與縱向控制相關之功能。
5.5.3.4.1.3. An accelerator input by the driver with a higher acceleration than that induced by the system shall override longitudinal control assistance provided by the system. The system shall resume longitudinal	5.5.3.4.1.3. An accelerator input by the driver with a higher acceleration than that induced by the system shall override longitudinal control assistance provided by the system. The system shall resume longitudinal	5.5.3.4.1.3 由駕駛人以與系統導入加速度相較下較高加速度的加速器輸入應取代由系統提供之縱向控制輔助。系統應基於現在最高速度恢復縱向控制協助。	5.5.3.4.1.3 由駕駛人以與系統導入加速度相較下較高加速度的加速器輸入應取代由系統提供之縱向控制輔助。系統應基於現在最高速度恢復縱向控制協助。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
control assistance on the basis of the current maximum speed.	control assistance on the basis of the current maximum speed.		
5.5.3.4.1.4. A steering input by the driver shall override any feature associated with the lateral control assistance performed by the system. The steering control effort necessary to override shall not exceed 50 N. The system may allow for the driver to perform minor lateral corrections (e.g. to avoid a pothole).	5.5.3.4.1.4. A steering input by the driver shall override any feature associated with the lateral control assistance performed by the system. The steering control effort necessary to override shall not exceed 50 N. The system may allow for the driver to perform minor lateral corrections (e.g. to avoid a pothole).	5.5.3.4.1.4 由駕駛人之轉向輸入應取代任意由系統所執行與側向控制輔助相關之功能。用以取代所需之轉向控制力不應超過五十牛頓。系統可允許駕駛人執行輕微側向修正（例如：為迴避路面坑洞）。	5.5.3.4.1.4 由駕駛人之轉向輸入應取代任意由系統所執行與側向控制輔助相關之功能。用以取代所需之轉向控制力不應超過五十牛頓。系統可允許駕駛人執行輕微側向修正（例如：為迴避路面坑洞）。
5.5.3.4.1.4.1. When the driver override occurs while the system is performing a manoeuvre, the manoeuvre shall be terminated unless the steering input is in support of the intended manoeuvre and/or providing minor lateral corrections.		5.5.3.4.1.4.1 於系統正在執行操作下發生駕駛人取代時，除轉向輸入正處於預期操作之支援中，及／或提供輕微側向修正外，相關操作應被終止。	
5.5.3.4.1.5. If according to paragraph 5.3.7.4.4. the system is no longer permitted to provide longitudinal or lateral assistance in response to driver override, the system shall be designed to ensure controllability of these phases of operation (e.g. not terminating lateral control while the driver is detected to be motorically disengaged).	5.5.3.4.1.5. If according to paragraph 5.3.7.4.4 the system is no longer permitted to provide longitudinal or lateral assistance in response to driver override, the manufacturer shall implement strategies to ensure controllability of these phases of operation (e.g. not terminating lateral control while the driver is detected to be motorically disengaged).	5.5.3.4.1.5 若依照規定5.3.7.4.4，作為駕駛人取代之回應，系統將不再被允許提供縱向或側向輔助時，系統設計上應確保此等運作之階段的可控制性（例如：當駕駛人被偵測到為動作上相關之未參與時不中斷側向控制）。	5.5.3.4.1.5 若依照規定5.3.7.4.4，作為駕駛人取代之回應，系統將不再被允許提供縱向或側向輔助時，申請者應實施策略以確保此等運作之階段的可控制性（例如：當駕駛人被偵測到為身體移動相關之未參與時不中斷側向控制）。
5.5.4. Driver Information, Driver Disengagement and Warning Strategies	5.5.4. Driver Information, Driver Disengagement and Warning Strategies	5.5.4 駕駛人資訊、駕駛人未參與及警示策略	5.5.4 駕駛人資訊、駕駛人未參與及警示策略
5.5.4.1. Driver Information	5.5.4.1. Driver Information	5.5.4.1 駕駛人資訊	5.5.4.1 駕駛人資訊
5.5.4.1.1. The system shall inform or warn the driver about:	5.5.4.1.1. The system shall inform or warn the driver about:	5.5.4.1.1 系統應通知或警示駕駛人有關：	5.5.4.1.1 系統應通知或警示駕駛人有關：
(a) The status of the system or feature: ‘stand-by’ mode (if applicable), ‘active’ mode;	(a) The status of the system or feature: ‘stand-by’ mode (if applicable), ‘active’ mode;	(a) 系統或功能之狀態：待機模式（依實際狀況）、主動模式；	(a) 系統或功能之狀態：待機模式（依實際狀況）、主動模式；

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(b) Status of an ongoing manoeuvre (e.g., initiation, cancellation or if it will be recommenced after the vehicle is forced to come to a stop during the manoeuvre);	(b) An ongoing manoeuvre;	(b) 即將執行之操作的狀態（例如：起始、取消，或若車輛於操作期間被強迫停止後，其將被重新啟動等）；	(b) 正在執行之操作；
(c) The need for the driver to perform a specific action (e.g. apply control, check indirect vision devices);	(c) The need for the driver to perform a specific action (e.g. apply control, check indirect vision devices);	(c) 對駕駛人執行特定行動之需求（例如：施加控制、檢查間接視野裝置）；	(c) 對駕駛人執行特定行動之需求（例如：施加控制、檢查間接視野裝置）；
(d) If while in 'active' mode the system has detected to have reached a currently relevant system boundary, unless already indicated by (a);	(d) If while in 'active' mode the system has detected to have reached a currently relevant system boundary, unless already indicated by (a);	(d) 除已藉由(a)進行指示外，若處於主動模式，系統已偵測到已抵達現在系統邊界。	(d) 除已藉由(a)進行指示外，若處於主動模式，系統已偵測到已抵達現在系統邊界。
(e) A detected upcoming system boundary;	(e) A detected upcoming system boundary;	(e) 已偵測之即將到來的系統邊界；	(e) 已偵測之即將到來的系統邊界；
(f) Detected failures affecting the system or its features, unless the system is in 'off' mode;	(f) Detected failures affecting the system or its features, unless the system is in 'off' mode;	(f)除系統處於關閉模式外，影響系統或其功能之已偵測故障；	(f) 除系統處於關閉模式外，影響系統或其功能之已偵測故障；
(g) Intended driver-confirmed or system-initiated manoeuvres.	(g) Intended driver-confirmed or system-initiated manoeuvres.	(g) 已預劃之由駕駛人確認或由系統啟示的操作。	(g) 已預劃之由駕駛人確認或由系統啟示的操作。
5.5.4.1.2. The system messages and signals shall be unambiguous, timely and shall not lead to confusion.	5.5.4.1.2. The system messages and signals shall be unambiguous, timely and shall not lead to confusion.	5.5.4.1.2 系統訊息及訊號應明確、及時且不應導致混淆。	5.5.4.1.2 系統訊息及訊號應明確、及時且不應導致混淆。
5.5.4.1.3. The system's messages and signals shall use individual or an appropriate combination of visual, audio and/or haptic feedback for the given circumstances.	5.5.4.1.3. The system's messages and signals shall use individual or an appropriate combination of visual, audio and/or haptic feedback for the given circumstances.	5.5.4.1.3 系統訊息及訊號應對指定情境使用獨立之視覺、聲音及／或觸覺回饋或適當之組合。	5.5.4.1.3 系統訊息及訊號應對指定情境使用獨立之視覺、聲音及／或觸覺回饋或適當之組合。
5.5.4.1.4. In the case of multiple messages or signals being offered in parallel, they shall be subject to prioritization by urgency. Safety-relevant messages and signals shall be given the greatest urgency. The manufacturer shall list and explain all system messages and signals in the documentation.	5.5.4.1.4. In the case of multiple messages or signals being offered in parallel, they shall be subject to prioritization by urgency. Safety-relevant messages and signals shall be given the greatest urgency. The manufacturer shall list and explain all system messages and signals in the documentation.	5.5.4.1.4 於多重訊息或訊號同步被提供時，應依緊急程度調整優先順序。安全相關訊息及訊號應作為最重大緊急程度提供。申請者應於文件中表列並說明所有系統訊息及訊號。	5.5.4.1.4 於多重訊息或訊號同步被提供時，應依緊急程度調整優先順序。安全相關訊息及訊號應作為最重大緊急程度提供。申請者應於文件中表列並說明所有系統訊息及訊號。
5.5.4.1.5. The system's messages and signals	5.5.4.1.5. The system's messages and signals	5.5.4.1.5 系統之訊息及訊號應設計以	5.5.4.1.5 系統之訊息及訊號應設計以

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
shall be designed to actively encourage driver understanding of the state of the system, its capabilities and the driver's tasks and responsibilities.	shall be designed to actively encourage driver understanding of the state of the system, its capabilities and the driver's tasks and responsibilities.	主動促使駕駛人了解系統之狀態、能力，以及駕駛人之作業及責任。	主動促使駕駛人了解系統之狀態、能力，以及駕駛人之作業及責任。
5.5.4.1.6. The system's messages and signals shall encourage driver understanding of system's intended control outputs.	5.5.4.1.6. The system's messages and signals shall encourage driver understanding of system's intended control outputs.	5.5.4.1.6 系統之訊息及訊號應促使駕駛人了解系統之預劃控制輸出。	5.5.4.1.6 系統之訊息及訊號應促使駕駛人了解系統之預劃控制輸出。
5.5.4.1.7. The system's overall status indication shall be unambiguously distinguishable from the status indication of any ADS equipped on the vehicle.	5.5.4.1.7. The system's overall status indication shall be unambiguously distinguishable from the status indication of any automated driving system equipped on the vehicle.	5.5.4.1.7 系統之整體狀態指示應自任何車輛所配備ADS之狀態指示明確區分。	5.5.4.1.7 系統之整體狀態指示應自任何車輛所配備自動駕駛系統之狀態指示明確區分。
5.5.4.1.8. System Messages and Signals for Driver-Confirmed Manoeuvres	5.5.4.1.8. System Messages and Signals for Driver-Confirmed Manoeuvres	5.5.4.1.8 對於由駕駛人確認之操作的系統訊息及訊號	5.5.4.1.8 對於由駕駛人確認之操作的系統訊息及訊號
5.5.4.1.8.1. The system shall visually inform the driver about a proposed manoeuvre. If informing about a series of manoeuvres, then it shall be a combination that is comprehensible to the driver and of a connected series. The manufacturer shall explain to the Type Approval Authority the timing at which this information is provided to ensure appropriate driver response.	5.5.4.1.8.1. The system shall visually inform the driver about a proposed manoeuvre. If informing about a series of manoeuvres, then it shall be a combination that is comprehensible to the driver and of a connected series. The manufacturer shall explain to the Type Approval Authority the timing at which this information is provided to ensure appropriate driver response.	5.5.4.1.8.1 系統應就提出之操作視覺上通知駕駛人。若就一系列之操作進行通知，則其應使駕駛人容易理解，且為一互相串聯之系列。申請者應就為確保合適駕駛反應而提供此等資訊之時機向檢測機構解釋。	5.5.4.1.8.1 系統應就提出之操作視覺上通知駕駛人。若就一系列之操作進行通知，則其應使駕駛人容易理解，且為一互相串聯之系列。申請者應就為確保合適駕駛反應而提供此等資訊之時機向檢測機構解釋。
5.5.4.1.8.2. The direction indicators shall not be deemed to satisfy this requirement.		5.5.4.1.8.2 方向燈不應被視為滿足此要求。	
5.5.4.1.8.3 The system's signals and messages shall be designed to avoid driver overreliance or misuse.	5.5.4.1.8.2. The system's signals and messages shall be designed to avoid driver overreliance or misuse.	5.5.4.1.8.3 系統之訊號及訊息應設計以避免駕駛人過度依賴或誤用。	5.5.4.1.8.2 系統之訊號及訊息應設計以避免駕駛人過度依賴或誤用。
5.5.4.1.9. System Messages and Signals for System-Initiated Manoeuvres	5.5.4.1.9. System Messages and Signals for System-Initiated Manoeuvres	5.5.4.1.9 對於由系統起始之操作的系統訊息及訊號	5.5.4.1.9 對於由系統起始之操作的系統訊息及訊號
5.5.4.1.9.1. The provisions 5.5.4.1.8. shall equally apply.	5.5.4.1.9.1. The provisions 5.5.4.1.8. shall equally apply. Where possible, information	5.5.4.1.9.1 應同等地適用規定5.5.4.1.8。	5.5.4.1.9.1 應同等地適用規定5.5.4.1.8。如可行時，應至少於相關

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
	shall be provided at least 3 seconds ahead of a relevant intended manoeuvre.		預劃操作前三秒提供資訊。
5.5.4.1.9.2. The system shall aim to provide information ahead of the initiation of a relevant intended manoeuvre with sufficient notice to allow the driver to comprehend the manoeuvre and the traffic situation, taking into account the complexity of the manoeuvre and amount of other road users present. If there is a risk of imminent collision or it would conflict with the information about an ongoing manoeuvre, the time may be reduced and system shall visually inform the driver as far in advance as possible. In addition, the initiation of a lane change procedure shall be announced by another modality unless the system has assessed that the driver has observed the visual information.	5.5.4.1.9.2. (Reserved)	5.5.4.1.9.2 系統應朝向於相關預期操作之前以充分通知提供資訊為目標，以於考量操作之複雜性及當下其他道路使用者之數量下，使駕駛人理解操作及交通狀況。若立即性碰撞風險產生，或與即將執行之操作相關資訊產生衝突時，相關時間可被減少，且系統應於視覺上盡可能提前通知駕駛人。 另外，除非系統評估駕駛人已觀察到視覺資訊外，變換車道程序之起始應藉由其他方式發出。	5.5.4.1.9.2 （保留）
5.5.4.1.9.3. Provided the system is capable of performing system-initiated manoeuvres, the system shall indicate to the driver whether in the current mode of operation, manoeuvres could be initiated automatically, or only upon driver initiation or confirmation.		5.5.4.1.9.3 假設系統具備執行系統起始操作之能力下，無論現在是何種運作模式，系統應向駕駛人指示可自動或僅於駕駛人起始或確認下起始操作。	
5.5.4.2. Driver State Monitoring and Warning Strategies	5.5.4.2. Driver State Monitoring and Warning Strategies	5.5.4.2 駕駛人狀態監控及警示策略	5.5.4.2 駕駛人狀態監控及警示策略
The driver state monitoring system and its warning strategy shall be documented and demonstrated by the manufacturer to the	The driver state monitoring system and its warning strategy shall be documented and demonstrated by the manufacturer to the	駕駛人狀態監控系統及其警示策略應進行記錄，並於安全性概念檢查期間作為規定12.評估之一部分，並依	駕駛人狀態監控系統及其警示策略應進行記錄，並於安全性概念檢查期間作為規定12.評估之一部分，並依

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
Approval Authority during the inspection of the safety concept as part of the assessment to Annex 3 and according to the relevant tests of Annex 4.	Approval Authority during the inspection of the safety concept as part of the assessment to Annex 3 and according to the relevant tests of Annex 4.	據規定13.相關試驗向檢測機構展演。	據規定13.相關試驗向檢測機構展演。
5.5.4.2.1. Driver Disengagement Monitoring	5.5.4.2.1. Driver Disengagement Monitoring	5.5.4.2.1 駕駛人未參與監控	5.5.4.2.1 駕駛人未參與監控
The system shall be equipped with means to appropriately detect driver disengagement as specified in the following paragraphs.	The system shall be equipped with means to appropriately detect driver disengagement as specified in the following paragraphs.	系統應如下述規定所述，配備適當偵測駕駛人未參與之方式。	系統應如下述規定所述，配備適當偵測駕駛人未參與之方式。
5.5.4.2.1.1. The system shall monitor if the driver is motorically (as per paragraph 5.5.4.2.4.) and visually (as per paragraph 5.5.4.2.5.) disengaged.	5.5.4.2.1.1. The system shall monitor if the driver is motorically (i.e., hand(s) on the steering control) and visually (e.g. gaze direction and/or head posture) disengaged.	5.5.4.2.1.1 系統應監控駕駛人是否有動作上相關（依規定5.5.4.2.4）及視覺相關（依規定5.5.4.2.5）未參與情形。	5.5.4.2.1.1 系統應監控駕駛人是否有身體移動相關（即：手放置於轉向控制上）及視覺相關（例如：注視方向及／或頭部姿態）未參與情形。
5.5.4.2.1.2. If visual disengagement determination is detected to be temporarily unavailable, the system shall not lead the vehicle to leave its current lane of travel.	5.5.4.2.1.2. If visual disengagement determination is detected to be temporarily unavailable, the system shall not lead the vehicle to leave its current lane of travel.	5.5.4.2.1.2 若視覺相關未參與之測定被偵測到暫時無法使用時，系統不應引導車輛離開其行駛車道。	5.5.4.2.1.2 若視覺相關未參與之測定被偵測到暫時無法使用時，系統不應引導車輛離開其行駛車道。
5.5.4.2.2. General Requirements for Driver Disengagement Warnings	5.5.4.2.2. General Requirements for Driver Disengagement Warnings	5.5.4.2.2 駕駛人未參與警示之一般規定	5.5.4.2.2 駕駛人未參與警示之一般規定
5.5.4.2.2.1. The warning shall guide the driver on the required actions in order to support appropriate engagement in the driving task.	5.5.4.2.2.1. The warning shall guide the driver on the required actions in order to support appropriate engagement in the driving task.	5.5.4.2.2.1 警示應於所需動作上引導駕駛人，以支援行駛任務中之適當參與情形。	5.5.4.2.2.1 警示應於所需動作上引導駕駛人，以支援行駛任務中之適當參與情形。
5.5.4.2.2.3. The system's warning and escalation strategy shall consider for and prioritize warning strategies of simultaneously activated emergency assistance systems (e.g. AEBS).	5.5.4.2.2.3. The system's warning and escalation strategy shall consider for and prioritize warning strategies of simultaneously activated emergency assistance systems (e.g. AEBS).	5.5.4.2.2.3 系統警示及提升策略應就同步啟動之緊急輔助系統（例如：AEBS）的警示策略進行考量並劃分優先程度。	5.5.4.2.2.3 系統警示及提升策略應就同步啟動之緊急輔助系統（例如：AEBS）的警示策略進行考量並劃分優先程度。
5.5.4.2.3. Types of Warnings	5.5.4.2.3. Types of Warnings	5.5.4.2.3 警示類型	5.5.4.2.3 警示類型
5.5.4.2.3.1. Hands On Request (HOR)	5.5.4.2.3.1. Hands On Request (HOR)	5.5.4.2.3.1 接手要求(HOR)	5.5.4.2.3.1 接手要求(HOR)
5.5.4.2.3.1.1. An HOR shall contain at least a continual (continuous or intermittent) visual information similar to the presented in the example below.	5.5.4.2.3.1.1. An HOR shall contain at least a continual (continuous or intermittent) visual information similar to the presented in the example below.	5.5.4.2.3.1.1 單一HOR應包含至少相似於下述範例之單一連續（不斷或間歇）之視覺資訊。	5.5.4.2.3.1.1 單一HOR應包含至少相似於下述範例之單一連續（不斷或間歇）之視覺資訊。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)
5.5.4.2.3.1.2. An HOR, as a minimum, shall be considered confirmed when the driver is no longer motorically disengaged.	5.5.4.2.3.1.2. An HOR, as a minimum, shall be considered confirmed when the driver has placed the hand(s) on the steering control.	5.5.4.2.3.1.2 作為最低要求，單一HOR應於駕駛人動作上不再未參與時被視為已確認。	5.5.4.2.3.1.2 作為最低要求，單一HOR應於駕駛人已將手部放置於轉向控制上時被視為已確認。
5.5.4.2.3.2. Eyes On Request (EOR)	5.5.4.2.3.2. Eyes On Request (EOR)	5.5.4.2.3.2 著眼要求(EOR)	5.5.4.2.3.2 著眼要求(EOR)
5.5.4.2.3.2.1. An EOR shall be a continual visual information in combination with at least one other modality which are clear and easily perceptible, unless it can be ensured that the driver has observed the visual information.	5.5.4.2.3.2.1. An EOR shall be a continual visual information in combination with at least one other modality which are clear and easily perceptible, unless it can be ensured that the driver has observed the visual information.	5.5.4.2.3.2.1 除可確保駕駛人已觀察到視覺資訊外，單一EOR應為與至少一個其他明確且易於觀察之方式進行組合的連續視覺資訊。	5.5.4.2.3.2.1 除可確保駕駛人已觀察到視覺資訊外，單一EOR應為與至少一個其他明確且易於觀察之方式進行組合的連續視覺資訊。
5.5.4.2.3.2.2. An EOR shall, as a minimum, be considered confirmed when the driver is no longer visually disengaged as per paragraph 5.5.4.2.5.	5.5.4.2.3.2.2. An EOR shall, as a minimum, be considered confirmed when the driver is no longer visually disengaged as per paragraph 5.5.4.2.5.	5.5.4.2.3.2.2 作為最低要求，單一EOR應於駕駛人不再如規定5.5.4.2.5所述之視覺相關未參與時被視為已確認。	5.5.4.2.3.2.2 作為最低要求，單一EOR應於駕駛人不再如規定5.5.4.2.5所述之視覺相關未參與時被視為已確認。
5.5.4.2.3.3. Direct Control Alert (DCA)	5.5.4.2.3.3. Direct Control Alert (DCA)	5.5.4.2.3.3 直接控制警告(DCA)	5.5.4.2.3.3 直接控制警告(DCA)
5.5.4.2.3.3.1. A DCA shall clearly and prominently instruct the driver to immediately resume at least lateral control of the vehicle. It shall comprise of a visual warning combined with at least one other modality which are clear and easily perceptible.	5.5.4.2.3.3.1. A DCA shall clearly and prominently instruct the driver to immediately resume either lateral, or lateral and longitudinal unassisted control of the vehicle. It shall comprise of a visual warning combined with at least one other modality which are clear and easily perceptible.	5.5.4.2.3.3.1 單一DCA應明確且顯著地指示駕駛人至少立即恢復車輛之側向控制。其應由單一視覺警示與至少一個其他明確且易於觀察之方式組成。	5.5.4.2.3.3.1 單一DCA應明確且顯著地指示駕駛人立即恢復未受輔助之車輛的側向、或側向與縱向控制。其應由單一視覺警示與至少一個其他明確且易於觀察之方式組成。
5.5.4.2.3.3.2. A DCA shall, as a minimum, be considered confirmed when the driver has taken control of the vehicle without any continuous lateral assistance as requested by the DCA.	5.5.4.2.3.3.2. A DCA shall, as a minimum, be considered confirmed when the driver has taken unassisted lateral, or lateral and longitudinal control of the vehicle as requested by the DCA.	5.5.4.2.3.3.2 作為最低要求，單一DCA應於駕駛人如DCA要求且未有任何連續側向輔助下採取車輛之控制時被視為已確認。	5.5.4.2.3.3.2 作為最低要求，單一DCA應於駕駛人如DCA要求採取未受輔助之車輛的側向、或側向及縱向控制時被視為已確認。
5.5.4.2.4. Assessment of Motoric Disengagement	5.5.4.2.4. Assessment of Motoric Disengagement	5.5.4.2.4 身體移動相關未參與之評估	5.5.4.2.4 身體移動相關未參與之評估
5.5.4.2.4.1. The driver shall be deemed to be motorically disengaged when the driver has	5.5.4.2.4.1. The driver shall be deemed to be motorically disengaged when the driver has	5.5.4.2.4.1 駕駛人於其已將手部自轉向控制上移開時應被視為身體移	5.5.4.2.4.1 駕駛人於其已將手部自轉向控制上移開時應被視為身體移動

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
removed their hands from the steering control.	removed their hands from the steering control.	動相關未參與。	相關未參與。
5.5.4.2.5. Assessment of Visual Disengagement	5.5.4.2.5. Assessment of Visual Disengagement	5.5.4.2.5 視覺相關未參與之評估	5.5.4.2.5 視覺相關未參與之評估
5.5.4.2.5.1. The driver state monitoring system shall detect the driver's visual disengagement at a minimum based on the detection of the driver's eye gaze. Head posture may also be used if the driver's eye gaze can temporarily not be determined, or where the head posture can determine the disengagement more quickly.	5.5.4.2.5.1. The driver state monitoring system shall detect the driver's visual disengagement at a minimum based on the detection of the driver's eye gaze Head posture may also be used if the driver's eye gaze cannot be determined, or where the head posture can determine the disengagement more quickly.	5.5.4.2.5.1 駕駛人狀態監測系統應以最低基於駕駛人眼部注視之偵測，對駕駛人之視覺相關未參與進行偵測。若駕駛人之眼部注視暫時無法被測定，或頭部姿態可更快地測定未參與時，則頭部姿態亦可被使用。	5.5.4.2.5.1 駕駛人狀態監測系統應以最低基於駕駛人眼部注視之偵測，對駕駛人之視覺相關未參與進行偵測。若駕駛人之眼部注視無法被測定，或頭部姿態可更快地測定未參與時，則頭部姿態亦可被使用。
5.5.4.2.5.2. The driver shall be deemed to be visually disengaged when the driver's eye gaze and/or head posture, as relevant, is directed away from any currently driving task relevant area.	5.5.4.2.5.2. The driver shall be deemed to be visually disengaged when the driver's eye gaze and/or head posture, as relevant, is directed away from any currently driving task relevant area.	5.5.4.2.5.2 駕駛人於駕駛人之眼部注視及／或頭部姿態(如相關)為直接自任意現在行駛任務相關區域遠離時應被視為視覺相關未參與。	5.5.4.2.5.2 駕駛人於駕駛人之眼部注視及／或頭部姿態(如相關)為直接自任意現在行駛任務相關區域遠離時應被視為視覺相關未參與。
An outline of the driving task relevant areas, and when they are relevant, shall be specified by the manufacturer in the documentation provided to the Type Approval Authority. For the purpose of the assessment of visual disengagement, the dashboard and instrument panel shall not be considered as a driving task relevant area.	An outline of the driving task relevant areas, and when they are relevant, shall be specified by the manufacturer in the documentation provided to the Type Approval Authority. For the purpose of the assessment of visual disengagement, the dashboard and instrument panel shall not be considered as a driving task relevant area.	有關行駛任務相關區域及其何時為相關之概述，應由申請者於提供檢測機構之文件中描述。為評估視覺相關未參與，儀錶板及儀器面板不應被視為一行駛任務相關區域。	有關行駛任務相關區域及其何時為相關之概述，應由申請者於提供檢測機構之文件中描述。為評估視覺相關未參與，儀錶板及儀器面板不應被視為一行駛任務相關區域。
5.5.4.2.5.2.1. The driver shall be deemed to be visually engaged or reengaged following an aversion of eye gaze or head posture if either are re-directed towards any currently driving task relevant area for a sufficient duration depending on the situation. The duration shall be at least 200 milliseconds.	5.5.4.2.5.2.1. The driver shall be deemed to be visually engaged or reengaged following an aversion of eye gaze or head posture if either are re-directed towards any currently driving task relevant area for a sufficient duration depending on the situation. The duration shall be at least 200 milliseconds.	5.5.4.2.5.2.1 接續於眼部注視或頭部姿態之轉離後，若兩者依情況重新轉朝向任意現在行駛任務相關區域一段足夠期間，駕駛人應被視為視覺相關參與或重新參與。相關期間應至少為二百毫秒。	5.5.4.2.5.2.1 接續著眼部注視或頭部姿態之轉離後，若兩者依情況重新轉朝向任意現在行駛任務相關區域一段足夠期間，駕駛人應被視為視覺相關參與或重新參與。相關期間應至少為二百毫秒。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
5.5.4.2.5.2.2. An outline of the sufficient duration depending on the situation shall be specified by the manufacturer in the documentation provided to the Type Approval Authority.		5.5.4.2.5.2.2 依情況之充足持續時間相關概要應由申請者於提供予檢測機構之文件中描述。	
5.5.4.2.5.3. The system shall be designed to address the detection and response to multiple subsequent short aversions of eye gaze or head posture by the driver (e.g. increased reengagement time and/or immediate issuing of an EOR). This functionality shall be documented and explained by the manufacturer to the Type Approval Authority.	5.5.4.2.5.3. The manufacturer shall implement strategies to address the detection and response to multiple subsequent short aversions of eye gaze or head posture by the driver (e.g. increased reengagement time and/or immediate issuing of an EOR).	5.5.4.2.5.3 系統設計上應處理對駕駛人多次隨後短暫轉離之眼部注視及頭部姿態的偵測及反應(例如：已增加之重新參與時間及／或即時發出之EOR)。本項功能應由申請者向檢測機構提供紀錄及說明。	5.5.4.2.5.3 申請者應實施策略以處理對駕駛人多次隨後短暫轉離之眼部注視及頭部姿態的偵測及反應（例如：已增加之重新參與時間及／或即時發出之EOR）。
5.5.4.2.6. Warning Escalation Sequence Depending on the safety concept of the system, the warning escalation sequence described below may start directly at any of the warning stages, skip any of the warning stages, provide simultaneous warnings, or supress or delay individual warnings in case another warning is already active.	5.5.4.2.6. Warning Escalation Sequence Depending on the safety concept of the system, the warning escalation sequence described below may start directly at any of the warning stages, skip any of the warning stages, provide simultaneous warnings, or supress or delay individual warnings in case another warning is already active.	5.5.4.2.6 警示提升順序 依照系統之安全性概念，下述警示提升順序可直接於任意警示階段開始、可跳過任意警示階段、可提供同步警示，或於另一警示已啟動時可暫停或延遲獨立警示。	5.5.4.2.6 警示提升順序 依照系統之安全性概念，下述警示提升順序可直接於任意警示階段開始、可跳過任意警示階段、可提供同步警示，或於另一警示已啟動時可暫停或延遲獨立警示。
5.5.4.2.6.1. Hands On Requests	5.5.4.2.6.1. Hands On Requests	5.5.4.2.6.1 接手要求	5.5.4.2.6.1 接手要求
5.5.4.2.6.1.1 At speeds above 10 km/h a HOR shall be given latest when driver is deemed motorically disengaged for more than 5 seconds. However, the HOR may be delayed for a period of up to 5 seconds as long as the system can confirm that the driver is not visually disengaged.	5.5.4.2.6.1.1 At speeds above 10 km/h a HOR shall be given latest when driver is deemed motorically disengaged for more than 5 seconds. However, the HOR may be delayed for a period of up to 5 seconds as long as the system can confirm that the driver is not visually disengaged.	5.5.4.2.6.1.1 速度高於十公里／小時下，最晚應於駕駛人被視為身體移動相關未參與超過五秒鐘時發出HOR。惟只要系統可確認駕駛人未處於視覺相關未參與，HOR可被延遲至多一段五秒鐘之期間。	5.5.4.2.6.1.1 速度高於十公里／小時下，最晚應於駕駛人被視為身體移動相關未參與超過五秒鐘時發出HOR。惟只要系統可確認駕駛人未處於視覺相關未參與，HOR可被延遲至多一段五秒鐘之期間。
5.5.4.2.6.1.2. In the event of continued disengagement, the HOR request shall be	5.5.4.2.6.1.2. In the event of continued disengagement, the HOR request shall be	5.5.4.2.6.1.2 於持續未參與之事件中，HOR要求應最晚於首次HOR起	5.5.4.2.6.1.2 於持續未參與之事件中，HOR要求應最晚於首次HOR起計十

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
escalated latest 10 seconds after the initial HOR. The escalated HOR shall contain an additional acoustic and/or haptic information.	escalated latest 10 seconds after the initial HOR. The escalated HOR shall contain an additional acoustic and/or haptic information.	計十秒後被提升。已提升之HOR應包含額外聲音及／或觸覺資訊。	秒後被提升。已提升之HOR應包含額外聲音及／或觸覺資訊。
5.5.4.2.6.1.3. The initiation of an HOR may be withheld in accordance with the provisions of paragraph 5.5.4.2.6.5.	5.5.4.2.6.1.3. (Reserved for hands-off requirements)	5.5.4.2.6.1.3 HOR之起始可依照規定5.5.4.2.6.5進行保留。	5.5.4.2.6.1.3 （保留予放手相關要求）
5.5.4.2.6.1.4. The system shall be designed to avoid misuse (e.g., nudging the steering wheel in response to an HOR without becoming, as requested by the system, motorically engaged).		5.5.4.2.6.1.4 系統設計上應避免誤用（例如：輕觸方向盤以於未轉變為動作上參與行駛之狀況下回應系統所要求之HOR）	
5.5.4.2.6.2. Eyes On Requests	5.5.4.2.6.2. Eyes On Requests	5.5.4.2.6.2 著眼要求	5.5.4.2.6.2 著眼要求
5.5.4.2.6.2.1. At speeds above 10 km/h an EOR shall be given latest when the driver is deemed visually disengaged for 5 seconds.	5.5.4.2.6.2.1. At speeds above 10 km/h an EOR shall be given latest when the driver is deemed visually disengaged for 5 seconds.	5.5.4.2.6.2.1 速度高於十公里／小時下，最晚應於駕駛人被視為視覺相關未參與超過五秒鐘時發出EOR。	5.5.4.2.6.2.1 速度高於十公里／小時下，最晚應於駕駛人被視為視覺相關未參與超過五秒鐘時發出EOR。
5.5.4.2.6.2.2. Following an EOR, if the driver has been deemed visually reengaged according to paragraph 5.5.4.2.5.2.1 and subsequently starts to be visually disengaged again for at least 1 second within the following 2 seconds, an EOR shall be given immediately.		5.5.4.2.6.2.2 接續於EOR之後，若駕駛人已依照規定5.5.4.2.5.2.1被視為視覺上參與行駛，且後續兩秒內再次視覺上未參與至少一秒時，應立即發出EOR。	
5.5.4.2.6.2.3. In the event of continued visual disengagement, the EOR shall be escalated at the latest 3 seconds after the initial EOR according to the warning strategy with increased intensity. The escalated EOR shall always contain acoustic and/or haptic information.	5.5.4.2.6.2.2. In the event of continued visual disengagement, the system shall escalate the EOR latest 3 seconds after the initial EOR according to the warning strategy with increased intensity. This escalation shall always include acoustic and/or haptic information.	5.5.4.2.6.2.3 於持續視覺相關未參與之事件中，EOR應以已增加之強度且依照警示策略，最晚於首次EOR起計三秒後被提升。已提升之EOR應總是包含聲音及／或觸覺資訊。	5.5.4.2.6.2.2 於持續視覺相關未參與之事件中，EOR要求應依照警示策略以已增加之強度，最晚於首次EOR起計三秒後被提升。相關提升應總是包含聲音及／或觸覺資訊。
5.5.4.2.6.3. Direct Control Alerts	5.5.4.2.6.3. Direct Control Alerts	5.5.4.2.6.3 直接控制警告	5.5.4.2.6.3 直接控制警告
5.5.4.2.6.3.1. At the latest 5 seconds following	5.5.4.2.6.3.1. At the latest 5 seconds following	5.5.4.2.6.3.1 最晚接續於EOR提升起	5.5.4.2.6.3.1 最晚接續於EOR提升起

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
an escalation of the EOR, a DCA shall be presented to the driver.	an escalation of the EOR, a DCA shall be presented to the driver.	計五秒後，應對駕駛人呈現一DCA。	計五秒後，應對駕駛人呈現一DCA。
5.5.4.2.6.4. Transition to Driver Unavailability Response	5.5.4.2.6.4. Transition to Driver Unavailability Response	5.5.4.2.6.4 駕駛人無法行駛狀態回應之轉換	5.5.4.2.6.4 駕駛人無法行駛狀態回應之轉換
5.5.4.2.6.4.1 If the system determines the driver to continue to be disengaged following a warning escalation, the system shall initiate a driver unavailability response at the latest 10 seconds after the first escalated request or DCA.	5.5.4.2.6.4.1 If the system determines the driver to continue to be disengaged following a warning escalation, the system shall initiate a driver unavailability response at the latest 10 seconds after the first escalated request or alert.	5.5.4.2.6.4.1 若系統測定駕駛人於警示提升後持續處於未參與狀態，系統最晚應於首次已提升之要求或DCA起計後十秒，起始駕駛人無法行駛狀態回應。	5.5.4.2.6.4.1 若系統測定駕駛人於警示提升後持續處於未參與狀態，系統最晚應於首次已提升之要求或警示起計後十秒，起始駕駛人無法行駛狀態回應。
5.5.4.2.6.5. Withholding of HORs	5.5.4.2.6.5. (Reserved for hands-off requirements)	5.5.4.2.6.5 HOR之保留	5.5.4.2.6.5 （保留予放手相關要求）
The system may withhold HORs when the vehicle is located on a “Highway” and is operated at a speed up to 130 km/h. As outlined in paragraph 5.3.5.2., the manufacturer shall describe in detail, as part of the documentation required for section 9, the boundary conditions under which HORs can be withheld.		系統可於車輛位於高／快速公路且以最高至一百三十公里／小時之速度運作時保留EOR。如規定5.3.5.2所述，申請者應作為規定9所需文件之一部分，對HOR可進行保留之邊界條件進行詳細描述。	
Whilst in this mode of operation, the following subparagraphs shall apply:		於此運作模式下，應符合下述相關規定：	
5.5.4.2.6.5.1. In case of a detected upcoming boundary condition which requires an HOR, this HOR shall be given at the latest 5 seconds in advance of reaching the boundary condition(s).		5.5.4.2.6.5.1 於需要HOR之已偵測且即將到來之邊界條件下，HOR最晚應至少於抵達邊界條件之五秒前發出。	
For situations not detected 5 seconds in advance, a DCA shall be issued unless lateral assistance will still be provided after the driver is motorically reengaged. Where a DCA is not issued, an HOR shall be issued upon detection of the upcoming boundary		對於未提前五秒偵測之狀況下，除於駕駛人動作上重新參與行駛後，仍將提供側向輔助外，應發出DCA。於DCA未發出之狀況下，應於偵測即將到來之邊界條件當下發出HOR。	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
condition(s). In addition to the requirements of paragraph 5.3.6., for those situations not detected 5 seconds in advance, the vehicle manufacturer shall demonstrate the controllability of such situations to the Type Approval Authority during the inspection of the safety concept. 5.5.4.2.6.5.2. The system shall issue an HOR or DCA as appropriate upon reaching the system boundaries due to a driver override of the longitudinal control by acceleration. 5.5.4.2.6.5.3. If the system has the ability to suppress accelerator input in order to avoid exceeding the system boundaries, the driver shall be able to override this. 5.5.4.2.6.5.4. Notwithstanding paragraph 5.5.4.2.6.2.1., an EOR shall be given at the latest when the driver has been deemed visually disengaged for the relevant time period according to the table below. (表格如頁末所示) For vehicle speeds values between 60 km/h and 130 km/h, a linear interpolation shall be used to calculate the corresponding EOR timing. 5.5.4.2.6.5.5. The system shall be designed to determine when there has been no deviation in eye gaze (or movement of head position when this is being used to determine visual engagement) for a significant period of time. An EOR shall be issued in this case. These		除規定5.3.6之要求外，對於未提前五秒偵測之狀況下，申請者應於安全性概念檢視期間向檢測機構展示對相關狀況之可控制性。 5.5.4.2.6.5.2　因駕駛人藉由加速取代縱向控制而抵達系統邊界當下，系統應依照實際狀況發出HOR或DCA。 5.5.4.2.6.5.3　若系統具備暫停加速器輸入能力以避免超過系統邊界，駕駛人應能對此狀況進行取代。 5.5.4.2.6.5.4　雖有規定5.5.4.2.6.2.1相關要求，最晚應依照下表就駕駛人於相關時期已被視為視覺上未參與時發出EOR。 (表格如頁末所示) 對於介於六十公里／小時及一百三十公里／小時之車輛速度數值，應使用線性插值以計算對應EOR時間。 5.5.4.2.6.5.5　系統設計上應測定視線（或頭部位置之移動用於測定視覺上是否參與時）是否於一段較長時程下未偏移。於此狀況下應發出EOR。相關策略應由申請者向檢測機構提供紀錄及說明。	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
strategies shall be documented and explained by the manufacturer to the Type Approval Authority.			
5.5.4.2.6.5.6. The system shall inform the driver whether HORs are currently being withheld or not in a clearly distinguishable way. This information shall be designed to not actively promote that the driver should remove their hands from the steering control (i.e., an indication of a steering wheel without hands is not considered to violate this requirement).		5.5.4.2.6.5.6 系統應以可明確區分之方式，向駕駛人通知HOR正在保留與否。相關資訊設計上不應主動提倡駕駛人將手部自轉向控制上移開（即未包含手部圖樣之方向盤指示將不被視為違反此要求）。	
5.5.4.2.7. Additional Strategies for Disengagement Detection and Re-Engagement Support	5.5.4.2.7. Additional Strategies for Disengagement Detection and Re-Engagement Support	5.5.4.2.7 對未參與偵測及重新參與支援之額外策略	5.5.4.2.7 對未參與偵測及重新參與支援之額外策略
The driver state monitoring system shall be equipped with strategies to assess whether the driver is disengaged in the event that no driver input has been determined over prolonged periods (e.g. through a negative determination of driver drowsiness), and implement appropriate countermeasures.	The driver state monitoring system shall be equipped with strategies to assess whether the driver is disengaged in the event that no driver input has been determined over prolonged periods (e.g. through a negative determination of driver drowsiness), and implement appropriate countermeasures.	駕駛人狀態監測系統應具備策略，以評估於延長期間下已測定未有駕駛人輸入之事件中，駕駛人是否為未參與狀態（例如：透過駕駛人疲勞之消極測定），並應實施合適之對應措施。	駕駛人狀態監測系統應具備策略，以評估於延長期間下已測定未有駕駛人輸入之事件中，駕駛人是否為未參與狀態（例如：透過駕駛人疲勞之消極測定），並應實施合適之對應措施。
5.5.4.2.8. Repeated or Prolonged Driver Disengagement	5.5.4.2.8. Repeated or Prolonged Driver Disengagement	5.5.4.2.8 已重複或已延長之駕駛人未參與	5.5.4.2.8 已重複或已延長之駕駛人未參與
5.5.4.2.8.1. The system shall be disabled for a period of at least 30 minutes whilst the powertrain is active when the driver is detected to have insufficient engagement.	5.5.4.2.8.1. The manufacturer shall implement strategies to disable activation of the system for the duration of the start/run cycle when the driver is detected to demonstrate prolonged insufficient engagement at least when this leads to more than one driver unavailability response initiations.	5.5.4.2.8.1 系統應於動力系統啟動且駕駛人被偵測到參與不足之狀態下，被解除至少三十分鐘。	5.5.4.2.8.1 申請者應實施策略以至少下述狀況導致多於一次之駕駛人無法行駛狀態回應起始時，當駕駛人被偵測到呈現已延長之參與不足之狀態下，於啟動/運轉循環期間，使系統之啟動無法執行。
5.5.4.2.8.2.The driver is deemed to have		5.5.4.2.8.2 駕駛人將於行為引導下	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文

insufficient engagement when this leads to:
(a) One unavailability response initiation;
(b) At most 2 DCAs due to prolonged insufficient engagement; or
(c) At most 3 engagement request escalations.
For (a) and (b), counting is reset when the system is no longer disabled.
For (c), this is determined over a rolling time window of 30 minutes during the activation of the powertrain.
5.5.4.2.8.3. The driver is also deemed to have insufficient engagement if there are repeated EOR or HOR due to driver disengagement within a given time period. The number of warnings and the time interval over which these are counted shall be defined by the manufacturer and justified to the Type Approval Authority.
5.5.4.2.8.4. When the system is disabled due to insufficient engagement by the driver, at the latest upon the deactivation of the powertrain, the system shall request that the driver reads the driver information material as outlined in paragraph 5.6.
		述狀況發生時被視為參與不足：
		(a) 單一無法行駛回應起始；
		(b) 因延長之參與不足產生最多兩次DCA，或；
		(c) 最多三次之參與要求相關提升。
		對於(a)及(b)，相關計數於系統不再解除時重置。
		對於(c)，係於動力系統啟動期間，跨越三十分鐘之滾動時間空檔進行測定。
		5.5.4.2.8.3 駕駛人因指定時期內駕駛人未參與而重複發出EOR或HOR，亦將被視為參與不足。受到計算之警示數量及時間區間應由申請者定義並向檢測機構證明。
		5.5.4.2.8.4 於系統因駕駛人參與不足而解除時，最晚於動力系統解除當下，系統應要求駕駛人閱讀規定5.6所述之駕駛人資訊素材。	

5.6. Driver Information Materials In addition to the user manual the manufacturer shall provide clear and easily accessible information (e.g. documentation, video, website materials) free of charge regarding system operation on the specific vehicle type. The information shall cover at least the following aspects using terminology that is	5.6. Driver Information Materials In addition to the user manual the manufacturer shall provide clear and easily accessible information (e.g. documentation, video, website materials) free of charge regarding system operation on the specific vehicle type. The information shall cover at least the following aspects using terminology that is	5.6 駕駛人資訊素材 額外於使用者手冊中，申請者應提供明確且容易取得之特定車型上系統運作的免付費資訊（例如：文件、影片、網站）。相關資訊應涵蓋至少下述使用術語的觀點，使非相關專業之觀眾容易理解：	5.6 駕駛人資訊素材 額外於使用者手冊中，申請者應提供明確且容易取得之特定車型上系統運作的免付費資訊（例如：文件、影片、網站）。相關資訊應涵蓋至少下述使用術語的觀點，使非相關專業之觀眾容易理解：

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
understandable by a non-technical audience: (a) Reminder of the driver's responsibilities and appropriate use of the system; (b) Explanation on how and to which extent the system and its features assist the driver; (c) System capabilities and limitations; (d) System Boundaries; (e) Modes of operation and transition between modes; (f) Mode transition to other assistance or automated systems, if applicable; (g) Driver Disengagement Detection; (h) Privacy Management when using the system; (i) Explanation on how to override the system or its features; (j) Human-machine interface (HMI): (i) Activation and deactivation; (ii) Status indication; (iii) Messages and signals to the driver and their interpretation; (iv) Vehicle behaviour when reaching system boundaries; (v) Vehicle behaviour when exceeding system boundaries; (vi) Information on system failures; (vii) Information on system mode transition to other assistance or automated systems, if applicable. In the manufacturer's documentation, including the educational materials (e.g. documentation, video, website materials)	understandable by a non-technical audience: (a) Reminder of the driver's responsibilities and appropriate use of the system; (b) Explanation on how and to which extent the system and its features assist the driver; (c) System capabilities and limitations; (d) System Boundaries; (e) Modes of operation and transition between modes; (f) Mode transition to other assistance or automated systems, if applicable; (g) Driver Disengagement Detection; (h) Privacy Management when using the system; (i) Explanation on how to override the system or its features; (j) Human-machine interface (HMI): (i) Activation and deactivation; (ii) Status indication; (iii) Messages and signals to the driver and their interpretation; (iv) Vehicle behaviour when reaching system boundaries; (v) Vehicle behaviour when exceeding system boundaries; (vi) Information on system failures; (vii) Information on system mode transition to other assistance or automated systems, if applicable. In the manufacturer's documentation, including the educational materials (e.g. documentation, video, website materials)	(a) 駕駛人之職責及系統之適當使用的提醒； (b) 如何使系統及其功能延長協助駕駛人，以及其程度之說明； (c) 系統能力及極限； (d) 系統邊界； (e) 於模式間之運作模式及轉換； (f)轉換至其他輔助或自動系統之模式，依實際情況； (g) 駕駛人未參與偵測； (h) 使用系統時之隱私管理； (i)如何取代系統或其功能之說明； (j)人機介面(HMI)； (i)啟動及解除； (ii) 狀態指示； (iii) 對駕駛人之訊息及訊號，以及相關解釋； (iv) 抵達系統邊界時之車輛行為； (v) 超越系統邊界時之車輛行為； (vi) 系統故障之資訊； (vii) 系統模式轉換至其他輔助或自動系統之資訊，依實際情況； 於申請者文件中，包含對消費者之處理後教育素材在內（例如：文件、影片、網站），申請者不應將誤導	(a) 駕駛人之職責及系統之適當使用的提醒； (b) 如何使系統及其功能延長協助駕駛人，以及其程度之說明； (c) 系統能力及極限； (d) 系統邊界； (e) 於模式間之運作模式及轉換； (f) 轉換至其他輔助或自動系統之模式，依實際情況； (g) 駕駛人未參與偵測； (h) 使用系統時之隱私管理； (i) 如何取代系統或其功能之說明； (j) 人機介面(HMI)； (i) 啟動及解除； (ii) 狀態指示； (iii) 對駕駛人之訊息及訊號，以及相關解釋； (iv) 抵達系統邊界時之車輛行為； (v) 超越系統邊界時之車輛行為； (vi) 系統故障之資訊； (vii) 系統模式轉換至其他輔助或自動系統之資訊，依實際情況； 於申請者文件中，包含對消費者之處理後教育素材在內（例如：文件、影片、網站），申請者不應將誤導

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
addressed to consumers, the manufacturer shall not describe the system in a manner that would mislead the customer about the capabilities and limits of the system or about its level of automation.	addressed to consumers, the manufacturer shall not describe the system in a manner that would mislead the customer about the capabilities and limits of the system or about its level of automation.	消費者就系統能力或極限，或其自動化程度之方式描述系統。	消費者就系統能力或極限，或其自動化程度之方式描述系統。
6. Additional Specifications for DCAS features	**6. Additional Specifications for DCAS features**	6. DCAS功能之額外規範	6. DCAS功能之額外規範
The fulfilment of the provisions of this paragraph shall be demonstrated by the manufacturer to the Type Approval Authority during the inspection of the safety approach as part of the assessment to Annex 3 and according to the relevant tests in Annex 4.	The fulfilment of the provisions of this paragraph shall be demonstrated by the manufacturer to the Type Approval Authority during the inspection of the safety approach as part of the assessment to Annex 3 and according to the relevant tests in Annex 4.	為滿足本規定，申請者應於安全方法檢查期間作為規定12.評估之一部分，並依據規定13.相關試驗向檢測機構展演。	為滿足本規定，申請者應於安全方法檢查期間作為規定12.評估之一部分，並依據規定13.相關試驗向檢測機構展演。
The system shall fulfil the requirements of paragraph 6 where applicable to the design of the system and relevant to the safety concept, when operated within its boundary conditions according to paragraphs 5.3.5.2.	The system shall fulfil the requirements of paragraph 6 where applicable to the design of the system and relevant to the safety concept, when operated within its boundary conditions according to paragraphs 5.3.5.2.	系統應依照規定5.3.5.2於其邊界條件內運作時，並適用其設計且與安全性概念相關下滿足規定6.要求。	系統應依照規定5.3.5.2於其邊界條件內運作時，並適用其設計且與安全性概念相關下滿足規定6.要求。
6.1. Specific requirements for positioning in the lane of travel	6.1. Specific requirements for positioning in the lane of travel	6.1 對於行駛車道之位置調整的特定規範	6.1 對於行駛車道之位置調整的特定規範
6.1.1. Increased lateral dynamics	6.1.1. Increased lateral dynamics	6.1.1 已增加之側向動態	6.1.1 已增加之側向動態
6.1.1.1. Notwithstanding the requirements in paragraph 5.3.7.1.2., for M1 and N1 category vehicles, the feature may be permitted to induce higher lateral acceleration values than 3 m/s² (e.g., in order to not disturb traffic flow), provided the following conditions are met:	6.1.1.1. Notwithstanding the requirements in paragraph 5.3.7.1.2., for M1 and N1 category vehicles, the feature may be permitted to induce higher lateral acceleration values than 3 m/s² (e.g., in order to not disturb traffic flow), provided the following conditions are met:	6.1.1.1 於不考量規定5.3.7.1.2之要求下，對於M1及N1類車輛而言，若滿足下述條件時，則相關功能可被允許導入高於三公尺／秒平方之側向加速度值（例如：為避免擾亂車流）：	6.1.1.1 於不考量規定5.3.7.1.2之要求下，對於M1及N1類車輛而言，若滿足下述條件時，則相關功能可被允許導入高於三公尺／秒平方之側向加速度值(例如:為避免擾亂車流):
(a) The system provides visual information to the driver on the upcoming or ongoing driving situation which may potentially	(a) The system provides visual information to the driver on the upcoming or ongoing driving situation which may potentially	(a) 系統於即將到來或正在發生之可能潛在地導入高於三公尺／秒平方側向加速度的行駛情況下，對駕駛	(a) 系統於即將到來或正在發生之可能潛在地導入高於三公尺／秒平方側向加速度的行駛情況下，對駕駛

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
induce higher lateral acceleration than 3 m/s²; and	induce higher lateral acceleration than 3 m/s²; and	人提供視覺資訊；及	人提供視覺資訊；及
(b) There is no disengagement warning being given to the driver; and	(b) There is no disengagement warning being given to the driver; and	(b) 未有向駕駛人發出未參與警示之情形；及	(b) 未有向駕駛人發出未參與警示之情形；及
(c) The system operation remains predictable and controllable according to paragraph 5.3.6.;	(c) The system operation remains predictable and controllable according to paragraph 5.3.6.; and	(c) 系統運作依照規定5.3.6維持可預期且可控制；	(c) 系統運作依照規定5.3.6維持可預期且可控制；及
(d) The vehicle is travelling at the system-determined road speed limit or below; and	(d) The vehicle is travelling at the system-determined road speed limit or below.	(d) 車輛正於由系統測定之道路速限或更低之速度行駛中；及	(d) 車輛正於由系統測定之道路速限或更低之速度行駛中。
(e) The driver is not determined to be motorically disengaged.		(e) 駕駛人未被測定為動作上未參與。	
When any of the conditions are no longer met, the system shall implement strategies to ensure controllability.	When any of the conditions are no longer met, the system shall implement strategies to ensure controllability.	於任一相關條件不再滿足時，系統應實施策略以確保可控制性。	於任一相關條件不再滿足時，系統應實施策略以確保可控制性。
6.1.1.2. The manufacturer shall demonstrate how the provisions of paragraph 6.1.1.1. are implemented in the system design to the Type Approval Authority.	6.1.1.2. The manufacturer shall demonstrate how the provisions of paragraph 6.1.1.1. are implemented in the system design to the Approval Authority.	6.1.1.2 申請者應向檢測機構展演如何將規定6.1.1.1實施於系統設計中。	6.1.1.2 申請者應向檢測機構展演如何將規定6.1.1.1實施於系統設計中。
6.1.2. Merging roads and slip roads on highways	6.1.2. Merging roads and slip roads on highways	6.1.2 高／快速公路上之道路匯入及匝道	6.1.2 高速公路上之道路匯入及匝道
6.1.2.1. If the system has the capability to assist in merging roads, the system shall aim to detect situations where the current lane of travel merges into another lane of travel (including slip roads), and shall be designed to ensure safe control in these situations accounting for road users in the neighbouring lane. If the system is designed to handle such a situation by performing a manoeuvre, this shall be in accordance with the provisions of this regulation.	6.1.2.1. The system shall aim to detect situations where the current lane of travel merges into another lane of travel (including slip roads), and shall be designed to ensure safe control in these situations accounting for road users in the neighbouring lane. If the system is designed to handle such a situation by performing a manoeuvre, this shall be in accordance with the provisions of this regulation.	6.1.2.1 若系統具備輔助匯入車道之能力，系統應以偵測現在行駛車道匯入另一行駛車道(包含匝道)之情形為目標，且應設計以於考量相鄰車道之道路使用者下，於該等情形中確保進行安全控制。若系統設計以藉由執行單一操作處理此等情形，則應符合本基準附件相關規定。	6.1.2.1 系統應以偵測現在行駛車道匯入另一行駛車道(包含匝道)之情形為目標，且應設計以於考量相鄰車道之道路使用者下，於該等情形中確保進行安全控制。若系統設計以藉由執行單一操作處理此等情形，則應符合本基準附件相關規定。
6.1.3. Leaving the lane to form an access	6.1.3. Leaving the lane to form an access	6.1.3 離開車道以對緊急及執法車	6.1.3 離開車道以對緊急及執法車輛

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
corridor for emergency and enforcement vehicles.	corridor for emergency and enforcement vehicles.	輛形成可使用之通道	形成可使用之通道
6.1.3.1. If the system is capable of forming an access corridor for emergency and enforcement vehicles, the system shall only leave its current lane of travel to (pre-emptively) form an access corridor where this is required and allowed according to national traffic rules.	6.1.3.1. If the system is capable of forming an access corridor for emergency and enforcement vehicles, the system shall only leave its current lane of travel to (pre-emptively) form an access corridor where this is required and allowed according to national traffic rules.	6.1.3.1 若系統具備為緊急及執法車輛形成可使用之通道的能力，系統應只能依照我國道路交通規則於需要且允許時，離開其現在行駛車道以（搶先地）形成通道。	6.1.3.1 若系統具備為緊急及執法車輛形成可使用之通道的能力，系統應只能依照我國道路交通規則於需要且允許時，離開其現在行駛車道以（搶先地）形成通道。
6.1.3.2. While forming an access corridor, the system shall ensure sufficient lateral and longitudinal distance to road boundaries, vehicles and other road users.	6.1.3.2. While forming an access corridor, the system shall ensure sufficient lateral and longitudinal distance to road boundaries, vehicles and other road users.	6.1.3.2 於形成可使用之通道時，系統應對道路邊界、車輛及其他道路使用者確保足夠之側向或縱向距離。	6.1.3.2 於形成可使用之通道時，系統應對道路邊界、車輛及其他道路使用者確保足夠之側向或縱向距離。
6.1.3.3. The vehicle shall return completely to its original lane of travel once the situation that required this access corridor to be formed has passed.	6.1.3.3. The vehicle shall return completely to its original lane of travel once the situation that required this access corridor to be formed has passed.	6.1.3.3 一旦需要形成此可使用之通道的相關情形結束時，車輛應完全地回到其原始行駛車道。	6.1.3.3 一旦需要形成此可使用之通道的相關情形結束時，車輛應完全地回到其原始行駛車道。
6.1.4. Lane positioning on roads without lane marking	6.1.4. Lane positioning on roads without lane marking	6.1.4 無車道標線下之道路上車道調整	6.1.4 無車道標線下之道路上車道調整
6.1.4.1. If the system is designed to perform lane positioning on roads without lane markings, it shall utilize other sources of information in order to robustly determine and pursue the appropriate trajectory in respect of other road users.	6.1.4.1. If the system is designed to perform lane positioning on roads without lane markings, it shall utilize other sources of information in order to robustly determine and pursue the appropriate trajectory in respect of other road users.	6.1.4.1 若系統設計以執行無車道標線下之道路上車道調整，其應使用其他資訊來源，以穩固地測定並追蹤與其他道路使用者相關之合適軌跡。	6.1.4.1 若系統設計以執行無車道標線下之道路上車道調整，其應使用其他資訊來源，以穩固地測定並追蹤與其他道路使用者相關之合適軌跡。
6.2. Specific Requirements for lane changes	6.2. Specific Requirements for lane changes	6.2 對變換車道之特定要求	6.2 對變換車道之特定要求
6.2.1. A lane change shall only be performed if the system has sufficient information about its surrounding to the front, side and rear in order to assess the criticality of that lane change.	6.2.1. A lane change shall only be performed if the system has sufficient information about its surrounding to the front, side and rear in order to assess the criticality of that lane change.	6.2.1 單一變換車道應只能於系統具備對其前方、側方及後方周遭足夠資訊，以評估此次變換車道之危險性時執行。	6.2.1 單一變換車道應只能於系統具備對其前方、側方及後方周遭足夠資訊，以評估此次變換車道之危險性時執行。
6.2.2. A lane change shall not be performed	6.2.2. A lane change shall not be performed	6.2.2 單一變換車道不應朝向用於	6.2.2 單一變換車道不應朝向用於反

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
towards a lane intended for traffic moving in the opposite direction.	towards a lane intended for traffic moving in the opposite direction.	反向車流移動之車道執行。	向車流移動之車道執行。
6.2.3. During the lane change manoeuvre, the system shall be designed to avoid a lateral acceleration of more than 1.5 m/s^2 in addition to the lateral acceleration generated by the lane curvature and avoid a total lateral acceleration in excess of 3.5 m/s^2.	6.2.3. During the lane change manoeuvre, the system shall be designed to avoid a lateral acceleration of more than 1.5 m/s^2 in addition to the lateral acceleration generated by the lane curvature and avoid a total lateral acceleration in excess of 3.5 m/s^2.	6.2.3於變換車道操作期間，系統應設計以避免除由車道彎道所產生側向加速度外，超過一點五公尺／秒平方之側向加速度，並避免總側向加速度超過三點五公尺／秒平方。	6.2.3於變換車道操作期間，系統應設計以避免除由車道彎道所產生側向加速度外，超過一點五公尺／秒平方之側向加速度，並避免總側向加速度超過三點五公尺／秒平方。
The moving average over half a second of the lateral jerk generated by the system shall not exceed 5 m/s^3.	The moving average over half a second of the lateral jerk generated by the system shall not exceed 5 m/s^3.	由系統產生之側向急動超過半秒的移動平均不應超過五公尺／秒立方。	由系統產生之側向急動超過半秒的移動平均不應超過五公尺／秒立方。
6.2.4. A lane change manoeuvre shall only be started if a vehicle in the target lane is not forced to unmanageably decelerate due to the lane change of the vehicle.	6.2.4. A lane change manoeuvre shall only be started if a vehicle in the target lane is not forced to unmanageably decelerate due to the lane change of the vehicle.	6.2.4 單一變換車道操作應只能於目標車道內之一車輛未因變換車道之車輛，而被強迫進行無法對應的減速下開始。	6.2.4 單一變換車道操作應只能於目標車道內之一車輛未因變換車道之車輛，而被強迫進行無法對應的減速下開始。
6.2.4.1. When there is an approaching vehicle.	6.2.4.1. When there is an approaching vehicle.	6.2.4.1 具有接近中車輛時	6.2.4.1 具有接近中車輛時
The system shall be designed to not make an approaching vehicle decelerate at a higher level than 3.0 m/s^2 in order to ensure that the distance between the two vehicles is never less than that which the DCAS vehicle travels in 1 second.	The system shall be designed to not make an approaching vehicle decelerate at a higher level than 3 m/s^2, A seconds after the system starts the lane change manoeuvre, to ensure the distance between the two vehicles is never less than that which the DCAS vehicle travels in 1 second.	系統設計上不應造成接近中車輛以高於三公尺／秒平方之等級減速，以確保於一秒內介於兩車輛間之距離絕不少於DCAS車輛所行駛之距離。	系統應設計以於系統開始變換車道操作起計A秒後，不造成接近中車輛以高於三公尺／秒平方之等級減速，以確保於一秒內介於兩車輛間之距離絕不少於DCAS車輛所行駛之距離。
	With:		其中：
	(a) A equal to:		(a) A等於：
This assessment shall be performed with the assumptions that the approaching vehicle begins its deceleration:		此評估應以接近中車輛於下述狀況展開其減速之假設執行：	
(a) 1.4 seconds after the system starts the lateral movement of the lane change procedure; and		(a) 於系統開始變換車道程序之側向移動後一點四秒	
(b) Either:		(b) 及：	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(i) 0.4 seconds after the system starts the lane change manoeuvre, provided that the approaching vehicle was detected by the DCAS vehicle for a duration of at least 1.0 seconds immediately before the lane change manoeuvre starts; or	(i) 0.4 seconds after the start of the lane change manoeuvre, provided that the full width of the approaching vehicle was detected by the DCAS vehicle during its lateral movement for at least 1.0 second before the lane change manoeuvre starts; or	(i)若接近中車輛於變換車道操作開始前，已受到DCAS車輛偵測至少一點零秒之持續時間，則為系統展開變換車道操作起計零點四秒後；或	(i) 若接近中車輛之全寬已受到DCAS車輛偵測，於變換車道操作開始前起計至少一點零秒之側向移動期間，則為變換車道操作開始起計零點四秒後；或
(ii) 1.4 seconds after the system starts the lane change manoeuvre.	(ii) 1.4 seconds after the start of the lane change manoeuvre.	(ii) 於系統展開變換車道操作起計一點四秒後。	(ii) 於變換車道操作開始起計一點四秒後。
6.2.4.2. When there is no vehicle detected	6.2.4.2. When there is no vehicle detected	6.2.4.2 未偵測到車輛時	6.2.4.2 未偵測到車輛時
If no approaching vehicle is detected by the system in the target lane, the assessment shall be calculated as per paragraph 6.2.4.1. with the assumption that:	If no approaching vehicle is detected by the system in the target lane, the assessment shall be calculated as per paragraph 6.2.4.1. with the assumption that:	若系統偵測到目標車道內未有接近中車輛時，則應依規定6.2.4.1計算相關評估，並假設如下：	若系統偵測到目標車道內未有接近中車輛時，則應依規定6.2.4.1計算相關評估，並假設如下：
(a) The approaching vehicle in the target lane is at a distance from the DCAS vehicle equal to the actual rearward detection range;	(a) The approaching vehicle in the target lane is at a distance from the DCAS vehicle equal to the actual rearward detection range;	(a) 目標車道內之接近中車輛處於自DCAS車輛起計等同於實際後向偵測範圍之距離；	(a) 目標車道內之接近中車輛處於自DCAS車輛起計等同於實際後向偵測範圍之距離；
(b) The approaching vehicle in the target lane is travelling with the allowed maximum speed or 130 km/h, whichever is lower; and	(b) The approaching vehicle in the target lane is travelling with the allowed maximum speed or 130 km/h, whichever is lower; and	(b) 目標車道內之接近中車輛正以已允許之最高速限或一百三十公里／小時（以較低者為準）行駛；且	(b) 目標車道內之接近中車輛正以已允許之最高速限或一百三十公里／小時（以較低者為準）行駛；且
(c) The full width of the approaching vehicle is detected by the system during its lateral movement for at least 1 second.	(c) The full width of the approaching vehicle is detected by the system during its lateral movement for at least 1 second.	(c) 由系統於其至少一秒鐘之側向移動期間，偵測到接近中車輛之全寬。	(c) 由系統於其至少一秒鐘之側向移動期間，偵測到接近中車輛之全寬。
When the target lane has just commenced, this requirement is deemed fulfilled if there is no vehicle detected along the length of the target lane to the rear.	When the target lane has just commenced, this requirement is deemed fulfilled if there is no vehicle detected along the length of the target lane to the rear.	於目標車道方才開始，若延著目標車道長度至後方未偵測到車輛，則視為滿足此要求。	於目標車道方才開始，若延著目標車道長度至後方未偵測到車輛，則視為滿足此要求。
6.2.4.3. In case the system intends to decelerate the vehicle during a lane change procedure, this deceleration shall be factored in when assessing the distance to a vehicle approaching from the rear, and the deceleration shall not exceed 2 m/s^2 except	6.2.4.3. In case the system intends to decelerate the vehicle during a lane change procedure, this deceleration shall be factored in when assessing the distance to a vehicle approaching from the rear, and the deceleration shall not exceed 2 m/s^2 except	6.2.4.3 為防系統於變換車道程序期間預期將車輛減速，除為避免或減輕立即性碰撞風險外，此等減速度應於評估對一輛自後方接近之車輛的距離時進行分解，且減速度不應超過二公尺／秒平方。	6.2.4.3 為防系統於變換車道程序期間預期將車輛減速，除為避免或減輕立即性碰撞風險外，此等減速度應於評估對一輛自後方接近之車輛的距離時進行分解，且減速度不應超過二公尺／秒平方。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
for the purpose of avoiding or mitigating the risk of an imminent collision.	for the purpose of avoiding or mitigating the risk of an imminent collision.		
6.2.4.4. Where there is not sufficient headway time for the vehicle behind at the end of the lane change procedure, the system shall not increase the rate of deceleration for a least 2 seconds after the completion of the lane change procedure except in case this is necessary for nominal operation of the system (e.g., when responding to road infrastructure or other road users), or avoiding or mitigating the risk of an imminent collision.	6.2.4.4. Where there is not sufficient headway time for the vehicle behind at the end of the lane change procedure, the system shall not increase the rate of deceleration for a least 2 seconds after the completion of the lane change procedure except in case this is necessary for nominal operation of the system (e.g., when responding to road infrastructure or other road users), or avoiding or mitigating the risk of an imminent collision.	6.2.4.4 於變換車道程序之結束時，對後方車輛之前置距離不足時，除為系統之正常運作的必要行為（例如：於對道路基礎設施或其他道路使用者回應等），或避免／減輕立即性碰撞風險外，系統於變換車道程序之完成後起計至少兩秒鐘，不應增加減速率。	6.2.4.4 於變換車道程序之結束時，對後方車輛之前置距離不足時，除為系統之正常運作的必要行為（例如：於對道路基礎設施或其他道路使用者回應等），或避免／減輕立即性碰撞風險外，系統於變換車道程序之完成後起計至少兩秒鐘，不應增加減速率。
6.2.5. The manufacturer shall demonstrate how the provisions of paragraph 6.2.4. are implemented in the system design to the Type Approval Authority.	6.2.5. The manufacturer shall demonstrate how the provisions of paragraph 6.2.4. are implemented in the system design to the Type Approval Authority.	6.2.5 申請者應向檢測機構展演如何將規定6.2.4實施於系統設計中。	6.2.5 申請者應向檢測機構展演如何將規定6.2.4實施於系統設計中。
6.2.6. The system shall generate a signal to activate the direction indicator unless already activated by the driver. The direction indicator signal shall remain active throughout the whole period of the lane change procedure and shall be deactivated by the system in a timely manner once the positioning in the lane of travel feature is resumed, unless the direction indicator control remains fully engaged (latched position).	6.2.6. The system shall generate a signal to activate and deactivate the direction indicator. The direction indicator signal shall remain active throughout the whole period of the lane change procedure and shall be deactivated by the system in a timely manner once the positioning in the lane of travel feature is resumed, unless the direction indicator control remains fully engaged (latched position).	6.2.6 除方向燈已由駕駛人啟動外，系統應產生訊號以啟動方向燈。方向燈訊號應於整個變換車道程序期間維持啟動，並除方向燈控制維持完全切換時（鎖定狀態），應由系統以及時之方式，於行駛車道之位置調整功能恢復之當下進行解除。	6.2.6 系統應產生訊號以啟動及解除方向燈。方向燈訊號應於整個變換車道程序期間維持啟動，並除方向燈控制維持完全切換時（鎖定狀態），應由系統以及時之方式，於行駛車道之位置調整功能恢復之當下進行解除。
6.2.7. A lane change procedure shall be indicated to other road users for at least 3 seconds prior to the start of the lane change manoeuvre. A shorter indication time is	6.2.7. A lane change procedure shall be indicated to other road users for at least 3 seconds prior to the start of the lane change manoeuvre. A shorter indication time is	6.2.7 變換車道程序應於變換車道操作開始前起計，向其他道路使用者指示至少三秒鐘。於不違反我國道路交通規則，且對其他道路使用	6.2.7 變換車道程序應於變換車道操作開始前起計，向其他道路使用者指示至少三秒鐘。於不違反我國道路交通規則，且對其他道路使用者

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
permitted where this is not in violation of national traffic rules in the country of operation, and sufficient notice of the manoeuvre is nevertheless given to other road users.	permitted where this is not in violation of national traffic rules in the country of operation, and sufficient notice of the manoeuvre is nevertheless given to other road users.	者仍提供足夠之操作通知下，允許提供較短之指示時間。	仍提供足夠之操作通知下，允許提供較短之指示時間。
6.2.8. When the lane change procedure is suppressed by the system, it shall clearly inform the driver by means of an optical signal in combination with either an acoustic or haptic signal.	6.2.8. When the lane change procedure is suppressed by the system, it shall clearly inform the driver by means of an optical signal in combination with either an acoustic or haptic signal.	6.2.8 於變換車道程序受到系統暫停時，其應藉由光學訊號與聲音或觸覺訊號其一進行組合之方法，明確地通知駕駛人。	6.2.8 於變換車道程序受到系統暫停時，其應藉由光學訊號與聲音或觸覺訊號其一進行組合之方法，明確地通知駕駛人。
6.2.9. Additional requirements for lane changes	6.2.9. Additional requirements for lane changes	6.2.9 變換車道之額外要求	6.2.9 變換車道之額外要求
6.2.9.1. Additional requirements for driver-confirmed lane changes	6.2.9.1. Additional requirements for driver-confirmed lane changes	6.2.9.1 由駕駛人確認之變換車道的額外要求	6.2.9.1 由駕駛人確認之變換車道的額外要求
6.2.9.1.1. The system shall aim not to make an approaching vehicle in the target lane unreasonably decelerate, particularly in the case where the lane change is not urgent (e.g., for the purpose of overtaking a slower moving vehicle). However, where making another vehicle in the target lane decelerate is necessary due to the traffic situation (e.g., current lane of travel is ending, where there is dense traffic in the target lane), the requirements of paragraph 6.2.4.1. shall apply.	6.2.9.1.1. In addition to the requirements of paragraph 6.2.4.1., the system shall aim not to make an approaching vehicle in the target lane decelerate unless necessary due to the traffic situation.	6.2.9.1.1 系統應以不造成目標車道內接近中車輛進行無理地減速為目標，特別是處於不急於變換車道之狀況下（例如：對於目的係超越較慢之移動車輛）。惟於造成另一部位於目標車道內之車輛，因交通情形影響而需要減速之狀況下（例如：目前行駛車道即將結束，而目標車道交通擁擠），即應符合規定6.2.4.1之要求。	6.2.9.1.1 除規定6.2.4.1之要求外，系統除交通情形影響進而必要外，應以不造成目標車道內接近中車輛減速為目標。
A lane change procedure shall only be proposed if sufficient free space in the target lane is already available or can reasonably be expected to become available allowing a LCM to be executed according to the provisions of paragraph 6.2.4.		變換車道程序僅應於目標車道內之足夠空間已可使用，或可被合理地預期轉變為可使用，以允許LCM依照規定6.2.4之狀況下執行。	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
6.2.9.1.2. Notwithstanding the requirements in paragraph 6.2.4.2. (b), the approaching vehicle in the target lane is assumed to be travelling with the allowed maximum speed + 10% or 130 km/h, whichever is lower.	6.2.9.1.2. Notwithstanding the requirements in paragraph 6.2.4.2. (b), the approaching vehicle in the target lane is assumed to be travelling with the allowed maximum speed + 10% or 130 km/h, whichever is lower.	6.2.9.1.2 於不考量前述規定6.2.4.2(b)下，目標車輛之接近中車輛被假設以允許最高車速加上百分之十或一百三十公里／小時行駛，以較低者為準。	6.2.9.1.2 於不考量前述規定6.2.4.2(b)下，目標車輛之接近中車輛被假設以允許最高車速加上百分之十或一百三十公里／小時行駛，以較低者為準。
6.2.9.2. Additional requirements for system-initiated lane changes	6.2.9.2. Additional requirements for system-initiated lane changes	6.2.9.2 由系統起始之變換車道的額外規定	6.2.9.2 由系統起始之變換車道的額外規定
6.2.9.2.1. The requirements outlined in paragraph 6.2.9.1. shall equally apply.	6.2.9.2.1. (Reserved)	6.2.9.2.1 規定6.2.9.1所述要求亦應符合。	6.2.9.2.1 （保留）
6.2.9.2.2. The system shall aim to detect restricted lanes of travel which restrict access to specific vehicle road users (e.g., bus, bike or taxi lanes) and shall aim to refrain from initiating lane changes to such lanes.		6.2.9.2.2 系統應朝向以偵測限制特定道路使用者使用之受限行駛車道（例如：公車、自行車或計程車專用道等），並應限制對相關車道起始變換車道為目標。	
6.2.9.3. Assisting lane changes on roads where there is no physical separation of traffic moving in opposite directions	6.2.9.3. Assisting lane changes on roads where there is no physical separation of traffic moving in opposite directions	6.2.9.3 於無反向車流移動之實體分隔的道路上協助變換車道	6.2.9.3 於無反向車流移動之實體分隔的道路上協助變換車道
If the system is designed to assist lane changes on roads where there is no physical separation of traffic moving in the opposite direction, the system shall implement strategies to ensure that the lane change procedure is only performed into or via a lane where the target lane is not designated for oncoming traffic.	If the system is designed to assist lane changes on roads where there is no physical separation of traffic moving in the opposite direction, the system shall implement strategies to ensure that the lane change procedure is only performed into or via a lane where the target lane is not designated for oncoming traffic.	若系統設計以協助於無反向車流移動之實體分隔的道路上協助變換車道，系統應實施策略以確保變換車道程序僅能朝向或藉由一個非指定由迎面而來車流所用之目標車道執行。	若系統設計以協助於無反向車流移動之實體分隔的道路上協助變換車道，系統應實施策略以確保變換車道程序僅能朝向或藉由一個非指定由迎面而來車流所用之目標車道執行。
These strategies shall be demonstrated to and assessed by the Technical Service according to the corresponding tests in Annex 4 during Type Approval.	These strategies shall be demonstrated to and assessed by the Technical Service according to the corresponding tests in Annex 4 during Type Approval.	此等策略應於型式認證期間，依照規定13.中對應測試向檢測機構展演並由其評估。	此等策略應於型式認證期間，依照規定13.中對應測試向檢測機構展演並由其評估。
6.2.9.4. Assisting lane changes on roads where pedestrians and/or bicycles are not	6.2.9.4. Assisting lane changes on roads where pedestrians and/or bicycles are not	6.2.9.4 於未禁止行人及／或自行車使用之道路上協助變換車道	6.2.9.4 於未禁止行人及／或自行車使用之道路上協助變換車道

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
prohibited	prohibited		
The system shall only be permitted to perform a lane change on roads with pedestrians and cyclists if the system is able to avoid causing risk of a collision with any vulnerable road user (such as pedestrians and cyclists).	The system shall only be permitted to perform a lane change on roads with pedestrians and cyclists if the system is able to avoid causing risk of a collision with any vulnerable road user (such as pedestrians and cyclists).	系統應只能於系統具備避免造成與任意弱勢道路使用者（如行人及自行車騎士）之碰撞風險的能力時，允許於具有行人及自行車騎士之車道上變換車道。	系統應只能於系統具備避免造成與任意弱勢道路使用者（如行人及自行車騎士）之碰撞風險的能力時，允許於具有行人及自行車騎士之車道上變換車道。
6.2.9.5. Assisting lane changes in situations where the lane change manoeuvre cannot be started within 7 seconds of the initiation of the lane change procedure	6.2.9.5. Assisting lane changes in situations where the lane change manoeuvre cannot be started within 7 seconds of the initiation of the lane change procedure	6.2.9.5 於變換車道程序起始開始後起計七秒內無法開始變換車道操作之情形下協助變換車道	6.2.9.5 於變換車道程序起始開始後起計七秒內無法開始變換車道操作之情形下協助變換車道
The time between initiation of the lane change procedure and start of the lane change manoeuvre is only permitted to be extended beyond 7 seconds where this is not in violation of national traffic rules.	The time between initiation of the lane change procedure and start of the lane change manoeuvre is only permitted to be extended beyond 7 seconds where this is not in violation of national traffic rules.	介於變換車道程序起始及變換車道操作開始之時間僅於不違反我國交通規則下，允許延伸超過七秒。	介於變換車道程序起始及變換車道操作開始之時間僅於不違反我國交通規則下，允許延伸超過七秒。
6.3. Specific requirements for other manoeuvres other than a lane change	6.3. Specific requirements for other manoeuvres other than a lane change	6.3 對於不同於變換車道之其他操作的特定要求	6.3 對於不同於變換車道之其他操作的特定要求
6.3.1. The provisions of this paragraph apply for manoeuvres which lead the vehicle to:	6.3.1. The provisions of this paragraph apply for manoeuvres which lead the vehicle to:	6.3.1 本節規定適用於操作將引領車輛至：	6.3.1 本節規定適用於操作將引領車輛至：
(a) Select a lane where this manoeuvre is neither following the current lane of travel, nor a lane change; or	(a) select a lane where this manoeuvre is neither following the current lane of travel, nor a lane change; or	(a) 選擇一個非為跟隨現在行駛車道，亦非變換車道之操作的車道；或	(a) 選擇一個非為跟隨現在行駛車道，亦非變換車道之操作的車道；或
(b) Navigate a roundabout by entering, navigating and exiting the roundabout; or	(b) navigate a roundabout by entering, navigating and exiting the roundabout; or	(b) 藉由進入、導航及離開圓環對圓環進行導航；或	(b) 藉由進入、導航及離開圓環對圓環進行導航；或
(c) Navigate around an obstruction in the lane of travel; or	(c) navigate around an obstruction in the lane of travel; or	(c) 導航以繞過行駛車道中之障礙；或	(c) 導航以繞過行駛車道中之障礙；或
(d) Provide sufficient lateral distance to safely pass an object adjacent to the lane of travel (e.g., a cyclist in a cycle lane); or		(d) 提供足夠側向距離以安全通過相鄰於行駛車道之物件（例如：一個位於自行車道之自行車騎士）；或	
(e) Take a turn (e.g. taking a turn at an intersection); or	(d) take a turn (e.g. taking a turn at an intersection); or	(e) 執行轉向（例如：於十字路口轉彎）；或	(d) 執行轉向（例如：於十字路口轉彎）；或
(f) Depart or arrive at a parked position.	(e) depart or arrive at a parked position.	(f)離開或抵達一停駐地點。	(e) 離開或抵達一停駐地點。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
6.3.2. The system shall be designed to respond to vehicles, road users, infrastructure or a blocked path ahead which are already within or may enter the planned trajectory or the corresponding driving environment in order to ensure safe operation.	6.3.2. The system shall be designed to respond to vehicles, road users, infrastructure or a blocked path ahead which are already within or may enter the planned trajectory or the corresponding driving environment in order to ensure safe operation.	6.3.2 系統應設計以對前方已經位於或可能進入預期軌跡對應行駛環境中之車輛、道路使用者、基礎建設或一受阻道路進行回應，以確保安全運作。	6.3.2 系統應設計以對前方已經位於或可能進入預期軌跡對應行駛環境中之車輛、道路使用者、基礎建設或一受阻道路進行回應，以確保安全運作。
6.3.3. The system shall be designed to respond to traffic lights, stop signs, right-of-way infrastructure (such as zebra crossings or bus stops) and restricted lanes appropriate to the system's given lane of travel, or the lane of travel the system would find itself in as a result of the manoeuvre where this is deemed relevant for the given manoeuvre and operating domain (e.g., highway or non-highway).	6.3.3. The system shall be designed to respond to traffic lights, stop signs, right-of-way infrastructure (such as zebra crossings or bus stops) and restricted lanes appropriate to the system's given lane of travel, or the lane of travel the system would find itself in as a result of the manoeuvre where this is deemed relevant for the given manoeuvre and operating domain (e.g., highway or non-highway).	6.3.3 系統應設計以對交通號誌、停止符號、路權相關基礎建設(例如斑馬線或公車站)，以及適用系統之指定行駛車道的受限車道，或視為與指定操作及運作區域(例如：高／快速公路或非高／快速公路）相關之情形下，系統作為操作結果將察覺自身已於其中之行駛車道進行反應。	6.3.3 系統應設計以對交通號誌、停止符號、路權相關基礎建設(例如斑馬線或公車站)，以及適用系統之指定行駛車道的受限車道，或視為與指定操作及運作區域(例如：高速公路或非高速公路)相關之情形下，系統作為操作結果將察覺自身已於其中之行駛車道進行反應。
6.3.4. The system shall be designed to safely and cautiously navigate hillcrests where this is deemed relevant for the controllability the given manoeuvre.	6.3.4. The system shall be designed to safely and cautiously navigate hillcrests where this is deemed relevant for the controllability the given manoeuvre.	6.3.4 系統應設計以於視為與指定操作之可控制性相關下，安全地且小心地於山巒導航。	6.3.4 系統應設計以於視為與指定操作之可控制性相關下，安全地且小心地於山巒導航。
6.3.5. If the manoeuvre would potentially lead the system to cross paths with vulnerable road users crossing the lane of travel (e.g., bike path, crosswalk), the system shall be designed to respond appropriately to the road users and infrastructure.	6.3.5. If the manoeuvre would potentially lead the system to cross paths with vulnerable road users crossing the lane of travel (e.g., bike path, crosswalk), the system shall be designed to respond appropriately to the road users and infrastructure.	6.3.5 若操作將潛在地引導系統穿越弱勢道路使用者用以穿越行駛車道之路徑(例如：自行車路徑、行人穿越道)，則系統應設計以合適地對道路使用者及基礎建設進行反應。	6.3.5 若操作將潛在地引導系統穿越弱勢道路使用者用以穿越行駛車道之路徑(例如：自行車路徑、行人穿越道)，則系統應設計以合適地對道路使用者及基礎建設進行反應。
6.3.6. If the manoeuvre would lead the system to cross paths with crossing traffic (e.g., when taking a turn) or lead the system to merge with traffic approaching from a different direction, the system shall be designed to appropriately respond to these	6.3.6. If the manoeuvre would lead the system to cross paths with crossing traffic (e.g., when taking a turn) or lead the system to merge with traffic approaching from a different direction, the system shall be designed to appropriately respond to these	6.3.6 若操作將引導系統穿越正在穿越中之車流的路徑(例如：正在轉彎當中)，或引導系統與從不同方向接近中之車流合併，則系統應設計以合適地對此等道路使用者進行反應（例如：藉由讓道)。	6.3.6 若操作將引導系統穿越正在穿越中之車流的路徑(例如：正在轉彎當中)，或引導系統與從不同方向接近中之車流合併，則系統應設計以合適地對此等道路使用者進行反應（例如：藉由讓道)。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
road users (e.g., by giving way).	road users (e.g., by giving way).		
6.3.7. Where relevant to the manoeuvre, the system shall be designed to detect restricted lanes of travel (e.g., bus, bike or taxi lanes) and shall aim to refrain from navigating on such lanes. In the event the system detects that it has entered into a restricted lane of travel, it shall propose or perform a lane change procedure to an appropriate lane of travel as appropriate to the system design, or request the driver to resume manual control.	6.3.7. Where relevant to the manoeuvre, the system shall be designed to detect restricted lanes of travel (e.g., bus, bike or taxi lanes) and shall aim to refrain from navigating on such lanes. In the event the system detects that it has entered into a restricted lane of travel, it shall propose or perform a lane change procedure to an appropriate lane of travel as appropriate to the system design, or request the driver to resume manual control.	6.3.7 於與操作相關時，系統應設計以偵測受限之行駛車道（例如：公車、自行車或計程車道），並應以避免導航至該等車道為目標。於系統偵測到其已進入受限之行駛車道時，應提出或執行變換車道程序至一適用於系統設計之合適行駛車道，或要求駕駛人恢復手動控制。	6.3.7 於與操作相關時，系統應設計以偵測受限之行駛車道（例如：公車、自行車或計程車道），並應以避免導航至該等車道為目標。於系統偵測到其已進入受限之行駛車道時，應提出或執行變換車道程序至一適用於系統設計之合適行駛車道，或要求駕駛人恢復手動控制。
6.3.8. The system shall aim to respect appropriate right-of-way rules.	6.3.8. The system shall aim to respect appropriate right-of-way rules.	6.3.8 系統應以遵守合適之路權規則為目標。	6.3.8 系統應以遵守合適之路權規則為目標。
6.3.9. Additional Requirements for navigating around an obstruction in the lane of travel	6.3.9. Additional Requirements for navigating around an obstruction in the lane of travel	6.3.9 對導航以繞過行駛車道中之障礙的額外要求	6.3.9 對導航以繞過行駛車道中之障礙的額外要求
6.3.9.1. Navigating around an obstruction can be performed under the following circumstances:	6.3.9.1. Navigating around an obstruction in the lane of travel can be performed under the following circumstances:	6.3.9.1 導航以繞過障礙可於下述情形下執行：	6.3.9.1 導航以繞過行駛車道中之障礙可於下述情形下執行：
(a) Driving around a stationary obstacle (e.g., parked vehicle, debris, etc.) in the lane;	(a) Driving around a stationary obstacle (e.g., parked vehicle, debris, etc.) in the lane;	(a) 行駛繞過一個位於車道內之靜態障礙（例如：已停駐車輛、殘骸等）；	(a) 行駛繞過一個位於車道內之靜態障礙（例如：已停駐車輛、殘骸等）；
(b) Passing a very slow-moving vehicle or road user with sufficient lateral distance;	(b) Passing a very slow moving vehicle or road user in or near to the lane (such as a cyclist in a cycle lane) with sufficient lateral distance;	(b) 以足夠之側向距離，通過極度緩慢速度移動之車輛或道路使用者；	(b) 以足夠之側向距離，通過位於車道內或靠近車道(例如自行車道之騎士)且以極度緩慢速度移動之車輛或道路使用者；
(c) The manoeuvre is instructed by legitimate external sources (e.g., static and dynamic road signs, road works, emergency or enforcement instruction, etc.), if applicable to the system's design.	(c) The manoeuvre is instructed by legitimate external sources (e.g., static and dynamic road signs, road works, emergency or enforcement instruction, etc.), if applicable to the system's design.	(c) 若適用於系統之設計下，相關操作係由合法外部來源所指示時（例如：靜態及動態道路標誌、道路施工、緊急或執法指示等）。	(c) 若適用於系統之設計下，相關操作係由合法外部來源所指示時（例如：靜態及動態道路標誌、道路施工、緊急或執法指示等）。
Other reasons to cross into another lane may be accepted if the manufacturer presents sufficient information to the Type Approval	Other reasons to cross into another lane may be accepted if the manufacturer presents sufficient information to the Type Approval	其餘穿越進入至另一車道之理由可於申請者對檢測機構呈現足夠資訊，並決議其屬合適且系統將能安全地	其餘穿越進入至另一車道之理由可於申請者對檢測機構呈現足夠資訊，並決議其屬合適且系統將能安全地

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
Authority and it is determined that it is appropriate and the system would be able to safely operate.	Authority and it is determined that it is appropriate and the system would be able to safely operate.	運作下被接受。	運作下被接受。
6.3.9.2. Navigating around an obstruction shall only be permitted if the system is able to determine the position and movement of other road users to the front, side and rear where relevant to the specific manoeuvre, and that there is adequate distance to them to perform the manoeuvre.	6.3.9.2. Navigating around an object obstructing the lane of travel shall only be permitted if the system is able to determine the position and movement of other road users to the front, side and rear where relevant to the specific manoeuvre, and that there is adequate distance to them to perform the manoeuvre.	6.3.9.2 導航以繞過障礙僅應於系統能夠測定前方、側方及後方之特定操作相關其他道路使用者的位置及移動時，且對前述道路使用者尚有適當距離以執行操作被允許。	6.3.9.2 導航以繞過阻礙行駛車道之物件應只能於系統能夠測定前方、側方及後方之特定操作相關其他道路使用者的位置及移動時，且對前述道路使用者尚有適當距離以執行操作被允許。
6.3.9.3. If the manoeuvre would cause the vehicle to cross partially or fully into another lane, the system shall only do so if it is able to confirm that sufficient space and time is available. Such that there are no oncoming road users which would impede the system from completing the manoeuvre by reverting to the appropriate lane of travel. It shall not cross into another lane, where the direction of travel is in the opposite direction, to pass general traffic moving at an appropriate speed.	6.3.9.3. If the manoeuvre would cause the vehicle to cross partially or fully into another lane, the system shall only do so if it is able to confirm that sufficient space and time is available. Such that there are no oncoming road users which would impede the system from completing the manoeuvre by reverting to the appropriate lane of travel. It shall not cross into another lane, where the direction of travel is in the opposite direction, to pass general traffic moving at an appropriate speed.	6.3.9.3 若相關操作將造成車輛部分地或完全地跨越進入另一車道，則系統應只能於可以確認尚有足夠空間及時間下執行操作。如此將不會有迎面而來的道路使用者，阻止系統藉由恢復到合適之行駛車道完成操作。其不應跨越進入另一行駛方式方向相反之車道，以通過於合適速度移動之一般車流。	6.3.9.3 若相關操作將造成車輛部分地或完全地跨越進入另一車道，則系統應只能於可以確認尚有足夠空間及時間下執行操作。如此將不會有迎面而來的道路使用者，阻止系統藉由恢復到合適之行駛車道完成操作。其不應跨越進入另一行駛方式方向相反之車道，以通過於合適速度移動之一般車流。
The system shall appropriately indicate the manoeuvre to other road users throughout the manoeuvre.		系統應於整個操作期間向其他道路使用者適當地指出操作。	
6.3.9.4. The system shall not suggest a manoeuvre to the driver or perform a system-initiated manoeuvre, which intends to cross a solid lane marking that is not permitted to be crossed, unless permitted by the situation as described in paragraph	6.3.9.4. The system shall not suggest a manoeuvre to the driver, which intends to cross a solid lane marking that is not permitted to be crossed, unless permitted by the situation as described in 6.3.9.1. (c).	6.3.9.4 除於規定6.3.9.1(c)所述情形而被允許下，系統不應對駕駛人建議意圖穿越不允許被穿越之實體車道標線的操作，或執行意圖穿越不允許被穿越之實體車道標線的系統起始操作。	6.3.9.4 除於規定6.3.9.1(c)所述情形而被允許下，系統不應對駕駛人建議意圖穿越不允許被穿越之實體車道標線的操作。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
6.3.9.1. (c).			
7. Monitoring of DCAS operation	**7. Monitoring of DCAS operation**	7. DCAS運作之監控	7. DCAS運作之監控
7.1. Monitoring of DCAS Operation	7.1. Monitoring of DCAS Operation	7.1 DCAS運作之監控	7.1 DCAS運作之監控
7.1.1. The manufacturer shall maintain processes to monitor safety-critical occurrences caused by the operation of the system.	7.1.1. The manufacturer shall maintain processes to monitor safety-critical occurrences caused by the operation of the system.	7.1.1 申請者應維持程序以監控因系統運作所造成之危害安全的相關事件。	7.1.1 申請者應維持程序以監控因系統運作所造成之危害安全的相關事件。
7.1.2. The manufacturer shall set up a monitoring program aimed at collecting and analysing data in order to provide, to the extent feasible, evidence of the in-service safety performance of the DCAS and confirmatory evidence of the audit results of the Safety Management System requirements established in Annex 3 to this Regulation.	7.1.2. To fulfil this provision, the manufacturer shall set up a monitoring program aimed at collecting and analysing data in order to provide, to the extent feasible, evidence of the in-service safety performance of the DCAS and confirmatory evidence of the audit results of the Safety Management System requirements established in Annex 3 to this Regulation.	7.1.2 申請者應設置一個以收集及分析資料為目的之監控程式，以於可行範圍內提供於本基準附件規定12.所建立DCAS之運作中安全性能的證據，及安全管理系統要求之審核結果的確認性證據。	7.1.2 為滿足本項規定，申請者應設置一個以收集及分析資料為目的之監控程式，以於可行範圍內提供於本基準附件規定12.所建立DCAS之運作中安全性能的證據，及安全管理系統要求之審核結果的確認性證據。
7.2. Reporting of DCAS operation	7.2. Reporting of DCAS operation	7.2 DCAS運作之回報	7.2 DCAS運作之回報
7.2.1. Initial notification of Safety-Critical Occurrences	7.2.1. Initial notification of Safety-Critical Occurrences	7.2.1 安全危害事件之初始通知	7.2.1 安全危害事件之初始通知
7.2.1.1. The manufacturer shall notify the Type Approval Authority without unreasonable delay about any safety-critical occurrence the manufacturer becomes aware of through a monitoring program, where the system or its features were in 'on' mode, or had been switched to 'on' mode within the last 5 seconds before the safety-critical occurrence.	7.2.1.1. The manufacturer shall notify the Type Approval Authority as soon as practical about any safety-critical occurrence the manufacturer becomes aware of, where the system or its features were switched to 'on' mode, or had been switched to 'on' mode within the last 5 seconds before the safety-critical occurrence.	7.2.1.1 申請者應於系統或其功能於安全危害事件前五秒內，處於或已切換至開啟模式下，透過監控程式注意到任何安全危害事件發生時，於未有無理延遲狀況下通知審驗機構。	7.2.1.1 申請者應於系統或其功能於安全危害事件前五秒內，被切換至開啟模式，或已切換至開啟模式下，於注意到任何安全危害事件相關實務發生後盡速通知審驗機構。
7.2.1.1.1. For systems capable of system-initiated manoeuvres, the applicable notification requirement shall apply to any instance where the feature was active within		7.2.1.1.1 對於具備系統起始操作能力之系統，於任何功能於安全危害事件發生前七秒內被啟動相關情況下皆應符合適用之通知要求。	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
the last 7 seconds before the safety-critical occurrence.			
7.2.1.2. The initial notification may be limited to high-level data but shall contain information about the features in 'on' mode, or which had been switched to 'on' mode with the last 5 seconds before the safety-critical occurrence (e.g., location, time, type of accident) to the extent that such information is available at the time of notification.	7.2.1.2. The initial notification may be limited to high-level data (e.g., location, time, type of accident).	7.2.1.2 初始通知可被限制於高等級資料，惟應包含功能於安全危害事件發生前五秒內處於或已被切換至開啟模式相關資訊（例如：位置、時間、事故類型），以至於通知當下相關資訊為可使用狀態。	7.2.1.2 初始通知可被限制於高等級資料（例如：位置、時間、事故類型）
7.2.2. Short-term Reporting of Safety-Critical Occurrences	7.2.2. Short-term Reporting of Safety-Critical Occurrences	7.2.2 安全危害事件之短期回報	7.2.2 安全危害事件之短期回報
7.2.2.1. Following the initial notification as per paragraph 7.2.1., the manufacturer shall investigate whether the incident was related to DCAS operation and inform the Type Approval Authority of the results of this investigation as soon as possible. If the operation of the system was likely one of the causes of the incident, in addition, the manufacturer shall inform the Type Approval Authority of intended remedial action(s) addressing DCAS design, if applicable.	7.2.2.1. Following the initial notification, the manufacturer shall investigate whether the incident was related to DCAS operation and inform the Type Approval Authority of the results of this investigation as soon as possible. If the operation of the system was likely one of the causes of the incident, in addition, the manufacturer shall inform the Type Approval Authority of intended remedial action(s) addressing DCAS design, if applicable.	7.2.2.1 接續於規定7.2.1所述之初始通知後，申請者應盡速調查事故是否與DCAS運作相關，並向審驗機構通知調查結果。若系統之運作疑似為事故肇因之其一，申請者另應依照實際情況，就處理DCAS設計之預期補救措施通知審驗機構。	7.2.2.1 接續於初始通知後，申請者應盡速調查事故是否與DCAS運作相關，並向審驗機構通知調查結果。若系統之運作疑似為事故肇因之其一，申請者另應依照實際情況，就處理DCAS設計之預期補救措施通知審驗機構。
7.2.2.2. If remedial action addressing DCAS design is to be taken by the manufacturer, the Type Approval Authority shall upload this information received from the manufacturer in the English language to the secure internet database "DETA" , established by the United Nations Economic	7.2.2.2. If remedial action is required, the Type Approval Authority shall communicate this information to all Type Approval Authorities.	7.2.2.2 若申請者將採取處理DCAS設計之補救措施時，審驗機構應於於未有不當延遲下對所有相關檢測機構交流此等資訊。相關資訊應足以理解事故、肇因及補救動作。	7.2.2.2 若需要補救措施時，審驗機構應對所有型式認證機構交流此等資訊。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
Commission for Europe, without undue delay to communicate this information to all Type Approval Authorities. The information shall be sufficient to understand the incident, the cause for and the remedial action.			
7.2.2.3. If the Type Approval Authority is informed of a safety critical occurrence with a vehicle equipped with DCAS through sources other than a vehicle manufacturer, such as by other Type Approval Authorities, that Type Approval Authority may request the manufacturer to provide available information of the incident in a comprehensive and accessible way as stipulated in 7.2.1. and 7.2.2.	7.2.2.3. If the Type Approval Authority is informed of a safety critical occurrence with a vehicle equipped with DCAS through sources other than a vehicle manufacturer, such as by other Type Approval Authorities, that Type Approval Authority may request the manufacturer to provide available information of the incident in a comprehensive and accessible way as stipulated in 7.2.1. and 7.2.2.	7.2.2.3 若審驗機構收到非申請者之來源，例如其他型式認證機構，通知一輛配備有DCAS之車輛發生安全危害事件，則審驗機構可要求申請者如規定7.2.1及7.2.2所述，以易於理解且可取用之方式，提供可使用之事故資訊。	7.2.2.3 若審驗機構收到非申請者之來源，例如其他型式認證機構，通知一輛配備有DCAS之車輛發生安全危害事件，則審驗機構可要求申請者如規定7.2.1及7.2.2所述，以易於理解且可取用之方式，提供可使用之事故資訊。
7.2.3. Periodic Reporting	7.2.3. Periodic Reporting	7.2.3 定期回報	7.2.3 定期回報
7.2.3.1. The manufacturer shall report at least once a year to the Type Approval Authority on the information deemed to be proper evidence of the intended operation collected through the monitoring program and safety of the system in the field until the production is definitively discontinued according to paragraph 14. The manufacturer shall report at least the information listed in the table below, which can be shared in confidence with other Type Approval Authorities on request. The manufacturer shall be notified in this case. Additional information is subject to agreement between the Type Approval Authority and the manufacturer.	7.2.3.1. The manufacturer shall report at least once a year to the Type Approval Authority on the information deemed to be proper evidence of the intended operation and safety of the system in the field. The manufacturer shall report at least the information listed in the table below. Additional information is subject to agreement between the Type Approval Authority and the manufacturer.	7.2.3.1 直至生產永久中斷為止，申請者應針對投入使用之系統，就透過監控系統所蒐集預期運作及安全性之適當證據的資訊，至少每年向審驗機構回報一次。申請者應至少回報下表所列，可於需要時以機密方式與其他相關檢測機構分享之資訊，並於此狀況下通知申請者。額外資訊則視審驗機構及申請者之協議而定。	7.2.3.1 申請者應針對投入使用之系統，就預期運作及安全性之適當證據的資訊，至少每年向審驗機構回報一次。申請者應至少回報下表所列資訊。額外資訊則視審驗機構及申請者之協議而定。
In the event that the system was subject to	In the event that the system was subject to	於回報期間下，系統受到與已回報資	於回報期間下，系統受到與已回報資

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
significant changes relevant to the reported information during the reporting period, the report shall differentiate the changes of the system.	significant changes relevant to the reported information during the reporting period, the report shall differentiate the changes of the system.	訊相關之重大改變所影響之事件，相關報告應描述系統改變之差異。	訊相關之重大改變所影響之事件，相關報告應描述系統改變之差異。
Table 1 **Information for Periodic Reporting** (表格如頁末所示)	Table 1 **Information for Periodic Reporting** (表格如頁末所示)	表一、定期回報資訊 (表格如頁末所示)	表一、定期回報資訊 (表格如頁末所示)
8. System Validation	**8. System Validation**	8. 系統確認	8. 系統確認
8.1. The validation of the system shall ensure that an acceptable thorough consideration of functional and operational safety of the features integrated in the system and the entire system integrated into a vehicle has been performed by the manufacturer assessed according to Annex 3.	8.1. The validation of the system shall ensure that an acceptable thorough consideration of functional and operational safety of the features integrated in the system and the entire system integrated into a vehicle has been performed by the manufacturer assessed according to Annex 3.	8.1 系統之驗證應確保已由申請者依照規定12所評估，執行整合於系統及整合於車輛之整體系統中，對功能之功能安全及運作安全相關可接受的考量。	8.1 系統之驗證應確保已由申請者依照規定12所評估，執行整合於系統及整合於車輛之整體系統中，對功能之功能安全及運作安全相關可接受的考量。
8.2. The validation of the system shall demonstrate that the features integrated in the system and the entire system meet the performance requirements specified in paragraphs 5. and 6. of this Regulation	8.2. The validation of the system shall demonstrate that the features integrated in the system and the entire system meet the performance requirements specified in paragraphs 5. and 6. of this Regulation	8.2 系統之驗證應針對整合於系統及整體系統內之功能，滿足本基準附件規定5.及規定6.所述之性能要求進行展演。	8.2 系統之驗證應針對整合於系統及整體系統內之功能，滿足本基準附件規定5.及規定6.所述之性能要求進行展演。
The validation of the system shall include:	The validation of the system shall include:	系統之驗證應包含：	系統之驗證應包含：
(a) Validation of the system safety aspects in accordance with the requirements of Annex 3;	(a) Validation of the system safety aspects in accordance with the requirements of Annex 3;	(a) 依照規定12.之要求，系統安全層面的驗證；	(a) 依照規定12.之要求，系統安全層面的驗證；
(b) Physical tests on the test track and public roads in accordance with the requirements of Annex 4;	(b) Physical tests on the test track and public roads in accordance with the requirements of Annex 4;	(b) 依照規定13.之要求，於測試道路及公共道路執行實際測試；	(b) 依照規定13.之要求，於測試道路及公共道路執行實際測試；
(c) Monitoring of the system or its features in accordance with the requirements of paragraph 7.	(c) Monitoring of the system or its features in accordance with the requirements of paragraph 7.	(c) 依照規定7.之要求，系統或其功能之監控。	(c) 依照規定7.之要求，系統或其功能之監控。
8.2.1. The validation of the system may include the use of virtual testing and reporting of metrics produced by virtual testing, such as	8.2.1. The validation of the system may include the use of virtual testing and reporting of metrics produced by virtual testing, such as	8.2.1 系統之驗證可能包含模擬測試，以及回報由模擬測試所產生之量度，例如所涵蓋範圍之量測及安	8.2.1 系統之驗證可能包含模擬測試，以及回報由模擬測試所產生之量度，例如所涵蓋範圍之量測及安全

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
coverage measurement and safety metrics. If virtual testing is performed, a credibility assessment as described in Annex 5 shall be provided to the Type Approval Authority.	coverage measurement and safety metrics. If virtual testing is performed, a credibility assessment as described in Annex 5 shall be provided to the Type Approval Authority.	全指標。若執行模擬測試，則應向檢測機構提供如規定14.所述之可信度評估。	指標。若執行模擬測試，則應向檢測機構提供如規定14.所述之可信度評估。
9. System Information Data	**9. System Information Data**	9. 系統資訊之資料	9. 系統資訊之資料
9.1. The following data shall be provided by the manufacturer, together with the documentation package required in Annex 3 of this UN Regulation, to the Type Approval Authority at the time of type-approval.	9.1. The following data shall be provided by the manufacturer, together with the documentation package required in Annex 3 of this UN Regulation, to the Type Approval Authority at the time of type-approval.	9.1 應由申請者於申請型式認證時，併同本基準附件規定12.所需文件，向檢測機構提供下述資料：	9.1 應由申請者於申請型式認證時，併同本基準附件規定12.所需文件，向檢測機構提供下述資料：
9.1.1. Specific features according to the classification of paragraph 6 that the system possesses. The manufacturer is to confirm with an “x” or “Not Applicable” what domain the feature can operate in, and complete the table as necessary:	9.1.1. Specific features according to the classification of paragraph 6 that the system possesses. The manufacturer is to confirm with an “x” or “Not Applicable” what domain the feature can operate in, and complete the table as necessary:	9.1.1 依照規定6.分級之系統所擁有的特定功能。申請者以「X」或「不適用」以確認功能可於其中運作之區域，並如必要時完成下述表格：	9.1.1 依照規定6.分級之系統所擁有的特定功能。申請者以「X」或「不適用」以確認功能可於其中運作之區域，並如必要時完成下述表格：
(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)
9.1.2. Domains (highway or non-highway), in which the system provides certain types of assistance as classified under paragraph 9.1.1. The manufacturer is to confirm with an “x” or “Not Applicable” what domain the feature can operate in, and complete the table as necessary:	9.1.2. Domains (highway or non-highway), in which the system provides certain types of assistance as classified under paragraph 9.1.1. The manufacturer is to confirm with an “x” or “Not Applicable” what domain the feature can operate in, and complete the table as necessary:	9.1.2於系統提供如規定9.1.1之下進行分類特定類型之輔助的區域（高／快速公路或非高／快速公路）。申請者以「X」或「不適用」以確認功能可於其中運作之區域，並如必要時完成下述表格：	9.1.2於系統提供如規定9.1.1之下進行分類特定類型之輔助的區域（高速公路或非高速公路）。申請者以「X」或「不適用」以確認功能可於其中運作之區域，並如必要時完成下述表格：
(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)
9.1.3. The conditions under which the system and its features can be activated and the boundaries for operation (boundary conditions).	9.1.3. The conditions under which the system and its features can be activated and the boundaries for operation (boundary conditions).	9.1.3 系統及其功能可被啟動的條件，以及運作邊界（邊界條件）。	9.1.3 系統及其功能可被啟動的條件，以及運作邊界（邊界條件）。
9.1.4. DCAS interactions with other vehicle systems.	9.1.4. DCAS interactions with other vehicle systems.	9.1.4 與其他車輛系統之DCAS互動。	9.1.4 與其他車輛系統之DCAS互動。
9.1.5. Means to activate, deactivate and	9.1.5. Means to activate, deactivate and	9.1.5 啟動、解除及取代系統之手	9.1.5 啟動、解除及取代系統之手段。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
override the system. 9.1.6. Criteria monitored and the means by which driver disengagement is monitored. 9.1.7. Dynamic control assistance provided by each feature of the system. 9.1.8. Input other than lane markings the system uses to reliably determine the course of the lane and continues to provide lateral control assistance in the absence of a fully marked lane. (表格如頁末所示)	override the system. 9.1.6. Criteria monitored and the means by which driver disengagement is monitored. 9.1.7. Dynamic control assistance provided by each feature of the system. 9.1.8. Input other than lane markings the system uses to reliably determine the course of the lane and continues to provide lateral control assistance in the absence of a fully marked lane. (表格如頁末所示)	段。 9.1.6 所監控之參數以及對駕駛人未參與進行監控之方式。 9.1.7 由系統每個功能所提供之動態控制輔助。 9.1.8 系統用以可靠地測定車道之軌跡，以及於未有完整標記之車道中持續提供側向控制輔助，與車道標線不同之輸入。 (表格如頁末所示)	9.1.6 所監控之參數以及對駕駛人未參與進行監控之方式。 9.1.7 由系統每個功能所提供之動態控制輔助。 9.1.8 系統用以可靠地測定車道之軌跡，以及於未有完整標記之車道中持續提供側向控制輔助，與車道標線不同之輸入。 (表格如頁末所示)
10. Requirements for Software Identification 10.1. For the purpose of ensuring the software of the System can be identified, an R_{1XX}SWIN shall be implemented by the vehicle manufacturer. The R_{171}SWIN may be held on the vehicle or, if R_{171}SWIN is not held on the vehicle, the manufacturer shall declare the software version(s) of the vehicle or single ECUs with the connection to the relevant type approvals to the Type Approval Authority. 10.2. The vehicle manufacturer shall demonstrate compliance with UN Regulation No. 156 (Software Update and Software Update Management System) by fulfilling the requirements and respecting the transitional provisions of the original version of UN Regulation No. 156 or later series of amendments. 10.3. The vehicle manufacturer shall provide	**10. Requirements for Software Identification** 10.1. For the purpose of ensuring the software of the System can be identified, an R_{1XX}SWIN shall be implemented by the vehicle manufacturer. The R_{1XX}SWIN may be held on the vehicle or, if R_{1XX}SWIN is not held on the vehicle, the manufacturer shall declare the software version(s) of the vehicle or single ECUs with the connection to the relevant type approvals to the Type Approval Authority. 10.2. The vehicle manufacturer shall demonstrate compliance with UN Regulation No. 156 (Software Update and Software Update Management System) by fulfilling the requirements and respecting the transitional provisions of the original version of UN Regulation No. 156 or later series of amendments. 10.3. The vehicle manufacturer shall provide	10. 軟體識別之要求 10.1 為確保系統之軟體可被識別，應由申請者實施R_{171}SWIN。R_{171}SWIN可被車輛擁有或，若車輛未擁有R_{171}SWIN，則申請者應向檢測機構聲明車輛或單個ECU的軟體版本，並與相關型式認證連結。 10.2 申請者應藉由滿足「附件九十七、軟體更新及軟體更新管理系統」要求以展演對前述附件之符合性。 10.3 申請者應依照本基準附件規定4	10. 軟體識別之要求 10.1 為確保系統之軟體可被識別，應由申請者實施R_{1XX}SWIN。R_{1XX}SWIN可被車輛擁有或，若車輛未擁有R_{1XX}SWIN，則申請者應向檢測機構聲明車輛或單個ECU的軟體版本，並與相關型式認證連結。 10.2 申請者應藉由滿足「附件九十七、軟體更新及軟體更新管理系統」要求以展演對前述附件之符合性。 10.3 申請者應依照本基準附件規定4

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
the following information in the communication form of this UN Regulation: (a) The R1XXSWIN; (b) How to read the R171SWIN or software version(s) in case the R171SWIN is not held on the vehicle. 10.4. The vehicle manufacturer may provide in the communication form of the related Regulation a list of the relevant parameters that will allow the identification of those vehicles that can be updated with the software represented by the R171SWIN. The information provided shall be declared by the vehicle manufacturer and may not be verified by a Type Approval Authority. 10.5. The vehicle manufacturer may obtain a new vehicle approval for the purpose of differentiating software versions intended to be used on vehicles already registered in the market from the software versions that are used on new vehicles. This may cover the situations where type approval regulations are updated or hardware changes are made to vehicles in series production. In agreement with the Type Approval Authority duplication of tests shall be avoided where possible.	the following information in the communication form of this UN Regulation: (a) The R1XXSWIN; (b) How to read the R1XXSWIN or software version(s) in case the R1XXSWIN is not held on the vehicle. 10.4. The vehicle manufacturer may provide in the communication form of the related Regulation a list of the relevant parameters that will allow the identification of those vehicles that can be updated with the software represented by the R1XXSWIN. The information provided shall be declared by the vehicle manufacturer and may not be verified by a Type Approval Authority. 10.5. The vehicle manufacturer may obtain a new vehicle approval for the purpose of differentiating software versions intended to be used on vehicles already registered in the market from the software versions that are used on new vehicles. This may cover the situations where type approval regulations are updated or hardware changes are made to vehicles in series production. In agreement with the Type Approval Authority duplication of tests shall be avoided where possible.	及規定11.提供下述資訊： (a) R171SWIN； (b) 如何閱讀R171SWIN，或於車輛未擁有R171SWIN時，如何閱讀軟體版本。 10.4 申請者應以文件提供，將允許此等車輛之識別可透過R171SWIN所呈現之軟體更新的相關參數之列表。所提供相關資訊應由申請者宣告，且可未經過檢測機構驗證。 10.5 為就預期於市場中已註冊車輛上使用之軟體版本，自使用於新車輛之軟體版本進行區分，申請者可取得全新車輛型式認證。本項可涵蓋型式認證法規受到更新，或對多量生產之車輛的硬體變更的情形。經與檢測機構協議，應於可行之情形下迴避重複試驗。	及規定11.提供下述資訊： (a) R1XXSWIN； (b) 如何閱讀R1XXSWIN，或於車輛未擁有R1XXSWIN時，如何閱讀軟體版本。 10.4 申請者應以文件提供，將允許此等車輛之識別可透過R1XXSWIN所呈現之軟體更新的相關參數之列表。所提供相關資訊應由申請者宣告，且可未經過檢測機構驗證。 10.5 為就預期於市場中已註冊車輛上使用之軟體版本，自使用於新車輛之軟體版本進行區分，申請者可取得全新車輛型式認證。本項可涵蓋型式認證法規受到更新，或對多量生產之車輛的硬體變更的情形。經與檢測機構協議，應於可行之情形下迴避重複試驗。
11. Modification of vehicle type and extension of approval 11.1. Every modification of the vehicle type as defined in paragraph 2.2 of this Regulation shall be notified to the Type Approval	**11. Modification of vehicle type and extension of approval** 11.1. Every modification of the vehicle type as defined in paragraph 2.2 of this Regulation shall be notified to the Type Approval	(車型修改及認證延伸相關規定，不影響檢測基準內容)	(車型修改及認證延伸相關規定，不影響檢測基準內容)

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
Authority which approved the vehicle type. The Type Approval Authority shall then either: (a) 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; (b) 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; (c) Decide, in consultation with the manufacturer, that a new type-approval is to be granted; or (d) Apply the procedure contained in paragraph 11.1.1. (Revision) and, if applicable, the procedure contained in paragraph 11.1.2. (Extension). 11.1.1. Revision When particulars recorded in the information documents have changed and the Type Approval Authority considers that the modifications made are unlikely to have appreciable adverse effects, the modification shall be designated a "revision". In such a case, the Type Approval Authority shall issue the revised pages of the information documents as necessary, marking each revised page to show clearly the nature of the modification and the date	Authority which approved the vehicle type. The Type Approval Authority shall then either: (a) 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; (b) 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; (c) Decide, in consultation with the manufacturer, that a new type-approval is to be granted; or (d) Apply the procedure contained in paragraph 11.1.1. (Revision) and, if applicable, the procedure contained in paragraph 11.1.2. (Extension). 11.1.1. Revision When particulars recorded in the information documents have changed and the Type Approval Authority considers that the modifications made are unlikely to have appreciable adverse effects, the modification shall be designated a "revision". In such a case, the Type Approval Authority shall issue the revised pages of the information documents as necessary, marking each revised page to show clearly the nature of the modification and the date		

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
of re-issue. A consolidated, updated version of the information documents, accompanied by a detailed description of the modification, shall be deemed to meet this requirement. 11.1.2. Extension The modification shall be designated an "extension" if, in addition to the change of the particulars recorded in the information documents, (a) Further inspections or tests are required; or (b) Any information on the communication document (with the exception of its attachments) has changed; or (c) Approval to a later series of amendments is requested after its entry into force. 11.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3. above to the Contracting Parties to the Agreement applying this UN Regulation. In addition, the index to the information documents and to the test reports, attached to the communication document of Annex 1, shall be amended accordingly to show the date of the most recent revision or extension. 11.3. 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 UN Regulation. It shall assign a serial number to	of re-issue. A consolidated, updated version of the information documents, accompanied by a detailed description of the modification, shall be deemed to meet this requirement. 11.1.2. Extension The modification shall be designated an "extension" if, in addition to the change of the particulars recorded in the information documents, (a) Further inspections or tests are required; or (b) Any information on the communication document (with the exception of its attachments) has changed; or (c) Approval to a later series of amendments is requested after its entry into force. 11.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3. above to the Contracting Parties to the Agreement applying this UN Regulation. In addition, the index to the information documents and to the test reports, attached to the communication document of Annex 1, shall be amended accordingly to show the date of the most recent revision or extension. 11.3. 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 UN Regulation. It shall assign a serial number to		

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
each extension, to be known as the extension number.	each extension, to be known as the extension number.		
12. Conformity of production 12.1. 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: 12.2. A vehicle approved pursuant to this UN Regulation shall be so manufactured as to conform to the type approved by meeting the requirements of paragraph 5. above; 12.3. 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 years. 12.4. The approval granted in respect of a vehicle type pursuant to this UN Regulation may be withdrawn if the requirements laid down in paragraph 8, above are not complied with. 12.5. 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 UN Regulation.	**12. Conformity of production** 12.1. 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: 12.2. A vehicle approved pursuant to this UN Regulation shall be so manufactured as to conform to the type approved by meeting the requirements of paragraph 5. above; 12.3. 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 years. 12.4. The approval granted in respect of a vehicle type pursuant to this UN Regulation may be withdrawn if the requirements laid down in paragraph 8, above are not complied with. 12.5. 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 UN Regulation.	(生產一致性相關規定，不影響檢測基準內容)	(生產一致性相關規定，不影響檢測基準內容)
13. Penalties for non-conformity of production	**13. Penalties for non-conformity of production**	(生產不一致之懲罰相關規定，不影響檢測基準內容)	(生產不一致之懲罰相關規定，不影響檢測基準內容)

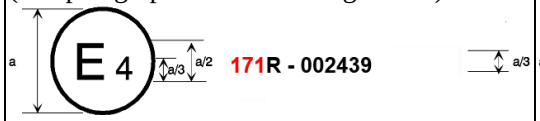
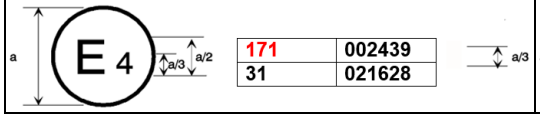
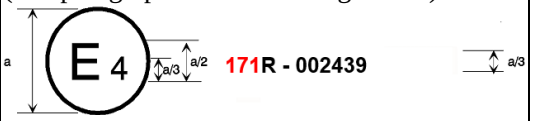
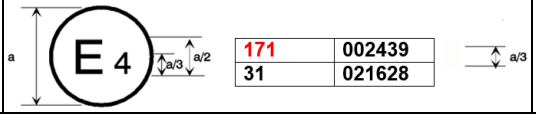
修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
13.1. The approval granted in respect of a vehicle type pursuant to this UN Regulation may be withdrawn, if the requirements laid down in paragraph 12 above are not complied with. 13.2. If a Contracting Party withdraws an approval it had previously granted, it shall forthwith so notify the other Contracting Parties applying this UN Regulation by sending them a communication form conforming to the model in Annex 1 to this UN Regulation.	13.1. The approval granted in respect of a vehicle type pursuant to this UN Regulation may be withdrawn, if the requirements laid down in paragraph 12 above are not complied with. 13.2. If a Contracting Party withdraws an approval it had previously granted, it shall forthwith so notify the other Contracting Parties applying this UN Regulation by sending them a communication form conforming to the model in Annex 1 to this UN Regulation.		
14. Production definitively discontinued 14.1. If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this UN Regulation, he 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 UN Regulation. 14.2. The production is not considered definitely discontinued if the vehicle manufacturer intends to obtain further approvals for software updates for vehicles already registered in the market.	**14. Production definitively discontinued** 14.1. If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this UN Regulation, he shall so inform the 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 UN Regulation. 14.2. The production is not considered definitely discontinued if the vehicle manufacturer intends to obtain further approvals for software updates for vehicles already registered in the market.	(生產永久中斷相關規定，不影響檢測基準內容)	(生產永久中斷相關規定，不影響檢測基準內容)
15. Names and Addresses of Technical Services Responsible for Conducting Approval Tests and of Type Approval	**15. Names and Addresses of Technical Services Responsible for Conducting Approval Tests and of Type Approval**	(實施認證測試之檢測機構以及審驗機構相關規定，不影響檢測基準內容)	(實施認證測試之檢測機構以及審驗機構相關規定，不影響檢測基準內容)

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
Authorities 15.1. The Contracting Parties to the Agreement applying this UN Regulation shall communicate to the United Nations Secretariat[3] 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. [3] Through the online platform ("/343 Application") provided by UNECE and dedicated to the exchange of such information https://apps.unece.org/WP29_application/	**Authorities** 15.1. The Contracting Parties to the Agreement applying this UN Regulation shall communicate to the United Nations Secretariat[3] 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. [3] Through the online platform ("/343 Application") provided by UNECE and dedicated to the exchange of such information https://apps.unece.org/WP29_application/		
16. Transitional Provisions 16.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 01 series of amendments. 16.2. As from 1 September 2027, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the original version (00 series of amendments) of this Regulation, first issued after 1 September 2027. 16.3. Until 1 September 2030, Contracting Parties applying this Regulation shall accept type approvals issued to the original version		16.2 於2027年9月1日起，簽約國不應接受於此日期後所核發之原始版本及其修訂版次的型式認證。 16.3 直至2030年9月1日前，簽約國應接受於2027年9月1日前所核發之原始版本及其修訂版次的型式認證。	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(00 series of amendments) of this Regulation, first issued before 1 September 2027. 16.4. As from 1 September 2030, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the original version (00 series of amendments) of this Regulation. 16.5. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept type approvals which were granted in accordance with the original version (00 series of amendments) of this Regulation. 16.6. Contracting Parties applying this Regulation may grant type approvals according to the original version (00 series of amendments) of this Regulation. 16.7. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to the original version (00 series of amendments) of this Regulation.		16.4 於2030年9月1日起，簽約國不應接受原始版本之型式認證。 16.5 雖有上述之過渡條款，惟於最近一個版次之生效日期後開始實施本項規定的契約國，不應接受原始版本之型式認證。	
Annex 1 Communication[4] [4] Distinguishing number of the country which has granted/extended/refused/withdrawn approval (see approval provisions in UN Regulation No. 1XX (the number of this UN Regulation)).	**Annex 1 Communication**[4] [4] Distinguishing number of the country which has granted/extended/refused/withdrawn approval (see approval provisions in UN Regulation No. 1XX (the number of this UN Regulation)).	11. 應繳交文件相關資訊 申請者應依照下述內容提供規定4.所要求相關資料	11. 應繳交文件相關資訊 申請者應依照下述內容提供規定4.所要求相關資料

修訂內容	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) Concerning[6]: Approval granted [6] Strike out what does not apply. Approval extended Approval refused Approval withdrawn Production definitively discontinued of a vehicle type with regard to DCAS pursuant to UN Regulation No. XXX Approval No. ..... Reason for extension or revision:	(Maximum format: A4 (210 x 297 mm) Concerning[6]: Approval granted [6] Strike out what does not apply. Approval extended Approval refused Approval withdrawn Production definitively discontinued of a vehicle type with regard to DCAS pursuant to UN Regulation No. XXX Approval No. ..... Reason for extension or revision:		
1. Trade name or mark of vehicle	1. Trade name or mark of vehicle	11.1 車輛	1. 車輛
2. Vehicle type	2. Vehicle type	11.2 車輛型式	2. 車輛型式
3. Manufacturer's name and address	3. Manufacturer's name and address	11.3 申請者名稱及地址	3. 申請者名稱及地址
4. If applicable, name and address of manufacturer's representative	4. If applicable, name and address of manufacturer's representative		
5. General construction characteristics of the vehicle:	5. General construction characteristics of the vehicle:	11.4 相關車輛之一般構造特性	4. 相關車輛之一般構造特性
5.1. Photographs and/or drawings of a representative vehicle:	5.1. Photographs and/or drawings of a representative vehicle:	11.4.1 代表車輛之照片及/或圖片	4.1 代表車輛之照片及/或圖片
6. Description and/or drawing of the DCAS: see Section 9.	6. Description and/or drawing of the DCAS: see Section 9.	11.5 DCAS之說明及/或圖片：依規定9.	5. DCAS之說明及/或圖片：依規定9.
6.1. The system is / is not[1] capable of performing Driver-initiated manoeuvres		11.5.1 系統是／否具備執行駕駛人起始操作之能力。	
Description of system capabilities:		系統能力之說明：	
6.2. The system is / is not[1] capable of performing Driver-confirmed manoeuvres		11.5.2 系統是／否具備執行駕駛人確認操作之能力。	
Description of system capabilities:		系統能力之說明：	
6.3. The system is / is not[1] capable of		11.5.3 系統是／否具備執行系統起	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
performing System-initiated manoeuvres Description of system capabilities: 6.4. The system is / is not[1] capable of withholding of HORs		始操作之能力。 系統能力之說明： 11.5.4 系統是／否具備保留HOR之能力。	
7. Cyber Security and Software updates	7. Cyber Security and Software updates	11.6 網路安全及軟體更新	6. 網路安全及軟體更新
7.1. Cyber Security Type Approval Number (if applicable):	7.1. Cyber Security Type Approval Number (if applicable):	11.6.1 網路安全之報告編號(依實際狀況)	6.1 網路安全之報告編號(依實際狀況)
7.2. Software Update Type approval number (if applicable):	7.2. Software Update Type approval number (if applicable):	11.6.2 軟體更新之報告編號(依實際狀況)	6.2 軟體更新之報告編號(依實際狀況)
8. Special requirements to be applied to the safety aspects of electronic control systems (Annex 3)	8. Special requirements to be applied to the safety aspects of electronic control systems (Annex 3)	11.7 適用電子控制系統之安全層面的特殊要求（規定12.）	7. 適用電子控制系統之安全層面的特殊要求（規定12.）
8.1. Manufacturers document reference for Annex 3 (including version number):	8.1. Manufacturers document reference for Annex 3 (including version number):	11.7.1 對規定12.之申請者文件參考（包含版本號碼）	7.1 對規定12.之申請者文件參考（包含版本號碼）
8.2. Information document form (Appendix to Annex 3)	8.2. Information document form (Appendix to Annex 3)	11.7.2 資訊文件表格（規定12.6）	7.2 資訊文件表格（規定12.6）
9. Technical Service responsible for conducting approval tests	9. Technical Service responsible for conducting approval tests		
9.1. Date of report issued by that service	9.1. Date of report issued by that service		
9.2. (Reference) Number of the report issued by that service	9.2. (Reference) Number of the report issued by that service		
10. Approval granted/extended/revised/refused/withdrawn[2]	10. Approval granted/extended/revised/refused/withdrawn[2]		
11. Position of approval mark on vehicle	11. Position of approval mark on vehicle		
12. Place	12. Place		
13. Date	13. Date		
14. Signature	14. Signature		
15. Annexed to this communication is a list of documents in the approval file deposited at the administration services having delivered the approval and which can be obtained	15. Annexed to this communication is a list of documents in the approval file deposited at the administration services having delivered the approval and which can be obtained		

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
upon request. Additional information 16. R_{171}SWIN: 16.1. Information on how to read the R_{171}SWIN or software version(s) in case the R_{171}SWIN is not held on the vehicle: 16.2. If applicable, list the relevant parameters that will allow the identification of those vehicles that can be updated with the software represented by the R_{171}SWIN under the item above:	upon request. Additional information 16. R_{1XX}SWIN: 16.1. Information on how to read the R_{1XX}SWIN or software version(s) in case the R_{1XX}SWIN is not held on the vehicle: 16.2. If applicable, list the relevant parameters that will allow the identification of those vehicles that can be updated with the software represented by the R_{1XX}SWIN under the item above:	11.8 額外資訊 11.8.1 R_{171}SWIN 11.8.1.1如何閱讀R_{171}SWIN，或於車輛未擁有R_{171}SWIN時，如何閱讀軟體版本。 11.8.1.2 依實際情況條列將允許此等車輛之識別可透過R_{171}SWIN所呈現之軟體更新的相關參數。	8.額外資訊 8.1 R_{1XX}SWIN 8.1.1如何閱讀R_{1XX} SWIN，或於車輛未擁有R_{1XX} SWIN時，如何閱讀軟體版本。 8.1.2 依實際情況條列將允許此等車輛之識別可透過R_{1XX}SWIN所呈現之軟體更新的相關參數。
Annex 2 Arrangements of approval marks Model A (See paragraph 4.4. of this Regulation)  a = 8 mm min The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to DCAS, been approved in the Netherlands (E 4) pursuant to UN Regulation No. 171 under approval No. 002439. The approval number indicates that the approval was granted in accordance with the requirements of UN Regulation No. 171 in its original version. Model B (See paragraph 4.5. of this Regulation) 	**Annex 2 Arrangements of approval marks** Model A (See paragraph 4.4. of this Regulation)  a = 8 mm min The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to DCAS, been approved in the Netherlands (E 4) pursuant to UN Regulation No. 171 under approval No. 002439. The approval number indicates that the approval was granted in accordance with the requirements of UN Regulation No. 171 in its original version. Model B (See paragraph 4.5. of this Regulation) 	(認證標誌相關規定，不影響檢測基準內容)	(認證標誌相關規定，不影響檢測基準內容)

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
a = 8 mm min The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to UN Regulations Nos. 171 and 31.[7] The approval numbers indicate that, at the dates when the respective approvals were given, UN Regulation No. 171 was in its original version and UN Regulation No. 31 included the 02 series of amendments. [7] The second number is given merely as an example.	a = 8 mm min The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in the Netherlands (E 4) pursuant to UN Regulations Nos. 171 and 31.[7] The approval numbers indicate that, at the dates when the respective approvals were given, UN Regulation No. 171 was in its original version and UN Regulation No. 31 included the 02 series of amendments. [7] The second number is given merely as an example.		
Annex 3 Special requirements to be applied to the audit/assessment **1. General** This Annex defines the special requirements for documentation, safety by design and verification with respect to the safety aspects of Electronic System(s) (paragraph 2.3.) and Complex Electronic Control System(s) (paragraph 2.4. below) as far as this UN Regulation is concerned. This Annex does not specify the performance criteria for "The System" but covers the methodology applied to the design process and the information which must be disclosed to the Type Approval Authority or the Technical Service acting on its behalf (hereafter referred to as Type Approval Authority), for type approval purposes.	**Annex 3 Special requirements to be applied to the audit/assessment** **1. General** This Annex defines the special requirements for documentation, safety by design and verification with respect to the safety aspects of Electronic System(s) (paragraph 2.3.) and Complex Electronic Control System(s) (paragraph 2.4. below) as far as this UN Regulation is concerned. This Annex does not specify the performance criteria for "The System" but covers the methodology applied to the design process and the information which must be disclosed to the Type Approval Authority or the Technical Service acting on its behalf (hereafter referred to as Type Approval Authority), for type approval purposes.	12. 適用於審核/評估之特殊規定 12.1 通則 本項可由申請者確保及聲明符合此規定。 此要求涉及本項規定中關於電子系統及複合式電子控制系統安全層面之文件提供、設計安全及驗證之特殊要求。 此要求未具體規範系統(The System)之性能標準，惟為達認證需求而涵蓋有於設計過程中運用之方法、及必須向檢測機構揭露之資訊。	12. 適用於審核/評估之特殊規定 12.1 通則 本項可由申請者確保及聲明符合此規定。 此要求涉及本項規定中關於電子系統及複合式電子控制系統安全層面之文件提供、設計安全及驗證之特殊要求。 此要求未具體規範系統(The System)之性能標準，惟為達認證需求而涵蓋有於設計過程中運用之方法、及必須向檢測機構揭露之資訊。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
This information shall show that "The System" respects, under non-fault and fault conditions, all the appropriate performance requirements specified elsewhere in this UN Regulation and that it is designed to operate in such a way that it is free of unreasonable safety risks to the driver, passengers and other road users.	This information shall show that "The System" respects, under non-fault and fault conditions, all the appropriate performance requirements specified elsewhere in this UN Regulation and that it is designed to operate in such a way that it is free of unreasonable safety risks to the driver, passengers and other road users.	此資訊應顯示系統於非故障及故障狀態皆符合本基準內其它規定所有適合之性能要求，及其設計之運作模式不會引起對駕駛人、乘客以及其他道路使用者之無理的安全風險。	此資訊應顯示系統於非故障及故障狀態皆符合本基準內其它規定所有適合之性能要求，及其設計之運作模式不會引起對駕駛人、乘客以及其他道路使用者之無理的安全風險。
Provisions in this UN Regulation of the form “the system shall…” must always be complied with. Failure to meet such a requirement during assessment constitutes a non-compliance with the requirements established by this UN Regulation.	Provisions in this UN Regulation of the form “the system shall…” must always be complied with. Failure to meet such a requirement during assessment constitutes a non-compliance with the requirements established by this UN Regulation.	於本基準附件中以「系統應...」格式所呈現之規定應總是被符合。無法於評估期間滿足此等要求將被視為不符合由本基準附件所建立之要求。	於本基準附件中以「系統應...」格式所呈現之規定應總是被符合。無法於評估期間滿足此等要求將被視為不符合由本基準附件所建立之要求。
Provisions in this UN Regulation of the form “the system shall aim to…” acknowledge that the requirement may not always be achieved (e.g., due to external disturbances or because it is not appropriate to do so under the specific circumstances).	Provisions in this UN Regulation of the form “the system shall aim to…” acknowledge that the requirement may not always be achieved (e.g., due to external disturbances or because it is not appropriate to do so under the specific circumstances).	於本基準附件中以「系統應...為目標」格式所呈現之規定代表要求可能不總是被達成(例如：因外部干擾或其於特定情境下不適合執行之原因)。	於本基準附件中以「系統應...為目標」格式所呈現之規定代表要求可能不總是被達成(例如：因外部干擾或其於特定情境下不適合執行之原因)。
Provisions in this UN Regulation of the form “the system shall be designed to…” acknowledge that testing of system performance is not a comprehensive way to verify that the requirement is, or is not, complied-with, and that verification of the requirement will require an assessment of the system design (e.g. its control strategies).	Provisions in this UN Regulation of the form “the system shall be designed to…” acknowledge that testing of system performance is not a comprehensive way to verify that the requirement is, or is not, complied-with, and that verification of the requirement will require an assessment of the system design (e.g. its control strategies).	於本基準附件中以「系統應設計以...」格式所呈現之規定代表系統性能之測試非為全面之方式以驗證要求符合與否，且要求之驗證將需要對系統設計之評估(例如：其控制策略)。	於本基準附件中以「系統應設計以...」格式所呈現之規定代表系統性能之測試非為全面之方式以驗證要求符合與否，且要求之驗證將需要對系統設計之評估(例如：其控制策略)。
If during assessment a requirement of the form “shall aim to...” or “shall be designed to…” is not fulfilled, the manufacturer shall	If during assessment a requirement of the form “shall aim to...” or “shall be designed to…” is not fulfilled, the manufacturer shall	若一個「系統應...為目標」或「系統應設計以...」格式所呈現之要求於評估期間未達成時，為滿足檢測機構，申	若一個「系統應...為目標」或「系統應設計以...」格式所呈現之要求於評估期間未達成時，為滿足檢測機構，申

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
demonstrate to the satisfaction of the Type Approval Authority why this was the case, and how the system nevertheless remains free from unreasonable risk.	demonstrate to the satisfaction of the Type Approval Authority why this was the case, and how the system nevertheless remains free from unreasonable risk.	請者應進行示範以說明為何如此，以及系統將如何於任何情況下維持於免除無理之風險狀態。	請者應進行示範以說明為何如此，以及系統將如何於任何情況下維持於免除無理之風險狀態。
2. Definitions	**2. Definitions**	12.2 名詞釋義	12.2 名詞釋義
For the purposes of this annex,	For the purposes of this annex,		
2.1. "The system" means the hardware and software collectively capable of assisting a driver in controlling the longitudinal and lateral motion of the vehicle on a sustained basis. In the context of this Annex, this also includes any other system covered in the scope of this UN Regulation, as well as transmission links to or from other systems that are outside the scope of this UN Regulation, that acts on a function to which this UN Regulation applies.	2.1. "The system" means the hardware and software collectively capable of assisting a driver in controlling the longitudinal and lateral motion of the vehicle on a sustained basis. In the context of this Annex, this also includes any other system covered in the scope of this UN Regulation, as well as transmission links to or from other systems that are outside the scope of this UN Regulation, that acts on a function to which this UN Regulation applies.	12.2.1 系統(The system)：係指具備以持續之方式，共同協助駕駛人控制車輛縱向及橫向動態之能力的車輛硬體及軟體。於本基準附件之內容中，系統亦包含任何涵蓋於本基準適用範圍之其他系統，以及作用於本基準適用功能之傳輸連接或非本基準適用範圍之其他系統。	12.2.1 系統(The system)：係指具備以持續之方式，共同協助駕駛人控制車輛縱向及橫向動態之能力的車輛硬體及軟體。於本基準附件之內容中，系統亦包含任何涵蓋於本基準適用範圍之其他系統，以及作用於本基準適用功能之傳輸連接或非本基準適用範圍之其他系統。
Within this UN Regulation, the system is also referred to as “Driver Control Assistance System (DCAS)”.	Within this UN Regulation, the system is also referred to as “Driver Control Assistance System (DCAS)”.	於本基準附件內，系統亦指「駕駛人控制輔助系統(DCAS)」。	於本基準附件內，系統亦指「駕駛人控制輔助系統(DCAS)」。
2.2. "Safety Concept" means a description of the measures designed into the System, for example within the electronic units, as to address system integrity and thereby ensure safe operation under fault (functional safety) and non-fault conditions (operational safety) in such a way that it is free of unreasonable safety risks to the vehicle occupants and other road users. The possibility of a fallback to partial operation or even to a backup system for vital vehicle functions may be a part of the safety concept.	2.2. "Safety Concept" means a description of the measures designed into the System, for example within the electronic units, as to address system integrity and thereby ensure safe operation under fault (functional safety) and non-fault conditions (operational safety) in such a way that it is free of unreasonable safety risks to the vehicle occupants and other road users. The possibility of a fallback to partial operation or even to a backup system for vital vehicle functions may be a part of the safety concept.	12.2.2 安全性概念(Safety Concept)：係指一種設計在系統中的措施，例如電子控制單元內，使車輛於故障（功能安全）及非故障（運作安全）條件下以此方式運行，不會對駕駛、乘客及其他道路使用者造成不合理之安全風險。部分操作功能的持續或有一個備用系統維持車輛功能之可能性，也是安全性概念的部分。	12.2.2 安全性概念(Safety Concept)：係指一種設計在系統中的措施，例如電子控制單元內，使車輛於故障（功能安全）及非故障（運作安全）條件下以此方式運行，不會對駕駛、乘客及其他道路使用者造成不合理之安全風險。部分操作功能的持續或有一個備用系統維持車輛功能之可能性，也是安全性概念的部分。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.3. "Electronic Control System" means a combination of units, designed to co-operate in the production of the stated vehicle control function by electronic data processing. Such systems, commonly controlled by software, are built from discrete functional components such as sensors, electronic control units and actuators and connected by transmission links. They may include mechanical, electro-mechanical, electro-pneumatic or electro-hydraulic elements.	2.3. "Electronic Control System" means a combination of units, designed to co-operate in the production of the stated vehicle control function by electronic data processing. Such systems, commonly controlled by software, are built from discrete functional components such as sensors, electronic control units and actuators and connected by transmission links. They may include mechanical, electro-mechanical, electro-pneumatic or electro-hydraulic elements.	12.2.3 電子控制系統(Electronic control system)：係指電子單元組合，其被設計用於透過電子資料處理，使電子單元合作產生前述自動車道維持輔助功能。系統常由軟體控制，且係由各獨立功能元件例如感測器、電子控制單元及作動器所建構，並由傳輸連結線連接。其可能包含機械式、電動機械式、電動氣壓式或電動液壓式元件。	12.2.3 電子控制系統(Electronic control system)：係指電子單元組合，其被設計用於透過電子資料處理，使電子單元合作產生前述自動車道維持輔助功能。系統常由軟體控制，且係由各獨立功能元件例如感知器、電子控制單元及作動器所建構，並由傳輸連結線連接。其可能包含機械式、電動機械式、電動氣壓式或電動液壓式元件。
2.4. "Complex Electronic Control Systems" are those electronic control systems in which a function controlled by an electronic system may be over-ridden by a higher-level electronic control system/function. A function which is over-ridden becomes part of the complex electronic control system, as well as any overriding system/function within the scope of this UN Regulation. The transmission links to and from overriding systems/function outside of the scope of this UN Regulation shall also be included.	2.4. "Complex Electronic Control Systems" are those electronic control systems in which a function controlled by an electronic system may be over-ridden by a higher-level electronic control system/function. A function which is over-ridden becomes part of the complex electronic control system, as well as any overriding system/function within the scope of this UN Regulation. The transmission links to and from overriding systems/function outside of the scope of this UN Regulation shall also be included.	12.2.4 複合式電子控制系統(Complex Electronic Control Systems)：係指一個由電子系統所控制之電子控制系統功能，它可被較高階的電子控制系統/功能介入而取代。被取代的功能成為此系統的一部分，以及本基準附件適用範圍之任何取代系統/功能者。傳輸連接至與用於取代非本基準附件適用範圍之系統/功能者亦同。	12.2.4 複合式電子控制系統(Complex Electronic Control Systems)：係指一個由電子系統所控制之電子控制系統功能，它可被較高階的電子控制系統/功能介入而取代。被取代的功能成為此系統的一部分，以及本基準附件適用範圍之任何取代系統/功能者。傳輸連接至與用於取代非本基準附件適用範圍之系統/功能者亦同。
2.5. "Higher-Level Electronic Control" systems/functions are those which employ additional processing and/or sensing provisions to modify vehicle behaviour by commanding variations in the function(s) of the vehicle control system. This allows complex systems to automatically change their objectives with a priority which	2.5. "Higher-Level Electronic Control" systems/functions are those which employ additional processing and/or sensing provisions to modify vehicle behaviour by commanding variations in the function(s) of the vehicle control system. This allows complex systems to automatically change their objectives with a priority which	12.2.5 高層次電子控制(Higher-Level Electronic Control)系統/功能：指運用額外處理及/或感應方式，於車輛控制系統功能上進行變動，以調整車輛行駛行為。由感應得之情況(Sensed circumstances)，允許複合式系統依其優先度自動改變其目標。	12.2.5 高層次電子控制(Higher-Level Electronic Control)系統/功能：指運用額外處理及/或感應方式，於車輛控制系統功能上進行變動，以調整車輛行駛行為。由感應得之情況(Sensed circumstances)，允許複合式系統依其優先度自動改變其目標。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
depends on the sensed circumstances.	depends on the sensed circumstances.		
2.6. "Units" are the smallest divisions of system components which will be considered in this annex, since these combinations of components will be treated as single entities for purposes of identification, analysis or replacement.	2.6. "Units" are the smallest divisions of system components which will be considered in this annex, since these combinations of components will be treated as single entities for purposes of identification, analysis or replacement.	12.2.6 單元(Units)：係指本項規定所述系統組件(Component)之最小組合單元，以將這些組件組合視為一個被識別、分析或替換之整體。	12.2.6 單元(Units)：係指本項規定所述系統組件(Component)之最小組合單元，以將這些組件組合視為一個被識別、分析或替換之整體。
2.7. "Transmission links" are the means used for inter-connecting distributed units for the purpose of conveying signals, operating data or an energy supply. This equipment is generally electrical but may, in some part, be mechanical, pneumatic or hydraulic.	2.7. "Transmission links" are the means used for inter-connecting distributed units for the purpose of conveying signals, operating data or an energy supply. This equipment is generally electrical but may, in some part, be mechanical, pneumatic or hydraulic.	12.2.7 傳輸連接(Transmission links)：係指用於內部連結各配置元件，以傳送信號、作動數據或能源供給。一般而言，此等設備為電氣式，惟其可有部份為機械式、氣壓式或液壓式。	12.2.7 傳輸連接(Transmission links)：係指用於內部連結各配置元件，以傳送信號、作動數據或能源供給。一般而言，此等設備為電氣式，惟其可有部份為機械式、氣壓式或液壓式。
2.8. "Range of control" refers to an output variable and defines the range over which the system is likely to exercise control.	2.8. "Range of control" refers to an output variable and defines the range over which the system is likely to exercise control.	12.2.8 控制幅度(Range of control)：係指輸出之變數，其定義系統可能進行操控之幅度。	12.2.8 控制幅度(Range of control)：係指輸出之變數，其定義系統可能進行操控之幅度。
2.9. "Boundary of functional operation" defines the boundaries of verifiable or measurable limits within which the system is designed to maintain control, as defined in paragraph 2.5. of this UN Regulation.	2.9. "Boundary of functional operation" defines the boundaries of verifiable or measurable limits within which the system is designed to maintain control, as defined in paragraph 2.6. of Section 2 of this UN Regulation.	12.2.9 功能性作動範圍(Boundary of functional operation)：如本基準附件規定2.4所定義，其定義可驗證或可測量限制之範圍，讓系統能於該範圍內維持控制。	12.2.9 功能性作動範圍(Boundary of functional operation)：如本基準附件規定2.4所定義，其定義可驗證或可測量限制之範圍，讓系統能於該範圍內維持控制。
Within this UN Regulation, Boundaries of functional operation are also referred to as “System Boundaries”.	Within this UN Regulation, Boundaries of functional operation are also referred to as “System Boundaries”.	於本基準附件內，功能性作動範圍亦可指為「系統邊界」。	於本基準附件內，功能性作動範圍亦可指為「系統邊界」。
2.10. "Safety Related Function" means a function of "the system" that is capable of changing the dynamic behaviour of the vehicle. The system may be capable of performing more than one safety related function.	2.10. "Safety Related Function" means a function of "the system" that is capable of changing the dynamic behaviour of the vehicle. The system may be capable of performing more than one safety related function.	12.2.10 安全相關功能(Safety Related Function)：係指系統中能改變車輛動態行為之功能。系統可具備執行多於一種安全相關功能之能力。	12.2.10 安全相關功能(Safety Related Function)：係指系統中能改變車輛動態行為之功能。系統可具備執行多於一種安全相關功能之能力。
2.11. "Control Strategy" means a strategy to	2.11. "Control Strategy" means a strategy to	12.2.11 控制策略(Control strategy)：	12.2.11 控制策略(Control strategy)：係

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
ensure robust and safe operation of the function(s) of the system in response to a specific set of ambient and/or operating conditions (such as road surface condition, traffic intensity and other road users, adverse weather conditions, etc.). This may include the automatic deactivation of a function or temporary performance restrictions (e.g., a reduction in the maximum operating speed, etc.).	ensure robust and safe operation of the function(s) of the system in response to a specific set of ambient and/or operating conditions (such as road surface condition, traffic intensity and other road users, adverse weather conditions, etc.). This may include the automatic deactivation of a function or temporary performance restrictions (e.g., a reduction in the maximum operating speed, etc.).	係指用於確保系統功能對特定組合之環境及/或運作狀況（例如路面狀況、交通密度及其他道路使用者、惡劣天氣環境等）下穩固及安全運作之策略。此可包含功能自動解除或性能暫時限制（例如：降低最高運作速度等）。	指用於確保系統功能對特定組合之環境及/或運作狀況(例如路面狀況、交通密度及其他道路使用者、惡劣天氣環境等）下穩固及安全運作之策略。此可包含功能自動解除或性能暫時限制(例如：降低最高運作速度等)。
2.12. "Fault" means an abnormal condition that can cause a failure. This can concern hardware or software.	2.12. "Fault" means an abnormal condition that can cause a failure. This can concern hardware or software.	12.2.12 錯誤(Fault)：係指可能造成故障之異常情形，本項可能涉及硬體或軟體。	12.2.12 錯誤(Fault)：係指可能造成故障之異常情形，本項可能涉及硬體或軟體。
2.13. "Failure" means the termination of an intended behaviour of a component or a system of the System due to a fault manifestation.	2.13. "Failure" means the termination of an intended behaviour of a component or a system of the System due to a fault manifestation.	12.2.13 故障(Failure)：係指系統中因發生錯誤造成零組件或系統之預期功能的終止。	12.2.13 故障(Failure)：係指系統中因發生錯誤造成零組件或系統之預期功能的終止。
2.14. "Unreasonable risk" means the overall level of risk for the vehicle occupants and other road users which is increased compared to a manually driven vehicle in comparable transportation services and situations within the system boundaries.	2.14. "Unreasonable risk" means the overall level of risk for the vehicle occupants and other road users which is increased compared to a manually driven vehicle in comparable transportation services and situations within the system boundaries.	12.2.14 無理之風險狀況(Unreasonable risk)：係指對車輛乘客及其他道路使用者之風險的整體等級，其與可比較之運輸服務之下手動行駛車輛及系統邊界內之情況相較為增加。	12.2.14 無理之風險狀況(Unreasonable risk)：係指對車輛乘客及其他道路使用者之風險的整體等級，其與可比較之運輸服務之下手動行駛車輛及系統邊界內之情況相較為增加。
2.15. "Highway" means a road where pedestrians and cyclists are prohibited and which, by design, is equipped with a physical separation that divides the traffic moving in opposite directions.	2.15. "Highway" means a road where pedestrians and cyclists are prohibited and which, by design, is equipped with a physical separation that divides the traffic moving in opposite directions.	12.2.15 高／快速公路(Highway)：係指一種類型之道路，其禁止行人及自行車騎士使用，且依照設計配備有物理分隔將相反方向移動之交通進行區分。	12.2.15 高速公路(Highway)：係指一種類型之道路，其禁止行人及自行車騎士使用，且依照設計配備有物理分隔將相反方向移動之交通進行區分。
2.16. “Non-Highway” means a road other than a highway as defined in paragraph 2.15.	2.16. “Non-Highway” means a road other than a highway as defined in paragraph 2.15.	12.2.16 非高／快速公路(Non-Highway)：係指一種類型之道路，其為不同於規定12.2.15所述之高／快速公路的道路。	12.2.16 非高速公路(Non-Highway)：係指一種類型之道路，其為不同於規定12.2.15所述之高速公路的道路。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
3. Documentation	**3. Documentation**	12.3 文件提供	12.3 文件提供
3.1. Requirements	3.1. Requirements	12.3.1 要求	12.3.1 要求
The manufacturer shall provide a documentation package which gives access to the basic design of the system and the means by which it is linked to other vehicle systems or by which it directly controls output variables. The function(s) of the system and the safety concept, as laid down by the manufacturer, shall be explained. Documentation shall be brief, yet provide evidence that the design and development has had the benefit of expertise from all the system fields which are involved. For periodic technical inspections, the documentation shall describe how the current operational status of the system can be checked.	The manufacturer shall provide a documentation package which gives access to the basic design of the system and the means by which it is linked to other vehicle systems or by which it directly controls output variables. The function(s) of the system and the safety concept, as laid down by the manufacturer, shall be explained. Documentation shall be brief, yet provide evidence that the design and development has had the benefit of expertise from all the system fields which are involved. For periodic technical inspections, the documentation shall describe how the current operational status of the system can be checked.	申請者應提供一份文件，以說明系統之基本設計及連結車輛其他系統或直接控制輸出變數之方法。申請者應於該文件中說明系統之功能及安全性概念。文件應簡要且應能佐證該系統所涉及領域於設計及開發時所受益的專業技術。	申請者應提供一份文件，以說明系統之基本設計及連結車輛其他系統或直接控制輸出變數之方法。申請者應於該文件中說明系統之功能及安全性概念。文件應簡要且應能佐證該系統所涉及領域於設計及開發時所受益的專業技術。
The Type Approval Authority shall assess the documentation package to show that "The System":	The Type Approval Authority shall assess the documentation package to show that "The System":	檢測機構應評估相關文件以顯示系統：	檢測機構應評估相關文件以顯示系統：
(a) Is designed to operate, under non-fault and fault conditions, in such a way that it is free from unreasonable risk; and	(a) Is designed to operate, under non-fault and fault conditions, in such a way that it is free from unreasonable risk; and	(a) 非故障及故障狀態之設計運作模式下，不應造成無理之風險狀況；及	(a)非故障及故障狀態之設計運作模式下，不應造成無理之風險狀況；及
(b) Respects, under non-fault and fault conditions, all the appropriate performance requirements specified elsewhere in this UN Regulation; and	(b) Respects, under non-fault and fault conditions, all the appropriate performance requirements specified elsewhere in this UN Regulation; and	(b) 各方面在非故障及故障狀態下，皆符合本基準其它規定所有適合之性能要求；及	(b)各方面在非故障及故障狀態下，皆符合本基準其它規定所有適合之性能要求；及
(c) Was developed according to the development process/method chosen by the manufacturer according to paragraph 3.4.4.	(c) Was developed according to the development process/method chosen by the manufacturer according to paragraph 3.4.4.	(c) 依照申請者於規定12.3.4.4所選擇之研發流程/步驟進行開發。	(c)依照申請者於規定12.3.4.4所選擇之研發流程/步驟進行開發。
3.1.1. Documentation shall be made available	3.1.1. Documentation shall be made available	12.3.1.1 相關文件應包括兩部分：	12.3.1.1 相關文件應包括兩部分：

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
in two parts: (a) The formal documentation package for the approval, containing the material listed in paragraph 3. (with the exception of that of paragraph 3.4.4.) which shall be supplied to the Type Approval Authority at the time of submission of the type approval application. This documentation package shall be used by the Type Approval Authority as the basic reference for the verification process set out in paragraph 4. of this Annex. The Type Approval Authority shall ensure that this documentation package remains available for a period determined in agreement with the Type Approval Authority. This period shall be at least 10 years counted from the time when production of the vehicle is definitely discontinued. (b) Additional confidential material and analysis data (intellectual property) of paragraph 3.4.4. which shall be retained by the manufacturer, but made open for inspection (e.g., on-site in the engineering facilities of the manufacturer) at the time of type approval. The manufacturer shall ensure that this material and analysis data remains available for a period of 10 years counted from the time when production of the vehicle is definitely discontinued. 3.2. Description of the functions of the system A description shall be provided which gives a simple explanation of all the functions,	in two parts: (a) The formal documentation package for the approval, containing the material listed in paragraph 3. (with the exception of that of paragraph 3.4.4.) which shall be supplied to the Type Approval Authority at the time of submission of the type approval application. This documentation package shall be used by the Type Approval Authority as the basic reference for the verification process set out in paragraph 4. of this Annex. The Type Approval Authority shall ensure that this documentation package remains available for a period determined in agreement with the Type Approval Authority. This period shall be at least 10 years counted from the time when production of the vehicle is definitely discontinued. (b) Additional confidential material and analysis data (intellectual property) of paragraph 3.4.4. which shall be retained by the manufacturer, but made open for inspection (e.g., on-site in the engineering facilities of the manufacturer) at the time of type approval. The manufacturer shall ensure that this material and analysis data remains available for a period of 10 years counted from the time when production of the vehicle is definitely discontinued. 3.2. Description of the functions of the system A description shall be provided which gives a simple explanation of all the functions,	(a) 認證測試申請之正式文件，包括規定9.3所列資料（除規定9.3.4.4之內容），該資料於申請認證測試時應提供予檢測機構。此文件將由檢測機構用於規定9.4驗證程序之基本引用。檢測機構應確保將此份文件留存一段時間，留存時間應由車輛完全停止生產起至少十年。 (b) 規定9.3.4.4之附加機密資料及分析數據（智慧財產），申請者應保有此等資料，惟應於認證過程中開放予檢測機構（例如：於申請者之工程設施的現場時）。申請者應確保將此資料及分析數據留存一段時間，留存時間應由車輛完全停止生產起至少十年。 12.3.2 系統功能說明文件 應提供一份說明文件，簡要解釋系統所有控制功能及用來實現目的之方	(a)認證測試申請之正式文件，包括規定9.3所列資料（除規定9.3.4.4之內容），該資料於申請認證測試時應提供予檢測機構。此文件將由檢測機構用於規定9.4驗證程序之基本引用。檢測機構應確保將此份文件留存一段時間，留存時間應由車輛完全停止生產起至少十年。 (b)規定9.3.4.4之附加機密資料及分析數據（智慧財產），申請者應保有此等資料，惟應於認證過程中開放予檢測機構（例如：於申請者之工程設施的現場時）。申請者應確保將此資料及分析數據留存一段時間，留存時間應由車輛完全停止生產起至少十年。 12.3.2 系統功能說明文件 應提供一份說明文件，簡要解釋系統所有控制功能及用來實現目的之方

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
including control strategies, of the system and the methods employed to achieve the objectives, including a statement of the mechanism(s) by which control is exercised.	including control strategies, of the system and the methods employed to achieve the objectives, including a statement of the mechanism(s) by which control is exercised.	法，包括控制功能運行之機制說明。	法，包括控制功能運行之機制說明。
Any described function shall be identified and a further description of the changed rationale of the function's operation provided.	Any described function shall be identified and a further description of the changed rationale of the function's operation provided.	應詳述任何功能且更進一步說明運作功能所改變之基本原理。	應詳述任何功能且更進一步說明運作功能所改變之基本原理。
Any enabled or disabled safety related functions providing assistance to the driver as defined in paragraph 2.1. of this UN Regulation, when the hardware and software are present in the vehicle at the time of production, shall be declared and are subject to the requirements of this Annex, prior to their use in the vehicle.	Any enabled or disabled safety related functions providing assistance to the driver as defined in paragraph 2.1. of this UN Regulation, when the hardware and software are present in the vehicle at the time of production, shall be declared and are subject to the requirements of this Annex, prior to their use in the vehicle.	任何如本基準規定2.1所定義之提供駕駛協助之已開啟或關閉安全性相關功能，於車輛生產中相關硬體及軟體存在時，應於使用於車輛前宣告並符合規定12.之要求。	任何如本基準規定2.1所定義之提供駕駛協助之已開啟或關閉安全性相關功能，於車輛生產中相關硬體及軟體存在時，應於使用於車輛前宣告並符合規定12.之要求。
3.2.1. A list of all input and sensed variables shall be provided and the working range of these defined, along with a description of how each variable affects system behaviour.	3.2.1. A list of all input and sensed variables shall be provided and the working range of these defined, along with a description of how each variable affects system behaviour.	12.3.2.1 應提供所有輸入與感測變數清單，以及定義工作範圍，檢附一份每一變數如何影響系統行為之說明。	12.3.2.1 應提供所有輸入與感測變數清單，以及定義工作範圍，檢附一份每一變數如何影響系統行為之說明。
3.2.2. A list of all output variables which are controlled by the system shall be provided and an explanation given, in each case, of whether the control is direct or via another vehicle system. The range of control exercised on each such variable shall be defined.	3.2.2. A list of all output variables which are controlled by the system shall be provided and an explanation given, in each case, of whether the control is direct or via another vehicle system. The range of control exercised on each such variable shall be defined.	12.3.2.2 應提供由系統所控制之輸出變數清單，及各變數由系統直接控制或由其他車輛系統控制之說明。應定義各變數之控制幅度。	12.3.2.2 應提供由系統所控制之輸出變數清單，及各變數由系統直接控制或由其他車輛系統控制之說明。應定義各變數之控制幅度。
3.2.3. Limits defining the boundaries of functional operation shall be stated where appropriate to system performance.	3.2.3. Limits defining the boundaries of functional operation shall be stated where appropriate to system performance.	12.3.2.3 應說明適用於系統性能之功能性作動範圍之界限值。	12.3.2.3 應說明適用於系統性能之功能性作動範圍之界限值。
3.2.4. A declaration of the capability of the system and its features according to the model in Appendix 4 to this Annex shall be	3.2.4. A declaration of the capability of the system and its features according to the model in Appendix 4 to this Annex shall be	12.3.2.4 應依照規定12.9之範例提供對系統及其功能之能力的宣告。	12.3.2.4 應依照規定12.9之範例提供對系統及其功能之能力的宣告。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
provided.	provided.		
3.3. System layout and schematics	3.3. System layout and schematics	12.3.3 系統佈線圖及示意圖	12.3.3 系統佈線圖及示意圖
3.3.1. Inventory of components.	3.3.1. Inventory of components.	12.3.3.1 組件清單	12.3.3.1 組件清單
A list shall be provided, collating all the units of the system and mentioning the other vehicle systems which are needed to achieve the control function in question.	A list shall be provided, collating all the units of the system and mentioning the other vehicle systems which are needed to achieve the control function in question.	應提供一份清單，彙整系統所有單元(Unit)，及說明所需控制功能之其他車輛系統。	應提供一份清單，彙整系統所有單元(Unit)，及說明所需控制功能之其他車輛系統。
An outline schematic showing these units in combination, shall be provided with both the equipment distribution and the interconnections made clear.	An outline schematic showing these units in combination, shall be provided with both the equipment distribution and the interconnections made clear.	應提供一份所有單元組合之簡要示意圖，明確標示裝置配置與內部連接。	應提供一份所有單元組合之簡要示意圖，明確標示裝置配置與內部連接。
3.3.2. Functions of the units	3.3.2. Functions of the units	12.3.3.2 單元功能說明文件	12.3.3.2 單元功能說明文件
The function of each unit of the system shall be outlined and the signals linking it with other units or with other vehicle systems shall be shown. This may be provided by a labelled block diagram or other schematic, or by a description aided by such a diagram.	The function of each unit of the system shall be outlined and the signals linking it with other units or with other vehicle systems shall be shown. This may be provided by a labelled block diagram or other schematic, or by a description aided by such a diagram.	應概述系統各單元之功能，及顯示與其他單元或其他車輛系統間互相連結之信號。此文件可為附有標示之方塊圖(Block diagram)或其他示意圖，或由此等圖面輔助之說明。	應概述系統各單元之功能，及顯示與其他單元或其他車輛系統間互相連結之信號。此文件可為附有標示之方塊圖(Block diagram)或其他示意圖，或由此等圖面輔助之說明。
3.3.3. Interconnections	3.3.3. Interconnections	12.3.3.3 內部連接	12.3.3.3 內部連接
Interconnections within the system shall be shown by a circuit diagram for the electric transmission links, by a piping diagram for pneumatic or hydraulic transmission equipment and by a simplified diagrammatic layout for mechanical linkages. The transmission links both to and from other systems shall also be shown	Interconnections within the system shall be shown by a circuit diagram for the electric transmission links, by a piping diagram for pneumatic or hydraulic transmission equipment and by a simplified diagrammatic layout for mechanical linkages. The transmission links both to and from other systems shall also be shown	系統內部連接之電氣傳輸連結，應以電路圖表示；氣壓或液壓傳動裝置之連接，應以管路圖表示；機械連接應以簡要配置圖表示。應表示傳輸連結對其他系統之進出。	系統內部連接之電氣傳輸連結，應以電路圖表示；氣壓或液壓傳動裝置之連接，應以管路圖表示；機械連接應以簡要配置圖表示。應表示傳輸連結對其他系統之進出。
3.3.4. Signal flow, operating data and priorities	3.3.4. Signal flow, operating data and priorities	12.3.3.4 信號流程、運作資料與優先順序	12.3.3.4 信號流程、運作資料與優先順序
There shall be a clear correspondence between transmission links and the signals carried between units. Priorities of signals on	There shall be a clear correspondence between transmission links and the signals carried between units. Priorities of signals on	單元間之傳輸連結與所輸送之信號應彼此明確對應。信號優先順序可能會影響性能或安全性者，應說明多	單元間之傳輸連結與所輸送之信號應彼此明確對應。信號優先順序可能會影響性能或安全性者，應說明多

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
multiplexed data paths shall be stated wherever priority may be an issue affecting performance or safety.	multiplexed data paths shall be stated wherever priority may be an issue affecting performance or safety.	工路傳輸數據通路(Multiplexed data path)上之信號優先順序。	工路傳輸數據通路(Multiplexed data path)上之信號優先順序。
3.3.5. Identification of units	3.3.5. Identification of units	12.3.3.5 單元識別	12.3.3.5 單元識別
Each unit shall be clearly and unambiguously identifiable (e.g. by marking for hardware and marking or software output for software content) to provide corresponding hardware and documentation association.	Each unit shall be clearly and unambiguously identifiable (e.g. by marking for hardware and marking or software output for software content) to provide corresponding hardware and documentation association.	各單元應能被清楚且明確地辨識（例如：藉由硬體之標示、軟體內容之標示或軟體輸出），以提供硬體與文件間之相對應關聯。	各單元應能被清楚且明確地辨識（例如：藉由硬體之標示、軟體內容之標示或軟體輸出），以提供硬體與文件間之相對應關聯。
Where functions are combined within a single unit or indeed within a single computer, but shown in multiple blocks in the block diagram for clarity and ease of explanation, only a single hardware identification marking shall be used. The manufacturer shall, by the use of this identification, affirm that the equipment supplied conforms to the corresponding document.	Where functions are combined within a single unit or indeed within a single computer, but shown in multiple blocks in the block diagram for clarity and ease of explanation, only a single hardware identification marking shall be used. The manufacturer shall, by the use of this identification, affirm that the equipment supplied conforms to the corresponding document.	為能清楚並簡易說明而以多方塊形式表示於方塊圖之單一單元或單一電腦內多項功能者，應只能使用單一硬體識別標示。申請者應藉由使用此識別以確認所收到之配備與相對應文件一致。	為能清楚並簡易說明而以多方塊形式表示於方塊圖之單一單元或單一電腦內多項功能者，應只能使用單一硬體識別標示。申請者應藉由使用此識別以確認所收到之配備與相對應文件一致。
3.3.5.1. The identification defines the hardware and software version and, where the latter changes such as to alter the function of the Unit as far as this Regulation is concerned, this identification shall also be changed.	3.3.5.1. The identification defines the hardware and software version and, where the latter changes such as to alter the function of the Unit as far as this Regulation is concerned, this identification shall also be changed.	12.3.3.5.1 單元識別定義出硬體及軟體之版本，且軟體之改變（例如改變該單元之本法規相關功能），亦應改變此單元識別。	12.3.3.5.1 單元識別定義出硬體及軟體之版本，且軟體之改變（例如改變該單元之本法規相關功能），亦應改變此單元識別。
3.4. Safety concept of the manufacturer	3.4. Safety concept of the manufacturer	12.3.4 申請者之安全性概念	12.3.4 申請者之安全性概念
3.4.1. The manufacturer shall provide a statement which affirms that the strategy chosen to achieve the system objectives will not, under non-fault conditions, prejudice the safe operation of the vehicle.	3.4.1. The manufacturer shall provide a statement which affirms that the strategy chosen to achieve the system objectives will not, under non-fault conditions, prejudice the safe operation of the vehicle.	12.3.4.1 申請者應提供說明文件，確保為達到系統目的所選擇之策略，於非故障情況下不會損害車輛之安全運作。	12.3.4.1 申請者應提供說明文件，確保為達到系統目的所選擇之策略，於非故障情況下不會損害車輛之安全運作。
The manufacturer shall supplement this statement by an explanation showing in	The manufacturer shall supplement this statement by an explanation showing in	申請者應藉由顯示所選擇之策略就整體而言，如何確保系統目標將不會	申請者應藉由顯示所選擇之策略就整體而言，如何確保系統目標將不會

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
overall terms how the chosen strategy ensures that the system objectives does not prejudice the safe operation of the systems referred above, and by a description of the part of the validation plan supporting the statement.	overall terms how the chosen strategy ensures that the system objectives does not prejudice the safe operation of the systems referred above, and by a description of the part of the validation plan supporting the statement.	破壞上述所指系統之安全運作的說明，以及支撐前述描述之部分確認計畫(validation plan)的相關說明補充此等描述。	破壞上述所指系統之安全運作的說明，以及支撐前述描述之部分確認計畫(validation plan)的相關說明補充此等描述。
The Type Approval Authority shall perform an assessment to establish that the manufacturer's explanation of the chosen strategy is understandable, logical and that the validation plan is suitable and have been completed.	The Type Approval Authority shall perform an assessment to establish that the manufacturer's explanation of the chosen strategy is understandable, logical and that the validation plan is suitable and have been completed.	檢測機構應執行評估以證實申請者之所選擇策略的說明可理解、具邏輯，以及驗證計畫合適且已被完成。	檢測機構應執行評估以證實申請者之所選擇策略的說明可理解、具邏輯，以及驗證計畫合適且已被完成。
The Type Approval Authority may perform tests, or may require tests to be performed, as specified in paragraph 4. below, to verify that "the system" operates as per the chosen strategy.	The Type Approval Authority may perform tests, or may require tests to be performed, as specified in paragraph 4. below, to verify that "the system" operates as per the chosen strategy.	檢測機構可如下述規定12.4，執行測試或要求測試被執行，以驗證系統如所選策略運作。	檢測機構可如下述規定12.4，執行測試或要求測試被執行，以驗證系統如所選策略運作。
3.4.2. In respect of software employed in the system, the outline architecture shall be explained and the design methods and tools used shall be identified. The manufacturer shall show evidence of the means by which they determined the realisation of the system logic, during the design and development process.	3.4.2. In respect of software employed in the system, the outline architecture shall be explained and the design methods and tools used shall be identified. The manufacturer shall show evidence of the means by which they determined the realisation of the system logic, during the design and development process.	12.3.4.2 對於使用於系統內之軟體，應說明該軟體之概要架構，及識別出所用之設計方法與工具。申請者應出示證明文件以說明於設計及開發階段時所確定實現系統邏輯之方法。	12.3.4.2 對於使用於系統內之軟體，應說明該軟體之概要架構，及識別出所用之設計方法與工具。申請者應出示證明文件以說明於設計及開發階段時所確定實現系統邏輯之方法。
3.4.3. The manufacturer shall provide the Type Approval Authority with an explanation of the design provisions built into the system so as to generate safe operation under fault conditions. Possible design provisions for failure in the system are for example:	3.4.3. The manufacturer shall provide the Type Approval Authority with an explanation of the design provisions built into the system so as to generate safe operation under fault conditions. Possible design provisions for failure in the system are for example:	12.3.4.3 申請者應向檢測機構說明系統內建之設計機制，該機制用於故障發生時執行安全運行。系統故障設計機制範例如下：	12.3.4.3 申請者應向檢測機構說明系統內建之設計機制，該機制用於故障發生時執行安全運行。系統故障設計機制範例如下：
(a) Fall-back to operation using a partial	(a) Fall-back to operation using a partial	(a) 使用部分系統運作之備用機制	(a) 使用部分系統運作之備用機制

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
system; (b) Change-over to a separate back-up system; (c) Removal of the high level function.	system; (b) Change-over to a separate back-up system; (c) Removal of the high level function.	(Fall-back)。 (b) 更換(Change-over)至獨立備用系統。 (c) 解除高層級控制系統/功能。	(Fall-back)。 (b)更換(Change-over)至獨立備用系統。 (c)解除高層級控制系統/功能。
3.4.3.1. If the chosen provision selects a partial performance mode of operation under certain fault conditions, then these conditions shall be stated and the resulting limits of effectiveness defined.	3.4.3.1. If the chosen provision selects a partial performance mode of operation under certain fault conditions, then these conditions shall be stated and the resulting limits of effectiveness defined.	12.3.4.3.1 若選定於某些故障情況下使用部分性能運作模式，則應說明該些故障情況並界定其產生之效益極限。	12.3.4.3.1 若選定於某些故障情況下使用部分性能運作模式，則應說明該些故障情況並界定其產生之效益極限。
3.4.3.2. If the chosen provision selects a second (back-up) means to realise the vehicle control system objective, the principles of the change-over mechanism, the logic and level of redundancy and any built in back-up checking features shall be explained and the resulting limits of back-up effectiveness defined.	3.4.3.2. If the chosen provision selects a second (back-up) means to realise the vehicle control system objective, the principles of the change-over mechanism, the logic and level of redundancy and any built in back-up checking features shall be explained and the resulting limits of back-up effectiveness defined.	12.3.4.3.2 若選定備用系統以實現車輛控制系統目的，則應說明其更換機制之原理、邏輯、冗餘度(Level of redundancy)與任何內建之備用檢查功能，並界定其產生之備用系統效益極限。	12.3.4.3.2 若選定備用系統以實現車輛控制系統目的，則應說明其更換機制之原理、邏輯、冗餘度(Level of redundancy)與任何內建之備用檢查功能，並界定其產生之備用系統效益極限。
3.4.3.3. If the chosen provision selects the removal of the higher-level function, all the corresponding output control signals associated with this function shall be inhibited, and in such a manner as to limit the transition disturbance.	3.4.3.3. If the chosen provision selects the removal of the higher-level function, all the corresponding output control signals associated with this function shall be inhibited, and in such a manner as to limit the transition disturbance.	12.3.4.3.3 若選定解除高層級控制系統/功能，則應抑制與該功能相關並對應之輸出控制信號，以此限制其轉換干擾(Transition disturbance)。	12.3.4.3.3 若選定解除高層級控制系統/功能，則應抑制與該功能相關並對應之輸出控制信號，以此限制其轉換干擾(Transition disturbance)。
3.4.4. The documentation shall be supported, by an analysis which shows, in overall terms, how the system will behave on the occurrence of any individual hazard or fault which will have a bearing on vehicle control performance or safety.	3.4.4. The documentation shall be supported, by an analysis which shows, in overall terms, how the system will behave on the occurrence of any individual hazard or fault which will have a bearing on vehicle control performance or safety.	12.3.4.4 應以分析資料作為佐證文件，整體而言，該文件說明任何會影響車輛控制性能或安全性之獨立風險或故障出現時系統之行為。	12.3.4.4 應以分析資料作為佐證文件，整體而言，該文件說明任何會影響車輛控制性能或安全性之獨立風險或故障出現時系統之行為。
The chosen analytical approach(es) shall be established and maintained by the manufacturer and shall be made open for	The chosen analytical approach(es) shall be established and maintained by the manufacturer and shall be made open for	所選擇之分析方法應由申請者建置及維持，惟應於認證過程中開放予檢測機構。	所選擇之分析方法應由申請者建置及維持，惟應於認證過程中開放予檢測機構。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
inspection by the Type Approval Authority at the time of the type approval.	inspection by the Type Approval Authority at the time of the type approval.		
The Type Approval Authority shall perform an assessment of the application of the analytical approach(es). The assessment shall include:	The Type Approval Authority shall perform an assessment of the application of the analytical approach(es). The assessment shall include:	檢測機構應評估分析方法。查核內容應包含：	檢測機構應評估分析方法。查核內容應包含：
(a) Inspection of the safety approach at the concept (vehicle) level with confirmation that it includes consideration of:	(a) Inspection of the safety approach at the concept (vehicle) level with confirmation that it includes consideration of:	(a) 概念（車輛）層級之安全方法檢查，其包含下述考量：	(a)概念（車輛）層級之安全方法檢查，其包含下述考量：
(i) Interactions with other vehicle systems;	(i) Interactions with other vehicle systems;	(i)與其他車輛系統之互動；	(i)與其他車輛系統之互動；
(ii) Malfunctions of the system, within the scope of this UN Regulation, including the controllability aspects in accordance with paragraph 5.3.6. of this UN Regulation;	(ii) Malfunctions of the system, within the scope of this UN Regulation;	(ii) 包含依照規定5.3.6之可控制性層面在內，本基準附件適用範圍內之系統故障；	(ii)本基準附件適用範圍內之系統故障；
(iii) For functions defined in paragraph 3.2. of this UN Regulation:	(iii) For functions defined in paragraph 3.2. of this UN Regulation:	(iii) 對本基準附件規定2.3所定義之相關功能而言：	(iii)對本基準附件規定2.3所定義之相關功能而言：
- Situations when a system free from faults may create safety critical risks (e.g. due to a lack of or wrong comprehension of the vehicle environment);	- Situations when a system free from faults may create safety critical risks (e.g. due to a lack of or wrong comprehension of the vehicle environment);	- 當系統排除錯誤後可能產生安全性危害風險（例如：因缺少或錯誤評估車輛環境造成風險）；	- 當系統排除錯誤後可能產生安全性危害風險（例如：因缺少或錯誤評估車輛環境造成風險）；
- Operational and system limitations;	- Operational and system limitations;	- 運作極限及系統極限；	- 運作極限及系統極限；
- Reasonably foreseeable misuse by the driver;	- Reasonably foreseeable misuse by the driver;	- 合理可預見之駕駛人誤用；	- 合理可預見之駕駛人誤用；
- Intentional modification of the system.	- Intentional modification of the system.	- 系統之刻意改裝。	- 系統之刻意改裝。
(iv) Cyber-attacks having an impact on the safety of the vehicle.	(iv) Cyber-attacks having an impact on the safety of the vehicle.	(iv) 對車輛安全性造成衝擊之網路攻擊。	(iv) 對車輛安全性造成衝擊之網路攻擊。
This approach may be based on a Hazard / Risk analysis appropriate to system safety.	This approach may be based on a Hazard / Risk analysis appropriate to system safety.	此方法可基於系統安全合適之危險/風險分析。	此方法可基於系統安全合適之危險/風險分析。
(b) Inspection of the safety approach at the system level. This approach includes top down and bottom-up approach. The safety approach may be based on Failure Mode and Effect Analysis (FMEA), a Fault Tree	(b) Inspection of the safety approach at the system level. This approach includes top down and bottom-up approach. The safety approach may be based on Failure Mode and Effect Analysis (FMEA), a Fault Tree	(b) 系統層級之安全方法檢查。此方法包含由上而下(top down)及由下而上(bottom-up)方法。此等安全方法可依照失效模式及影響分析(FMEA)、故障樹分析(FTA)、系統理	(b)系統層級之安全方法檢查。此方法包含由上而下(top down)及由下而上(bottom-up)方法。此等安全方法可依照失效模式及影響分析(FMEA)、故障樹分析(FTA)、系統理

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
Analysis (FTA) and a System-Theoretic Process Analysis (STPA) or any similar process appropriate to system functional and operational safety;	Analysis (FTA) and a System-Theoretic Process Analysis (STPA) or any similar process appropriate to system functional and operational safety;	論過程分析(STPA)或任何適用於判斷控制系統功能及運作安全之類似過程。	論過程分析(STPA)或任何適用於判斷控制系統功能及運作安全之類似過程。
(c) Inspection of the validation plans and results. This validation shall / may include validation testing appropriate for validation, for example, Hardware in the Loop (HIL) testing, vehicle on-road operational testing, or any other testing appropriate for validation.	(c) Inspection of the validation plans and results. This validation shall / may include validation testing appropriate for validation, for example, Hardware in the Loop (HIL) testing, vehicle on-road operational testing, or any other testing appropriate for validation.	(c) 驗證計畫及結果檢查，此驗證應／可包含適當之驗證試驗如：硬體迴路(HIL)試驗、車輛於道路進行操作性試驗或任何其他適當之驗證試驗。	(c)驗證計畫及結果檢查，此驗證應／可包含適當之驗證試驗如：硬體迴路(HIL)試驗、車輛於道路進行操作性試驗或任何其他適當之驗證試驗。
The assessment shall consist of checks of hazards, faults and failure conditions chosen by the Type Approval Authority to establish that the manufacturer's explanation of the safety concept is understandable, logical and that the validation plans are suitable and have been completed.	The assessment shall consist of checks of hazards, faults and failure conditions chosen by the Type Approval Authority to establish that the manufacturer's explanation of the safety concept is understandable, logical and that the validation plans are suitable and have been completed.	此評估應由檢測機構所選擇之危險、錯誤及故障情形之多次檢查所組成，以證實申請者之安全性概念的說明可理解、具邏輯，以及驗證計畫合適且已被完成。	此評估應由檢測機構所選擇之危險、錯誤及故障情形之多次檢查所組成，以證實申請者之安全性概念的說明可理解、具邏輯，以及驗證計畫合適且已被完成。
The Type Approval Authority may perform tests or may require tests to be performed as specified in paragraph 4. to verify the safety concept.	The Type Approval Authority may perform tests or may require tests to be performed as specified in paragraph 4. to verify the safety concept.	檢測機構可如下述規定12.4，執行測試或要求測試被執行，以驗證安全性概念。	檢測機構可如下述規定12.4，執行測試或要求測試被執行，以驗證安全性概念。
3.4.4.1. This documentation shall itemize the parameters being monitored and shall set out, for each relevant failure condition of the type defined in paragraph 3.4.4. of this Annex, the warning signal to be given to the driver and/or to service/technical inspection personnel.	3.4.4.1. This documentation shall itemize the parameters being monitored and shall set out, for each failure condition of the type defined in paragraph 3.4.4. of this Annex, the warning signal to be given to the driver and/or to service/technical inspection personnel.	12.3.4.4.1 此文件應詳列所監測之參數，且依照規定9.3.4.4所述該型式系列之各相關故障情況，列出發送給駕駛者及/或維修/技術性檢查人員之警告訊號。	12.3.4.4.1 此文件應詳列所監測之參數，且依照規定9.3.4.4所述該型式系列之各故障情況，列出發送給駕駛者及/或維修/技術性檢查人員之警告訊號。
3.4.4.2. This documentation shall describe the measures in place to ensure the system does not prejudice the safe operation of the	3.4.4.2. This documentation shall describe the measures in place to ensure the system does not prejudice the safe operation of the	12.3.4.4.2 此文件應描述所採取之措施，以確保系統之性能受環境影響下（例如：氣候、溫度、灰塵侵入、	12.3.4.4.2 此文件應描述所採取之措施，以確保系統之性能受環境影響下（例如：氣候、溫度、灰塵侵入、

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
vehicle when the performance of the system is affected by environmental conditions e.g. climatic, temperature, dust ingress, water ingress, ice packing.	vehicle when the performance of the system is affected by environmental conditions e.g. climatic, temperature, dust ingress, water ingress, ice packing.	進水及堆冰(Ice packing)之下），不會損害車輛之安全運作。	進水及堆冰(Ice packing)之下），不會損害車輛之安全運作。
Where this UN Regulation contains particular requirements for the operation of the system under different environmental conditions, this documentation shall describe the measures in place to ensure compliance with those requirements.	Where this UN Regulation contains particular requirements for the operation of the system under different environmental conditions, this documentation shall describe the measures in place to ensure compliance with those requirements.	於本基準附件包含對系統於不同環境條件下運作之特定要求的狀況下，此文件應描述已就緒之措施以確保符合相關要求。	於本基準附件包含對系統於不同環境條件下運作之特定要求的狀況下，此文件應描述已就緒之措施以確保符合相關要求。
3.5. Safety Management System (Process Audit)	3.5. Safety Management System (Process Audit)	12.3.5 安全管理系統（程序稽核）	12.3.5 安全管理系統（程序稽核）
3.5.1. In respect of software and hardware employed in the system, the manufacturer shall demonstrate to the Type Approval Authority in terms of a safety management system that effective processes, methodologies and tools are in place, up to date and being followed within the organization to manage the safety and continued compliance throughout the product lifecycle (design, development, production and operation).	3.5.1. In respect of software and hardware employed in the system, the manufacturer shall demonstrate to the Type Approval Authority in terms of a safety management system that effective processes, methodologies and tools are in place, up to date and being followed within the organization to manage the safety and continued compliance throughout the product lifecycle (design, development, production and operation).	12.3.5.1 針對系統中所使用之軟體及硬體，申請者應向檢測機構展示，就安全管理系統而言，有效程序、方法及工具皆已就緒、更新，並已由組織內部追蹤，以於整個產品生命週期（設計、開發、量產及運作）管理安全性及持續符合性。	12.3.5.1 針對系統中所使用之軟體及硬體，申請者應向檢測機構展示，就安全管理系統而言，有效程序、方法及工具皆已就緒、更新，並已由組織內部追蹤，以於整個產品生命週期（設計、開發、量產及運作）管理安全性及持續符合性。
3.5.2. The safety management system shall comprise of the following key components:	3.5.2. The safety management system shall comprise of the following key components:	12.3.5.2 安全管理系統應由下列關鍵部分所組成：	12.3.5.2 安全管理系統應由下列關鍵部分所組成：
(a) Safety policy and objectives, which establish safety practices with a clear safety policy, safety roles and responsibilities, and organizational safety objectives;	(a) Safety policy and objectives, which establish safety practices with a clear safety policy, safety roles and responsibilities, and organizational safety objectives;	(a) 以明確之安全政策、安全規則及責任建立安全實例，以及組織性安全目標之安全政策及目標。	(a) 以明確之安全政策、安全規則及責任建立安全實例，以及組織性安全目標之安全政策及目標。
(b) Safety risk management which aims at managing the risk in a proactive way;	(b) Safety risk management which aims at managing the risk in a proactive way;	(b) 以積極方式管理風險為目標之安全風險管理。	(b) 以積極方式管理風險為目標之安全風險管理。
(c) Safety assurance to monitor, analyse, and	(c) Safety assurance to monitor, analyse, and	(c) 安全保障以監控、分析以及計算	(c) 安全保障以監控、分析以及計算整

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
measure overall safety performance;	measure overall safety performance;	整體安全性能。	體安全性能。
(d) Safety promotion to ensure adequate information, education, and heighten the safety awareness of employees.	(d) Safety promotion to ensure adequate information, education, and heighten the safety awareness of employees.	(d) 安全提昇以確保適當之資訊、教育，以及提高對員工之安全意識。	(d) 安全提昇以確保適當之資訊、教育，以及提高對員工之安全意識。
3.5.3. The design and development process shall be established including safety-by-design, requirements management, requirements' implementation, testing, failure tracking, remedy and release.	3.5.3. The design and development process shall be established including safety-by-design, requirements management, requirements' implementation, testing, failure tracking, remedy and release.	12.3.5.3 設計及開發程序應於包含設計保障安全、要求管理、要求實施、試驗、故障追蹤、補救以及發佈等項下完成建立。	12.3.5.3 設計及開發程序應於包含設計保障安全、要求管理、要求實施、試驗、故障追蹤、補救以及發佈等項下完成建立。
3.5.4. The manufacturer shall institute and maintain effective communication channels between manufacturer departments responsible for functional/operational safety, cybersecurity and any other relevant disciplines related to the achievement of vehicle safety.	3.5.4. The manufacturer shall institute and maintain effective communication channels between manufacturer departments responsible for functional/operational safety, cybersecurity and any other relevant disciplines related to the achievement of vehicle safety.	12.3.5.4 申請者應制定並維持負責功能／運作安全、網路安全及任何其他與達成車輛安全相關規則之申請者相關部門之間的有效溝通管道。	12.3.5.4 申請者應制定並維持負責功能/運作安全、網路安全及任何其他與達成車輛安全相關規則之申請者相關部門之間的有效溝通管道。
3.5.5. The manufacturer shall demonstrate that periodic independent internal process audits are carried out to ensure that the processes established in accordance with paragraphs 3.5.1 to 3.5.4. are implemented consistently.	3.5.5. The manufacturer shall demonstrate that periodic independent internal process audits are carried out to ensure that the processes established in accordance with paragraphs 3.5.1 to 3.5.4. are implemented consistently.	12.3.5.5 申請者應展示定期獨立內部程序稽核已完成執行，以確保依照規定12.3.5.1至12.3.5.4所建立之程序不斷被執行。	12.3.5.5 申請者應展示定期獨立內部程序稽核已完成執行，以確保依照規定12.3.5.1至12.3.5.4所建立之程序不斷被執行。
3.5.6. The manufacturer shall put in place suitable arrangements (e.g. contractual arrangements, clear interfaces, quality management system) with suppliers to ensure that the supplier safety management system comply with the requirements of paragraphs 3.5.1. (except for vehicle related aspects like "operation"), 3.5.2, 3.5.3 and 3.5.5.	3.5.6. The manufacturer shall put in place suitable arrangements (e.g. contractual arrangements, clear interfaces, quality management system) with suppliers to ensure that the supplier safety management system comply with the requirements of paragraphs 3.5.1. (except for vehicle related aspects like "operation"), 3.5.2, 3.5.3 and 3.5.5.	12.3.5.6 申請者應就供應商之合適安排（例如：合約相關安排、明確相互聯繫、品質管理系統等）準備就緒，以確保供應商之安全管理系統符合規定12.3.5.1（排除如「運作」等車輛相關層面者）、12.3.5.2、12.3.5.3以及12.3.5.5之要求。	12.3.5.6 申請者應就供應商之合適安排（例如：合約相關安排、明確相互聯繫、品質管理系統等）準備就緒，以確保供應商之安全管理系統符合規定12.3.5.1（排除如「運作」等車輛相關層面者）、12.3.5.2、12.3.5.3以及12.3.5.5之要求。
3.5.7. The documentation shall outline a system information strategy which aims to	3.5.7. The documentation shall outline a system information strategy which aims to	12.3.5.7 文件應大致描述以促使駕駛人於其操作系統時（例如：於系統切	12.3.5.7 文件應大致描述以促使駕駛人於其操作系統時（例如：於系統切

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
encourage the driver to review information on system operation when the driver operates the system (e.g. a regular notification at the start of the drive cycle when the system is switched to 'on' mode inviting the driver to review relevant materials).	encourage the driver to review information on system operation when the driver operates the system (e.g. a regular notification at the start of the drive cycle when the system is switched to 'on' mode inviting the driver to review relevant materials).	換至「開啟」模式下，一個於行駛循環之開始邀請駕駛人再次確認相關資訊的常態通知)，再次確認系統運作相關資訊為目標之系統資訊策略。	換至「開啟」模式下，一個於行駛循環之開始邀請駕駛人再次確認相關資訊的常態通知)，再次確認系統運作相關資訊為目標之系統資訊策略。
4. Verification and test	**4. Verification and test**	12.4 驗證及試驗	12.4 驗證及試驗
4.1. The functional operation of the system, as laid out in the documents required in paragraph 3., shall be tested as follows:	4.1. The functional operation of the system, as laid out in the documents required in paragraph 3., shall be tested as follows:	12.4.1 系統之功能運作，應依規定12.3要求之相關文件內容，進行下列條件試驗：	12.4.1 系統之功能運作，應依規定12.3要求之相關文件內容，進行下列條件試驗：
4.1.1. Verification of the function of the system	4.1.1. Verification of the function of the system	12.4.1.1 系統功能之驗證	12.4.1.1 系統功能之驗證
The Type Approval Authority shall verify the system under non-fault conditions by testing a number of selected functions from those declared by the manufacturer in paragraph 3.2. above.	The Type Approval Authority shall verify the system under non-fault conditions by testing a number of selected functions from those declared by the manufacturer in paragraph 3.2. above.	檢測機構應藉由試驗所選定之一定數量功能（由申請者於規定12.3.2所宣告功能中選擇）驗證無故障狀態下之系統。	檢測機構應藉由試驗所選定之一定數量功能（由申請者於規定12.3.2所宣告功能中選擇）驗證無故障狀態下之系統。
The verification of the performance of those selected functions shall be conducted following the manufacturer's test procedures unless a test procedure is specified in this UN Regulation.	The verification of the performance of those selected functions shall be conducted following the manufacturer's test procedures unless a test procedure is specified in this UN Regulation.	除試驗程序已於本基準附件描述者外，此等所選擇功能之性能的驗證應依照申請者之試驗程序執行。	除試驗程序已於本基準附件描述者外，此等所選擇功能之性能的驗證應依照申請者之試驗程序執行。
For cases where the system is subject to input signal(s) from systems outside the scope of this UN Regulation, the test shall be conducted using the test procedure of the relevant UN Regulation, or by another means that generates the relevant input signal(s), (e.g. simulation).	For cases where the system is subject to input signal(s) from systems outside the scope of this UN Regulation, the test shall be conducted using the test procedure of the relevant UN Regulation, or by another means that generates the relevant input signal(s), (e.g. simulation).	對於系統被要求自本基準附件適用範圍外之系統輸入訊號的狀況下，應使用相關附件之試驗程序，或藉由產生相關輸入訊號之其他方式（例如：模擬）執行試驗。	對於系統被要求自本基準附件適用範圍外之系統輸入訊號的狀況下，應使用相關附件之試驗程序，或藉由產生相關輸入訊號之其他方式（例如：模擬）執行試驗。
For complex electronic systems, these tests shall include scenarios whereby a declared function is overridden.	For complex electronic systems, these tests shall include scenarios whereby a declared function is overridden.	對於複雜電子系統，此等試驗應包含已宣告功能受到取代之相關場景。	對於複雜電子系統，此等試驗應包含已宣告功能受到取代之相關場景。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
4.1.1.1. The verification results shall correspond with the description, including the control strategies, provided by the manufacturer in paragraph 3.2.	4.1.1.1. The verification results shall correspond with the description, including the control strategies, provided by the manufacturer in paragraph 3.2.	12.4.1.1.1 驗證結果應與說明互相對應，包含於規定12.3.2中申請者所提供之控制策略。	12.4.1.1.1 驗證結果應與說明互相對應，包含於規定12.3.2中申請者所提供之控制策略。
4.1.2. Verification of the safety concept of paragraph 3.4.	4.1.2. Verification of the safety concept of paragraph 3.4.	12.4.1.2 系統安全性概念（依規定12.3.4）之驗證	12.4.1.2 系統安全性概念（依規定12.3.4）之驗證
The reaction of the system shall be checked under the influence of a failure in any individual unit by applying corresponding output signals to electrical units or mechanical elements in order to simulate the effects of internal faults within the unit. The Type Approval Authority shall conduct this check for at least one individual unit, but shall not check the reaction of "The System" to multiple simultaneous failures of individual units.	The reaction of the system shall be checked under the influence of a failure in any individual unit by applying corresponding output signals to electrical units or mechanical elements in order to simulate the effects of internal faults within the unit. The Type Approval Authority shall conduct this check for at least one individual unit, but shall not check the reaction of "The System" to multiple simultaneous failures of individual units.	應藉由運用對應之輸出信號給電氣單元或機械元件，模擬該單元內部故障，以讓檢測機構檢查系統於任何獨立單元內發生故障影響時之反應。檢測機構應至少於一獨立單元上執行此項檢查，惟不應檢查系統對單一獨立單元同時發生多個失效之反應。	應藉由運用對應之輸出信號給電氣單元或機械元件，模擬該單元內部故障，以讓檢測機構檢查系統於任何獨立單元內發生故障影響時之反應。檢測機構應至少於一獨立單元上執行此項檢查，惟不應檢查系統對單一獨立單元同時發生多個失效之反應。
The Type Approval Authority shall verify that these tests include aspects that may have an impact on vehicle controllability and user information/interaction (HMI aspects).	The Type Approval Authority shall verify that these tests include aspects that may have an impact on vehicle controllability and user information/interaction (HMI aspects).	檢測機構應驗證這些包含可能會對車輛可控性及使用者資訊／互動（人機介面層面）造成影響之試驗。	檢測機構應驗證這些包含可能會對車輛可控性及使用者資訊／互動（人機介面層面）造成影響之試驗。
4.1.2.1. The verification results shall correspond with the documented summary of the failure analysis, to a level of overall effect such that the safety concept and execution are confirmed as being adequate.	4.1.2.1. The verification results shall correspond with the documented summary of the failure analysis, to a level of overall effect such that the safety concept and execution are confirmed as being adequate.	12.4.1.2.1 就其整體影響程度之驗證結果，應符合申請者所提供之故障分析文件所述結果，以確認該安全性概念及運作均適切。	12.4.1.2.1 就其整體影響程度之驗證結果，應符合申請者所提供之故障分析文件所述結果，以確認該安全性概念及運作均適切。
4.1.3.Verification of the controllability The verification under non-fault (paragraph 4.1.1.1.) and fault (paragraph 4.1.2.1.) conditions shall be adequate from a controllability perspective.		12.4.1.3 可控制性之驗證 於非故障（規定12.4.1.1.1）及故障（規定12.4.1.2.1）條件下之驗證自可控制性觀點而言應適當。	
4.1.3.1. In relation to paragraph 5.3.6.2. of this		12.4.1.3.1 與規定5.3.6.2相關下，用	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
UN Regulation, the strategies for ensuring controllability may include, but are not limited to: (a) Limiting the system's steering output; (b) Adjusting the vehicle's position in the lane of travel; (c) Determining road type and attributes; (d) Determining other road user behaviour; (e) Driver monitoring used. 4.1.3.2. In relation to paragraph 5.3.6.2. of this UN Regulation, the strategies for ensuring controllability whilst withholding HORs may include, but are not limited to: (a) Not immediately terminating assistance and continuing control on an appropriate trajectory, e.g. when the driver is not detected to be holding the steering control and lane markings are temporarily not detected; (b) Limiting or avoiding sudden vehicle motion to the extent possible (e.g. to avoid a sudden loss of steering assistance), as outlined in the safety concept of the vehicle manufacturer; (c) Adjusting the vehicle's position in the lane of travel (e.g., offsetting while navigating through a curve, maintaining a center position or offsetting for other traffic); (d) Determining road type and attributes (e.g., limited to wide lane or lane with laterally wide free space); (e) Limiting the designed speed range or lateral		以確保可控制性之策略包含但不限於： (a) 限制系統之轉向輸出； (b) 調整車輛於行駛中車道之位置； (c) 測定道路類型及性質； (d) 測定其他道路使用者行為； (e) 所使用之駕駛人監控。 12.4.1.3.2 與規定5.3.6.2相關下，用以確保可控制性，同時保留HOR之策略包含但不限於： (a) 不立即中止輔助及接續於一適當軌跡上進行控制，例如於未偵測到駕駛人掌握方向盤及暫時無法偵測道路標線時； (b) 盡可能限制或避免突然之車輛動態（例如：為避免突然消失之轉向輔助），如申請者之安全性概念所述。 (c) 調整車輛於行駛中車道之位置（例如：於導引通過彎道時進行偏置、對其他交通狀況維持中心位置或偏置）； (d) 測定道路類型及性質（例如：限制於較寬車道或側向具備較寬空間之車道）； (e) 限制設計速度範圍或側向加速度	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
acceleration range; (f) Increasing warning times other than the HOR and EOR to allow sufficient time to the driver to apply direct steering control after moving back the hands.		範圍； (f) 增加非為HOR及EOR警示次數，以使駕駛人於將手部移回方向盤後，具備充足時間對方向盤實施方向控制。	
4.2. Simulation tools and mathematical models for verification of the safety concept may be used, in particular for scenarios that are difficult on a test track or in real driving conditions. Where used for this purpose, such methods shall be in accordance of Annex 5 of this UN Regulation. The manufacturer shall demonstrate the scope of the simulation tool, its validity for the scenario concerned as well as the validation performed for the simulation tool chain (correlation of the outcome with physical tests).	4.2. Simulation tools and mathematical models for verification of the safety concept may be used, in particular for scenarios that are difficult on a test track or in real driving conditions. Where used for this purpose, such methods shall be in accordance of Annex 5 of this UN Regulation. The manufacturer shall demonstrate the scope of the simulation tool, its validity for the scenario concerned as well as the validation performed for the simulation tool chain (correlation of the outcome with physical tests).	12.4.2 模擬工具及數學模型可被使用於安全性概念之驗證，特別是針對難以於測試車道或於真實行駛條件下之情境。於此等目標使用下，相關方法應依照規定14。申請者應展示模擬工具之適用範圍，以及其於相關情境和對模擬工具鏈所執行之確認的有效性（物理試驗之修正結果）。	12.4.2 模擬工具及數學模型可被使用於安全性概念之驗證，特別是針對難以於測試車道或於真實行駛條件下之情境。於此等目標使用下，相關方法應依照規定14。申請者應展示模擬工具之適用範圍，以及其於相關情境和對模擬工具鏈所執行之確認的有效性（物理試驗之修正結果）。
4.2.1 If virtual testing is performed by the manufacturer, the Type Approval Authority shall evaluate the declared results provided by the manufacturer, in particular pertaining to safety metrics and the coverage of the system boundaries.	4.2.1 If virtual testing is performed by the manufacturer, the Type Approval Authority shall evaluate the declared results provided by the manufacturer, in particular pertaining to safety metrics and the coverage of the system boundaries.	12.4.2.1 若由申請者執行虛擬試驗，檢測機構應評估由申請者提供之所宣告結果，特別是與安全性參數及系統邊界之涵蓋率相關者。	12.4.2.1 若由申請者執行虛擬試驗，檢測機構應評估由申請者提供之所宣告結果，特別是與安全性參數及系統邊界之涵蓋率相關者。
4.3. The Type Approval Authority shall check a number of scenarios that are critical for the characterization of HMI functions of the system, as well as to verify the effective performance of the driver disengagement monitoring and warning system.	4.3. The Type Approval Authority shall check a number of scenarios that are critical for the characterization of HMI functions of the system, as well as to verify the effective performance of the driver disengagement monitoring and warning system.	12.4.3 檢測機構應檢查對系統HMI功能特性而言，以及用以驗證駕駛人未參與監控及警示系統有效性而言為關鍵之一定數量情境。	12.4.3 檢測機構應檢查對系統HMI功能特性而言，以及用以驗證駕駛人未參與監控及警示系統有效性而言為關鍵之一定數量情境。
4.4. The Type Approval Authority shall also check a number of scenarios that are critical	4.4. The Type Approval Authority shall also check a number of scenarios that are critical	12.4.4 檢測機構亦應檢查如本基準附件鎖定之駕駛人對系統邊界的控	12.4.4 檢測機構亦應檢查如本基準附件鎖定之駕駛人對系統邊界的控制

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
for controllability of system boundaries by the driver (e.g. object difficult to detect, when the system reaches its system boundaries, risk of collision with another road user, system fault conditions) as defined in the regulation.	for controllability of system boundaries by the driver (e.g. object difficult to detect, when the system reaches its system boundaries, risk of collision with another road user) as defined in the regulation.	制能力（例如：難以偵測之物件、於系統抵達其系統邊界、與另一道路使用者之碰撞風險，以及系統故障條件）而言為關鍵之一定數量情境。	能力（例如：難以偵測之物件、於系統抵達其系統邊界，以及與另一道路使用者之碰撞風險）而言為關鍵之一定數量情境。
5. Reporting by Type Approval Authority	**5. Reporting by Type Approval Authority**	12.5 檢測機構之報告	12.5 檢測機構之報告
The reporting of the assessment by the Type Approval Authority shall be performed in such a manner that it allows traceability, e.g. versions of documents inspected are coded and listed in the assessment records.	The reporting of the assessment by the Type Approval Authority shall be performed in such a manner that it allows traceability, e.g. versions of documents inspected are coded and listed in the assessment records.	檢測機構應執行報告之評估，且其應允許進行追蹤，例如已檢查文件版本編碼及列於評估紀錄之中。	檢測機構應執行報告之評估，且其應允許進行追蹤，例如已檢查文件版本編碼及列於評估紀錄之中。
An example of a possible layout for the assessment form is given in Appendix 1 to this Annex.	An example of a possible layout for the assessment form is given in Appendix 1 to this Annex.	下述規定12.6為評估表格之可能的排版範例供申請者參考	下述規定12.6為評估表格之可能的排版範例供申請者參考
Appendix 1 Model assessment form for electronic systems, and/or complex electronic systems	**Appendix 1 Model assessment form for electronic systems, and/or complex electronic systems**	12.6 對電子系統及/或複雜電子系統之評估表格範例	12.6 對電子系統及/或複雜電子系統之評估表格範例
Test report No:	Test report No:	試驗報告編號：	試驗報告編號：
1. Identification	**1. Identification**	12.6.1 識別	12.6.1 識別
1.1. Make:	1.1. Make:	12.6.1.1 廠牌	12.6.1.1 廠牌
1.2. Vehicle Type:	1.2. Vehicle Type:	12.6.1.2 車輛型式	12.6.1.2 車輛型式
1.3. Means of system identification on the vehicle:	1.3. Means of system identification on the vehicle:	12.6.1.3 於車輛上之系統識別方式	12.6.1.3 於車輛上之系統識別方式
1.4. Location of that marking:	1.4. Location of that marking:	12.6.1.4 相關標誌位置	12.6.1.4 相關標誌位置
1.5. Manufacturer’s name and address:	1.5. Manufacturer’s name and address:	12.6.1.5 申請者之名稱及地址	12.6.1.5 申請者之名稱及地址
1.6. If applicable, name and address of manufacturer’s representative:	1.6. If applicable, name and address of manufacturer’s representative:	12.6.1.6 申請者代表之名稱及地址（依實際情況）	12.6.1.6 申請者代表之名稱及地址(依實際情況）
1.7. Manufacturer’s formal documentation package:	1.7. Manufacturer’s formal documentation package:	12.6.1.7 申請者之正式文件集	12.6.1.7 申請者之正式文件集
Documentation reference No:	Documentation reference No:	文件參考編號：	文件參考編號：
Date of original issue:	Date of original issue:	原始發布日期：	原始發布日期：

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
Date of latest update:	Date of latest update:	最後更新日期：	最後更新日期：
2. Test vehicle(s)/system(s) description	**2. Test vehicle(s)/system(s) description**	12.6.2 試驗車輛／系統說明	12.6.2 試驗車輛／系統說明
2.1. General description:	2.1. General description:	12.6.2.1 一般說明：	12.6.2.1 一般說明：
2.2. Description of all the control functions of the system, including control strategies (Paragraph 3.2 of this Annex):	2.2. Description of all the control functions of the system, including control strategies (Paragraph 3.2 of this Annex):	12.6.2.2 包含控制策略（如規定12.3.2）在內之所有系統的控制功能說明：	12.6.2.2 包含控制策略(如規定12.3.2)在內之所有系統的控制功能說明：
2.2.1. List of input and sensed variables and their working range including a description the effect of the variable on system behaviour (Paragraph 3.2.1. of this Annex):	2.2.1. List of input and sensed variables and their working range including a description the effect of the variable on system behaviour (Paragraph 3.2.1. of this Annex):	12.6.2.2.1 包含變數對系統行為影響相關說明（如規定12.3.2.1）在內之輸入及所感測變數，以及其運作範圍相關列表。	12.6.2.2.1 包含變數對系統行為影響相關說明（如規定12.3.2.1）在內之輸入及所感測變數，以及其運作範圍相關列表。
2.2.2. List of output variables and their range of control (Paragraph 3.2.2. of this Annex):	2.2.2. List of output variables and their range of control (Paragraph 3.2.2. of this Annex):	12.6.2.2.2 輸出變數及其控制範圍相關列表（如規定12.3.2.2）	12.6.2.2.2 輸出變數及其控制範圍相關列表（如規定12.3.2.2）
2.2.2.1. Directly controlled:	2.2.2.1. Directly controlled:	12.6.2.2.2.1 直接控制者：	12.6.2.2.2.1 直接控制者：
2.2.2.2. Controlled via another vehicle system:	2.2.2.2. Controlled via another vehicle system:	12.6.2.2.2.2 透過另一車輛系統控制者：	12.6.2.2.2.2 透過另一車輛系統控制者：
2.3. Description System layout and schematics (Paragraph 3.3. of this Annex):	2.3. Description System layout and schematics (Paragraph 3.3. of this Annex):	12.6.2.3 系統佈線圖及示意圖相關說明（如規定12.3.3）：	12.6.2.3 系統佈線圖及示意圖相關說明（如規定12.3.3）：
2.3.1 Inventory of components (Paragraph 3.3.1. of this Annex):	2.3.1 Inventory of components (Paragraph 3.3.1. of this Annex):	12.6.2.3.1 組件之清單（如規定12.3.3.1）：	12.6.2.3.1 組件之清單（如規定12.3.3.1）：
2.3.2 Functions of the units (Paragraph 3.3.2. of this Annex):	2.3.2 Functions of the units (Paragraph 3.3.2. of this Annex):	12.6.2.3.2 元件之功能（如規定12.3.3.2）：	12.6.2.3.2 元件之功能（如規定12.3.3.2）：
2.3.3 Interconnections (Paragraph 3.3.3. of this Annex):	2.3.3 Interconnections (Paragraph 3.3.3. of this Annex):	12.6.2.3.3 內部連接（如規定12.3.3.3）：	12.6.2.3.3 內部連接(如規定12.3.3.3)：
2.3.4 Signal flow, operating data and priorities (Paragraph 3.3.4. of this Annex):	2.3.4 Signal flow, operating data and priorities (Paragraph 3.3.4. of this Annex):	12.6.2.3.4 信號流程、運作資料與優先順序（如規定12.3.3.4）：	12.6.2.3.4 信號流程、運作資料與優先順序（如規定12.3.3.4）：
2.3.5 Identification of units (hardware & software) (Paragraph 3.3.5. of this Annex):	2.3.5 Identification of units (hardware & software) (Paragraph 3.3.5. of this Annex):	12.6.2.3.5 單元識別（硬體及軟體）（如規定12.3.3.5）：	12.6.2.3.5 單元識別(硬體及軟體)(如規定12.3.3.5)：
3. Manufacturer's safety concept	**3. Manufacturer's safety concept**	12.6.3 申請者之安全性概念	12.6.3 申請者之安全性概念
3.1. Manufacturer's declaration (Paragraph 3.4.1. of this Annex):	3.1. Manufacturer's declaration (Paragraph 3.4.1. of this Annex):	12.6.3.1 申請者之宣告（如規定12.3.4.1）：	12.6.3.1 申請者之宣告（如規定12.3.4.1）：
The manufacturer(s) ... affirm(s) that the system objectives will not, under non-fault	The manufacturer(s) ... affirm(s) that the system objectives will not, under non-fault	申請者(名稱)確認系統目標於非錯誤狀況下，將不會危害車輛之安全運	申請者(名稱)確認系統目標於非錯誤狀況下，將不會危害車輛之安全運

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
conditions, prejudice the safe operation of the vehicle.	conditions, prejudice the safe operation of the vehicle.	作。	作。
3.2. Software (Outline architecture, software design methods and tools used) (Paragraph 3.4.2. of this Annex):	3.2. Software (Outline architecture, software design methods and tools used) (Paragraph 3.4.2. of this Annex):	12.6.3.2 軟體(概要架構、軟體設計方法以及所使用工具)(如規定12.3.4.2)：	12.6.3.2 軟體 (概要架構、軟體設計方法以及所使用工具)(如規定12.3.4.2)：
3.3. Explanation of design provisions built into the system under fault conditions (Paragraph 3.4.3. of this Annex):	3.3. Explanation of design provisions built into the system under fault conditions (Paragraph 3.4.3. of this Annex):	12.6.3.3 系統於錯誤情況下內建之設計機制的相關說明(如規定12.3.4.3)：	12.6.3.3 系統於錯誤情況下內建之設計機制的相關說明(如規定12.3.4.3)：
3.4. Documented analyses of the behaviour of the system under individual fault conditions:	3.4. Documented analyses of the behaviour of the system under individual fault conditions:	12.6.3.4 系統於獨立錯誤狀況下行為的分析文件紀錄：	12.6.3.4 系統於獨立錯誤狀況下行為的分析文件紀錄：
3.4.1. Parameters monitored:	3.4.1. Parameters monitored:	12.6.3.4.1 受監控之參數：	12.6.3.4.1 受監控之參數：
3.4.2. Warning signals generated:	3.4.2. Warning signals generated:	12.6.3.4.2 已產生之警示訊號：	12.6.3.4.2 已產生之警示訊號：
3.5. Description of the measures in place for environmental conditions (Paragraph 3.4.4.2. of this Annex):	3.5. Description of the measures in place for environmental conditions (Paragraph 3.4.4.2. of this Annex):	12.6.3.5 預備於對應環境條件之措施的說明(如規定12.3.4.4.2)：	12.6.3.5 預備於對應環境條件之措施的說明(如規定12.3.4.4.2)：
3.6. Provisions for the periodic technical inspection of the system (Paragraph 3.1. of this Annex):	3.6. Provisions for the periodic technical inspection of the system (Paragraph 3.1. of this Annex):	(定檢相關規範未導入，故不影響檢測基準相關內容)	(定檢相關規範未導入，故不影響檢測基準相關內容)
3.7. Description of the method by which the operational status of the system can be checked:	3.7. Description of the method by which the operational status of the system can be checked:	12.6.3.6 系統運作狀態可被檢查之方法的說明：	12.6.3.6 系統運作狀態可被檢查之方法的說明：
4. Verification and Test	**4. Verification and Test**	12.6.4 驗證及測試	12.6.4 驗證及測試
4.1. Verification of the function of the system (Paragraph 4.1.1. of this Annex):	4.1. Verification of the function of the system (Paragraph 4.1.1. of this Annex):	12.6.4.1 系統功能之驗證(如規定12.4.1.1)：	12.6.4.1 系統功能之驗證(如規定12.4.1.1)：
4.1.1. List of the selected functions and a description of the test procedures used:	4.1.1. List of the selected functions and a description of the test procedures used:	12.6.4.1.1 受選擇功能之列表及所使用試驗步驟說明：	12.6.4.1.1 受選擇功能之列表及所使用試驗步驟說明：
4.1.2. Test results verified according to this Annex, paragraph 4.1.1.1. Yes/No	4.1.2. Test results verified according to this Annex, paragraph 4.1.1.1. Yes/No	12.6.4.1.2 試驗結果已依照規定12.之驗證：是／否	12.6.4.1.2 試驗結果已依照規定12.之驗證：是／否
4.2. Verification of the system safety concept (Paragraph 4.1.2. of this Annex):	4.2. Verification of the system safety concept (Paragraph 4.1.2. of this Annex):	12.6.4.2 系統安全性概念之驗證(如規定12.4.1.2)	12.6.4.2 系統安全性概念之驗證(如規定12.4.1.2)
4.2.1. Unit(s) tested and their function:	4.2.1. Unit(s) tested and their function:	12.6.4.2.1 受試驗之單元及其功能：	12.6.4.2.1 受試驗之單元及其功能：

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
4.2.2. Simulated fault(s):	4.2.2. Simulated fault(s):	12.6.4.2.2 已模擬之錯誤：	12.6.4.2.2 已模擬之錯誤：
4.2.3. Test results verified according to this Annex , paragraph 4.1.2. Yes/No.	4.2.3. Test results verified according to this Annex , paragraph 4.1.2. Yes/No.	12.6.4.2.3 試驗結果已依照規定12.4.1.2驗證：是／否	12.6.4.2.3 試驗結果已依照規定12.4.1.2驗證：是／否
4.3. Date of test(s):	4.3. Date of test(s):	12.6.4.3 試驗日期：	12.6.4.3 試驗日期：
4.4. This test(s) has been carried out and the results reported in accordance with … to UN Regulation No. 1XX (the number of this UN Regulation) as last amended by the ... series of amendments.	4.4. This test(s) has been carried out and the results reported in accordance with … to UN Regulation No. 1XX (the number of this UN Regulation) as last amended by the ... series of amendments.	12.6.4.4 此試驗已依照本基準附件執行並產出結果。	12.6.4.4 此試驗已依照本基準附件執行並產出結果。
Type Approval Authority carrying out the test	Type Approval Authority carrying out the test	執行試驗之檢測機構	執行試驗之檢測機構
Signed:	Signed:	簽名：	簽名：
Date:	Date:	日期：	日期：
4.5. Comments:	4.5. Comments:	12.6.4.5 備註：	12.6.4.5 備註：
Appendix 2 System design to be assessed during the audit/assessment	**Appendix 2 System design to be assessed during the audit/assessment**	12.7 於稽核／評估期間待評估之系統設計	12.7 於稽核／評估期間待評估之系統設計
1. Introduction	**1. Introduction**	12.7.1 摘要說明	12.7.1 摘要說明
This Appendix reflects a summary of system design aspects outlined in the core text of this Regulation to be assessed by the Type Approval Authority.		本節規定反應由檢測機構之評估，由本基準附件中核心文字所描述將進行評估之系統設計層面的摘要。	
The following information shall be provided by the manufacturer for assessment.	The following information shall be provided by the manufacturer for assessment by the Type Approval Authority.	下述資訊應由申請者提供以執行評估	下述資訊應由申請者提供以檢測機構執行評估
2. Information related to DCAS in general	**2. Information related to DCAS in general**	12.7.2 DCAS通常相關資訊	12.7.2 DCAS通常相關資訊
2.1. Driver Interaction and HMI	**2.1. Driver Interaction and HMI**	12.7.2.1 駕駛人互動及人機介面(HMI)	12.7.2.1 駕駛人互動及人機介面(HMI)
2.1.1. How the system is designed to ensure the driver remains engaged with the driving task, which includes an outline of the driver monitoring system and its warning strategy (paragraph 5.5.4.2.)	2.1.1. How the system is designed to ensure the driver remains engaged with the driving task, which includes an outline of the driver monitoring system and its warning strategy (paragraph 5.5.4.2.)	12.7.2.1.1 系統如何設計以確保駕駛人保持參與行駛任務，其中包含駕駛人監控系統之概要，以及其警示策略（依規定5.5.4.2）。	12.7.2.1.1 系統如何設計以確保駕駛人保持參與行駛任務，其中包含駕駛人監控系統之概要，以及其警示策略（依規定5.5.4.2）。
2.1.1.1. Additional strategies for driver	2.1.1.1. Additional strategies for driver	12.7.2.1.1.1 對於駕駛人未參與偵測	12.7.2.1.1.1 對於駕駛人未參與偵測以

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
disengagement detection and re-engagement support (paragraph 5.5.4.2.7.)	disengagement detection and re-engagement support (paragraph 5.5.4.2.7.)	以及重新參與支援之額外策略（依規定5.5.4.2.7）。	及重新參與支援之額外策略（依規定5.5.4.2.7）。
2.1.1.2. Evidence of effectiveness of driver disengagement monitoring and warning strategy	2.1.1.2. Evidence of effectiveness of driver disengagement monitoring and warning strategy	12.7.2.1.1.2 駕駛人未參與監控及警示策略有效性相關證據。	12.7.2.1.1.2 駕駛人未參與監控及警示策略有效性相關證據。
2.1.1.3. Evidence of robustness of the driver disengagement monitoring accounting for differences in human characteristics and apparel. This shall include evidence that the system performance in meeting the regulatory requirements is not affected adversely by e.g.:		12.7.2.1.1.3 駕駛人未參與監控之穩固性佐證考量人類特質及外表之差異。其應包含系統性能滿足法規相關要求，且未受到下述項目之負面影響之佐證，例如：	
(a) Skin complexion;		(a) 膚色；	
(b) Gender;		(b) 性別；	
(c) Age;		(c) 年齡；	
(d) Stature of the driver;		(d) 駕駛人身材；	
(e) Facial hair;		(e) 臉部毛髮；	
(f) Corrective glasses;		(f) 視力矯正眼鏡；	
(g) Sunglasses with transmittance ≥ 70%;		(g) 透光度大於等於百分之七十的太陽眼鏡；	
(h) Sunglasses with transmittance < 15%;		(h) 透光度小於百分之十五的太陽眼鏡；	
(i) Varrying lux conditions.		(i) 多樣亮度條件	
2.1.1.4. An outline of the driving task relevant areas, and their limits, and applicable values in the context of determining the driver's visual disengagement in relation to the system and its features (paragraph 5.5.4.2.5.2.)	2.1.1.3. An outline of the driving task relevant areas, and their limits, and applicable values in the context of determining the driver's visual disengagement in relation to the system and its features (paragraph 5.5.4.2.5.2.)	12.7.2.1.1.4 與系統及其功能相關之行駛任務相關區域概要與其極限，以及用以決定駕駛人視覺未參與下之適用數值（依規定5.5.4.2.5.2）。	12.7.2.1.1.3 與系統及其功能相關之行駛任務相關區域概要與其極限，以及用以決定駕駛人視覺未參與下之適用數值（依規定5.5.4.2.5.2）。
2.1.1.5. Strategies to disable activation of the system in the context of repeated driver	2.1.1.4. Strategies to disable activation of the system in the context of repeated driver	12.7.2.1.1.5 導致多於一次之駕駛人無法參與回應產生之重複駕駛人未	12.7.2.1.1.4 導致多於一次之駕駛人無法參與回應產生之重複駕駛人未參

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
disengagement leading to more than one driver unavailability response (paragraph 5.5.4.2.8.1.)	disengagement leading to more than one driver unavailability response (paragraph 5.5.4.2.8.1.)	參與下，系統用以解除啟動之策略（依規定5.5.4.2.8.1）。	與下，系統用以解除啟動之策略（依規定5.5.4.2.8.1）。
2.1.1.6. How the system addresses the detection and response to multiple subsequent short aversions of eye gaze or head posture by the driver (paragraph 5.5.4.2.5.3.).		12.7.2.1.1.6 系統如何處理偵測以及對源由駕駛人之後續多次短暫視線或頭部姿勢轉向（依規定5.5.4.2.5.3）。	
2.1.1.7. Strategies implemented for determination when there has been no deviation in eye gaze (or movement of head position when this is being used to determine visual engagement) for a significant period of time, where an EOR shall be issued (paragraph 5.5.4.2.6.5.5.).		12.7.2.1.1.7 於應發出EOR狀況下，對一段重大時程內測定是否無視線偏離（或使用於測定視覺上參與時之頭部位置移動）相關情形所實施策略（依規定5.5.4.2.6.5.5）。	
2.1.1.8. The number of repeated EOR or HOR warnings due to driver disengagement and the time interval over which these are counted (paragraph 5.5.4.2.8.3.).		12.7.2.1.1.8 因駕駛人未參與而重複發出之EOR或HOR警示數，以及計算相關數量之時間區間（依規定5.5.4.2.8.3）。	
2.1.2. Measures taken to guard against reasonably foreseeable misuse by the driver and tampering of the system (paragraph 5.1.3.)	2.1.2. Measures taken to guard against reasonably foreseeable misuse by the driver and tampering of the system (paragraph 5.1.3.)	12.7.2.1.2 為防範源於駕駛人之合理可預見誤用及破壞系統所採取之措施（依規定5.1.3）。	12.7.2.1.2 為防範源於駕駛人之合理可預見誤用及破壞系統所採取之措施（依規定5.1.3）。
2.1.3. Measures taken to encourage the driver's understanding of the system's limitations and their continued role in the driving task. (paragraph 5.1.2)	2.1.3. Measures taken to encourage the driver's understanding of the system's limitations and their continued role in the driving task. (paragraph 5.1.2)	12.7.2.1.3 為鼓勵駕駛人了解系統極限以及其於行駛任務中擔任角色所採取之措施（依規定5.1.2）。	12.7.2.1.3 為鼓勵駕駛人了解系統極限以及其於行駛任務中擔任角色所採取之措施（依規定5.1.2）。
2.1.4. Model of the information provided to users (paragraph 5.6.)	2.1.4. Model of the information provided to users (paragraph 5.6.)	12.7.2.1.4 對使用者提供之資訊範例（依規定5.6）	12.7.2.1.4 對使用者提供之資訊範例（依規定5.6）
2.1.5. Extract of the relevant part of the owner`s manual	2.1.5. Extract of the relevant part of the owner`s manual	12.7.2.1.5 自使用者手冊擷取之相關部分	12.7.2.1.5 自使用者手冊擷取之相關部分
2.1.6. A list of system messages and signals	2.1.6. A list of system messages and signals	12.7.2.1.6 系統訊息及訊號之列表	12.7.2.1.6 系統訊息及訊號之列表（依

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(paragraph 5.5.4.1.4.)	(paragraph 5.5.4.1.4.)	（依規定5.5.4.1.4）。	規定5.5.4.1.4）。
2.1.7. Timings and strategy to inform the driver about a (series of) driver-confirmed manoeuvre(s) (5.5.4.1.8.1.)	2.1.7. Timings and strategy to inform the driver about a (series of) driver-confirmed manoeuvre(s) (5.5.4.1.8.1.)	12.7.2.1.7 用以通知駕駛人有關一個（一系列）之需駕駛人確認操作的時間及策略（依規定5.5.4.1.8.1）。	12.7.2.1.7 用以通知駕駛人有關一個（一系列）之需駕駛人確認操作的時間及策略（依規定5.5.4.1.8.1）。
2.1.8. Timings and strategy to inform the driver about a (series of) system-initiated manoeuvre(s) (5.5.4.1.9.1.)	2.1.8. Timings and strategy to inform the driver about a (series of) system-initiated manoeuvre(s) (5.5.4.1.9.1.)	12.7.2.1.8 用以通知駕駛人有關一個（一系列）之由系統起始操作的時間及策略（依規定5.5.4.1.8.1）。	12.7.2.1.8 用以通知駕駛人有關一個（一系列）之由系統起始操作的時間及策略（依規定5.5.4.1.8.1）。
2.2. System Boundaries	**2.2. System Boundaries**	12.7.2.2 系統邊界	12.7.2.2 系統邊界
2.2.1. The system's ability to assess and respond to its surroundings as required to implement the intended functionality (paragraphs 5.3.2. and 5.3.5.)	2.2.1. The system's ability to assess and respond to its surroundings as required to implement the intended functionality (paragraphs 5.3.2. and 5.3.5.)	12.7.2.2.1 系統為實施預期功能所需，用以評估及回應其周遭之能力（依規定5.3.2及規定5.3.5）。	12.7.2.2.1 系統為實施預期功能所需，用以評估及回應其周遭之能力（依規定5.3.2及規定5.3.5）。
2.2.1.1. The boundary conditions of the system and its features, and strategy to notify the driver when those boundaries are exceeded, being met or approached(paragraph 5.3.2.)	2.2.1.1. The boundary conditions of the system and its features, and strategy to notify the driver when those boundaries are exceeded, being met or approached(paragraph 5.3.2.)	12.7.2.2.1.1 系統及其功能之邊界條件，以及於相關邊界已超過、到達或接近時用以通知駕駛人之策略（依規定5.3.2）。	12.7.2.2.1.1 系統及其功能之邊界條件，以及於相關邊界已超過、到達或接近時用以通知駕駛人之策略（依規定5.3.2）。
2.2.1.2. The system's ability to maintain appropriate distances from other road users (paragraph 5.3.2.3.)	2.2.1.2. The system's ability to maintain appropriate distances from other road users (paragraph 5.3.2.3.)	12.7.2.2.1.2 系統用以與其他道路使用者維持適當距離之能力（依規定5.3.2.3）。	12.7.2.2.1.2 系統用以與其他道路使用者維持適當距離之能力（依規定5.3.2.3）。
2.2.1.3. The system's ability to ensure safety, its behaviour and the impact on system performance when a feature remains in 'active' mode beyond the system boundaries (paragraph 5.3.5.2.2.)	2.2.1.3. The system's ability to ensure safety, its behaviour and the impact on system performance when a feature remains in 'active' mode beyond the system boundaries (paragraph 5.3.5.2.2.)	12.7.2.2.1.3 系統用以確保安全性、其行為，以及確認於功能超越系統邊界下對系統性能之衝擊的能力。	12.7.2.2.1.3 系統用以確保安全性、其行為，以及確認於功能超越系統邊界下對系統性能之衝擊的能力。
2.2.2. The boundaries for detection capabilities for the system and individual features (paragraph 5.3.1.)	2.2.2. The boundaries for detection capabilities for the system and individual features (paragraph 5.3.1.)	12.7.2.2.2 對系統及獨立功能之偵測能力之邊界（依規定5.3.1）。	12.7.2.2.2 對系統及獨立功能之偵測能力之邊界（依規定5.3.1）。
2.2.3. Evidence of continued safe operation of the system or its features when the system is unable to detect a declared system boundary (paragraph 5.3.5.4.)	2.2.3. Evidence of continued safe operation of the system or its features when the system is unable to detect a declared system boundary (paragraph 5.3.5.4.)	12.7.2.2.3 於系統無法偵測所宣告系統邊界時，系統或其功能之持續安全運作的證據（依規定5.3.5.4）。	12.7.2.2.3 於系統無法偵測所宣告系統邊界時，系統或其功能之持續安全運作的證據（依規定5.3.5.4）。
2.2.4. The boundary conditions under which		12.7.2.2.4 於HOR可被保留下之邊	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
HORs can be withheld (paragraph 5.5.4.2.6.5.).		界條件（依規定5.5.4.2.6.5）。	
2.3. System operation	**2.3. System operation**	12.7.2.3 系統運作	12.7.2.3 系統運作
2.3.1. If/how the system adapts its behaviour to respond to identified safety risk of a collision (paragraph 5.3.2.2.)	2.3.1. If/how the system adapts its behaviour to respond to identified safety risk of a collision (paragraph 5.3.2.2.)	12.7.2.3.1 作為對一個已識別之碰撞安全風險的回應，系統如何調適其行為（或若系統調適行為以就前述風險進行反應；依規定5.3.2.2）。	12.7.2.3.1 作為對一個已識別之碰撞安全風險的回應，系統如何調適其行為（或若系統調適行為以就前述風險進行反應；依規定5.3.2.2）。
2.3.2. Additional preconditions for DCAS activation (paragraph 5.5.3.2.2..)	2.3.2. Additional preconditions for DCAS activation (paragraph 5.5.3.2.2..)	12.7.2.3.2 DCAS啟動之額外前置條件（依規定5.5.3.2.2）。	12.7.2.3.2 DCAS啟動之額外前置條件（依規定5.5.3.2.2）。
2.3.3. The system's controllability design (paragraphs 5.3.4 and 5.3.6.)	2.3.3. The system's controllability design (paragraphs 5.3.4 and 5.3.6.)	12.7.2.3.3 系統之控制能力設計（依規定5.3.4及規定5.3.6）	12.7.2.3.3 系統之控制能力設計（依規定5.3.4及規定5.3.6）
2.3.3.1. Strategies ensuring controllability when the system no longer provides longitudinal or lateral assistance in response to driver override (paragraph 5.5.3.4.1.5.)	2.3.3.1. Strategies ensuring controllability when the system no longer provides longitudinal or lateral assistance in response to driver override (paragraph 5.5.3.4.1.5.)	12.7.2.3.3.1 對於作為駕駛人取代之回應，系統將無法提供縱向或橫向輔助時，確保控制能力之策略（依規定5.5.3.4.1.5）。	12.7.2.3.3.1 對於作為駕駛人取代之回應，系統將無法提供縱向或橫向輔助時，確保控制能力之策略（依規定5.5.3.4.1.5）。
2.3.4. Description of any transitions between DCAS and other assistance or automation systems, their prioritization of one over the other, and any suppression or deactivation of other assistance systems to ensure safe and nominal operation (paragraph 5.2.2.)	2.3.4. Description of any transitions between DCAS and other assistance or automation systems, their prioritization of one over the other, and any suppression or deactivation of other assistance systems to ensure safe and nominal operation (paragraph 5.2.2.)	12.7.2.3.4 介於DCAS及其他輔助或自動系統間之任意轉換、其中之優先順序，以及任意暫停或解除其他輔助系統以確保安全或正常運作的說明（依規定5.2.2）。	12.7.2.3.4 介於DCAS及其他輔助或自動系統間之任意轉換、其中之優先順序，以及任意暫停或解除其他輔助系統以確保安全或正常運作的說明（依規定5.2.2）。
2.3.5. System behaviour in response to changes in system-determined road speed limits in cases other than addressed in 5.3.7.4. (paragraph 5.3.7.4.7.3.4.)	2.3.5. System behaviour in response to changes in system-determined road speed limits in cases other than addressed in 5.3.7.4. (paragraph 5.3.7.4.7.3.4.)	12.7.2.3.5 於規定5.3.7.4所處理之案例外，就系統測定之道路速限變化進行回應的系統行為（依規定5.3.7.4.7.3.4）。	12.7.2.3.5 於規定5.3.7.4所處理之案例外，就系統測定之道路速限變化進行回應的系統行為（依規定5.3.7.4.7.3.4）。
2.3.6. Technically reasonable tolerances to warning thresholds and operational limits (paragraph 5.3.7.4.10.)	2.3.6. Technically reasonable tolerances to warning thresholds and operational limits (paragraph 5.3.7.4.10.)	12.7.2.3.6 對警示值域及運作極限之技術上允許容許誤差（依規定5.3.7.4.10）。	12.7.2.3.6 對警示值域及運作極限之技術上允許容許誤差（依規定5.3.7.4.10）。
2.3.7. An outline of the system's ability to provide continued assistance in the case of a failure disabling a given feature (paragraph 5.4.4.)	2.3.7. An outline of the system's ability to provide continued assistance in the case of a failure disabling a given feature (paragraph 5.4.4.)	12.7.2.3.7 於解除特定功能之故障發生時，對提供持續輔助之系統能力的概要（依規定5.4.4）。	12.7.2.3.7 於解除特定功能之故障發生時，對提供持續輔助之系統能力的概要（依規定5.4.4）。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.3.8. How the controllability is ensured in the situations, where HORs are withheld, and in the cases when upcoming boundary conditions which require an HOR are detected less than 5 seconds in advance (paragraph 5.5.4.2.6.5.1.).		12.7.2.3.8 於HOR被保留之狀況下，以及提前少於五秒之即將需要HOR的邊界條件受到偵測時，如何確保可控制性（依規定5.5.4.2.6.5.1）。	
3. Information related to System Dynamic Control	**3. Information related to System Dynamic Control**	12.7.3 系統動態控制之相關資訊	12.7.3 系統動態控制之相關資訊
3.1. The strategy by which the system determines appropriate speed and resulting lateral acceleration in the context of lane of travel positioning (paragraph 5.3.7.1.3.)	3.1. The strategy by which the system determines appropriate speed and resulting lateral acceleration in the context of lane of travel positioning (paragraph 5.3.7.1.3.)	12.7.3.1 於行駛車道定位下，系統測定合適速度之策略，以及所導致之側向加速度（依規定5.3.7.1.3）。	12.7.3.1 於行駛車道定位下，系統測定合適速度之策略，以及所導致之側向加速度（依規定5.3.7.1.3）。
4. Information related to DCAS features (Where applicable)	**4. Information related to DCAS features (Where applicable)**	12.7.4 DCAS功能之相關資訊（依實際情況）	12.7.4 DCAS功能之相關資訊（依實際情況）
4.1. Strategies to ensure controllability if the system induces higher lateral acceleration values and the conditions are no longer met (paragraph 6.1.1.2.)	4.1. Strategies to ensure controllability if the system induces higher lateral acceleration values and the conditions are no longer met (paragraph 6.1.1.2.)	12.7.4.1 若系統導入較高側向加速度值，以及條件不再符合時，用於確保控制能力之策略（依規定6.1.1.2）。	12.7.4.1 若系統導入較高側向加速度值，以及條件不再符合時，用於確保控制能力之策略（依規定6.1.1.2）。
4.2. Other sources of information to determine lane positioning without lane markings (paragraph 6.1.4.1.)	4.2. Other sources of information to determine lane positioning without lane markings (paragraph 6.1.4.1.)	12.7.4.2 於未有車道標記下用於測定車道位置之資訊的其他來源（依規定6.1.4.1）。	12.7.4.2 於未有車道標記下用於測定車道位置之資訊的其他來源（依規定 6.1.4.1）。
4.3. Evidence that a lane change manoeuvre is only started if a vehicle in the target lane is not forced to unmanageable decelerate due to the lane change (paragraph 6.2.5.)	4.3. Evidence that a lane change manoeuvre is only started if a vehicle in the target lane is not forced to unmanageable decelerate due to the lane change (paragraph 6.2.5.)	12.7.4.3 變換車道操作僅於目標車道內之車輛，未因前述變換車道而被強迫進行無法處理之減速下開始的證據（依規定6.2.5）。	12.7.4.3 變換車道操作僅於目標車道內之車輛，未因前述變換車道而被強迫進行無法處理之減速下開始的證據（依規定 6.2.5）。
4.4. An outline of the strategies to ensure that the lane change procedure is only performed into or via a lane where the target lane is not designated for oncoming traffic (paragraph 6.2.9.3.)	4.4. An outline of the strategies to ensure that the lane change procedure is only performed into or via a lane where the target lane is not designated for oncoming traffic (paragraph 6.2.9.3.)	12.7.4.4 策略之概要以確保變換車道程序僅於進入或透過目標車道未被指定為對向車流之車道執行（依規定6.2.9.3）。	12.7.4.4 策略之概要以確保變換車道程序僅於進入或透過目標車道未被指定為對向車流之車道執行（依規定 6.2.9.3）。
4.5. If the system can navigate around an obstruction in the lane of travel, sufficient	4.5. If the system can navigate around an obstruction in the lane of travel, sufficient	12.7.4.5 若系統可導航繞過行駛車道內之障礙，則應提供用以執行此等	12.7.4.5 若系統可導航繞過行駛車道內之障礙，則應提供用以執行此等

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
evidence for other reasons to perform this manoeuvre (paragraph 6.3.9.1.)	evidence for other reasons to perform this manoeuvre (paragraph 6.3.9.1.)	操作之其他理由的充足證據（依規定6.3.9.1）。	操作之其他理由的充足證據（依規定 6.3.9.1）。
Appendix 3 Exemplary Classification of the System Detection Capabilities and Relevant System Boundaries	**Appendix 3 Exemplary Classification of the System Detection Capabilities and Relevant System Boundaries**	12.8 系統偵測能力及系統邊界之示範性分級	12.8 系統偵測能力及系統邊界之示範性分級
The manufacturer shall explain the detection capabilities of DCAS, differentiated by features, if applicable, and the system boundaries for these detection capabilities. The following list shall be taken as guidance on possibly relevant objects and events in different operating scenarios:	The manufacturer shall explain the detection capabilities of DCAS, differentiated by features, if applicable, and the system boundaries for these detection capabilities. The following list shall be taken as guidance on possibly relevant objects and events in different operating scenarios:	申請者應解釋DCAS之偵測能力，並對此等偵測能力以功能及（依實際情形）系統邊界進行區分。下述列表應作為對於不同運作情境下可能之相關物件及事件的指引而採用：	申請者應解釋DCAS之偵測能力，並對此等偵測能力以功能及（依實際情形）系統邊界進行區分。下述列表應作為對於不同運作情境下可能之相關物件及事件的指引而採用：
• Road: type (highway, rural, etc.), surface (type, adhesion), geometry, lane characteristics, availability of lane markings, edge of road, road crossings;	• Road: type (highway, rural, etc.), surface (type, adhesion), geometry, lane characteristics, availability of lane markings, edge of road, road crossings;	• 道路：類型（高／快速公路、鄉村、其他等等）、表面（類型、抓地力）、幾何、車道特性、車道標線存在與否、道路邊緣；道路穿越道；	• 道路：類型（高速公路、鄉村、其他等等）、表面（類型、抓地力）、幾何、車道特性、車道標線存在與否、道路邊緣；道路穿越道；
• Road facilities (traffic control facilities, special facilities (road construction markings), other facilities);	• Road facilities (traffic control facilities, special facilities (road construction markings), other facilities);	• 道路設施（交通控制設施、特殊設施（道路施工標誌）、其他設施）；	• 道路設施（交通控制設施、特殊設施（道路施工標誌）、其他設施）；
• Road events (e.g. road accidents, traffic congestion, road works);	• Road events (e.g. road accidents, traffic congestion, road works);	• 道路事件（例如：道路事故、交通壅塞、道路作業）；	• 道路事件（例如：道路事故、交通壅塞、道路作業）；
• Environmental conditions, such as:	• Environmental conditions, such as:	• 環境性條件，例如：	• 環境性條件，例如：
• Inclement weather, fog and mist;	• Inclement weather, fog and mist;	– 極端天候、濃霧及薄霧；	– 極端天候、濃霧及薄霧；
• Temperature;	• Temperature;	– 溫度；	– 溫度；
• Precipitation;	• Precipitation;	– 降雨；	– 降雨；
• Time of day and light conditions.	• Time of day and light conditions.	– 當下時間及光源條件；	– 當下時間及光源條件；
• Other road users (e.g. motor vehicles, motorcycles, bicycles, pedestrians).	• Other road users (e.g. motor vehicles, motorcycles, bicycles, pedestrians).	• 其他道路使用者（例如：機動車輛、機車、自行車、行人）。	• 其他道路使用者（例如：機動車輛、機車、自行車、行人）。
Appendix 4 Declaration of system capability	**Appendix 4 Declaration of system capability**	12.9 系統能力之宣告	12.9 系統能力之宣告
The manufacturer shall declare the capability of the system and its features according to the classification of paragraph 6 based on	The manufacturer shall declare the capability of the system and its features according to the classification of paragraph 6 based on	申請者應基於下述參數，依照規定6.之分類宣告系統及其功能之能力。此等宣告係作為對依規定13.將執行之	申請者應基於下述參數，依照規定6.之分類宣告系統及其功能之能力。此等宣告係作為對依規定13.將執行之

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
the following criteria. This declaration serves as reference to the base tests to be performed according to Annex 4.	the following criteria. This declaration serves as reference to the base tests to be performed according to Annex 4.	基礎試驗的參考。	基礎試驗的參考。
The system shall be considered to possess a capability as declared below if it is able to demonstrate the required behaviour in at least 90% of the corresponding tests. Evidence of this capability shall be provided to the Type Approval Authority via appropriate documentation.	The system shall be considered to possess a capability as declared below if it is able to demonstrate the required behaviour in at least 90% of the corresponding tests. Evidence of this capability shall be provided to the Type Approval Authority via appropriate documentation.	若系統於至少百分之九十的對應試驗中可展現所需行為，其應被視為擁有如下述宣告之能力。應透過適當之文件向檢測機構提供此等能力之證據。	若系統於至少百分之九十的對應試驗中可展現所需行為，其應被視為擁有如下述宣告之能力。應透過適當之文件向檢測機構提供此等能力之證據。
When conditions deviate from those specified for the corresponding test, the system shall not unreasonably switch its control strategy. This shall be demonstrated by the manufacturer to the Type Approval Authority in accordance to Annex 4.	When conditions deviate from those specified for the corresponding test, the system shall not unreasonably switch its control strategy. This shall be demonstrated by the manufacturer to the Type Approval Authority in accordance to Annex 4.	於條件係推導自對應試驗所述條件，系統不應無理地切換其控制策略。此應由申請者依照規定13.向檢測機構進行展示。	於條件係推導自對應試驗所述條件，系統不應無理地切換其控制策略。此應由申請者依照規定13.向檢測機構進行展示。
1. System’s capability to respond to other road users	1. System’s capability to respond to other road users	12.9.1 用以回應其他道路使用者之系統能力	12.9.1 用以回應其他道路使用者之系統能力
A detailed description of scenarios can be found in Annex 4.	A detailed description of scenarios can be found in Annex 4.	一份情境之詳細描述可於規定13.中尋得。	一份情境之詳細描述可於規定13.中尋得。
The manufacturer shall declare the maximum operational speed up to which the system is able to handle (i.e., to avoid a collision without driver intervention) the following scenarios as relevant for the system’s design:	The manufacturer shall declare the maximum operational speed up to which the system is able to handle (i.e., to avoid a collision without driver intervention) the following scenarios as relevant for the system’s design:	申請者應宣告最高運作速度，至系統能夠處理（即：以於無駕駛人介入狀況下迴避碰撞）與系統設計相關之下列情境：	申請者應宣告最高運作速度，至系統能夠處理（即：以於無駕駛人介入狀況下迴避碰撞）與系統設計相關之下列情境：
(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)
2. System’s capability to follow the course of the lane	2. System’s capability to follow the course of the lane	12.9.2 用以跟隨車道軌跡之系統能力	12.9.2 用以跟隨車道軌跡之系統能力
(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)
2.1. Road attributes which the system may recognize relevant to the given declared	2.1. Road events which the system may recognize relevant to the given declared	12.9.2.1 待完成且可能由申請者延伸之道路性質，其中就指定之已宣告	12.9.2.1 待完成且可能由申請者延伸之道路事件，其中就指定之已宣告

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
system boundaries and system design, to be completed and possibly extended by the manufacturer, alternatively indicated as “Not Applicable”:	system boundaries and system design, to be completed and possibly extended by the manufacturer, alternatively indicated as “Not Applicable”:	系統邊界及系統設計，系統可識別為相關，作為替代被指示為「不適用」：	系統邊界及系統設計，系統可識別為相關，作為替代被指示為「不適用」：
3. System’s ability to ensure safe operation when assisting lane changes (applicable to both driver- and system-initiated lane changes)	3. System’s ability to ensure safe operation when assisting lane changes (applicable to both driver- and system-initiated lane changes)	12.9.3 用以確保於輔助變換車道時安全運作（駕駛人及系統所起始之變換車道皆適用）之系統能力	12.9.3 用以確保於輔助變換車道時安全運作（駕駛人及系統所起始之變換車道皆適用）之系統能力
The manufacturer shall declare the range at which the system is able to respond to other unobstructed targets if equipped with lane change feature. The manufacturer shall declare the conditions under which the maximum range is reduced:	The manufacturer shall declare the range at which the system is able to respond to other unobstructed targets if equipped with lane change feature. The manufacturer shall declare the conditions under which the maximum range is reduced:	若具備變換車道功能，則申請者應宣告系統能夠對其他未受阻礙之目標進行回應下之相關範圍。申請者應宣告最大範圍減少下之狀況：	若具備變換車道功能，則申請者應宣告系統能夠對其他未受阻礙之目標進行回應下之相關範圍。申請者應宣告最大範圍減少下之狀況：
(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)
4. The system’s ability to safely perform other driver-initiated or system-initiated manoeuvres or to respond to the target in non-highway environments without driver intervention, alternatively indicated as “Not Applicable”:	4. The system’s ability to safely perform other driver-initiated or system-initiated manoeuvres in non-highway environments without driver intervention, alternatively indicated as “Not Applicable”:	12.9.4 用以安全執行其他於非高／快速公路環境且未有駕駛人介入下，由駕駛人所起始或系統所起始之操作，或對目標進行反應的系統能力，作為替代被指示為「不適用」：	12.9.4 用以安全執行其他於非高速公路環境且未有駕駛人介入下，由駕駛人所起始或系統所起始之操作的系統能力，作為替代被指示為「不適用」：
(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)
5. System’s ability to operate in accordance with traffic rules related to a certain driver-initiated manoeuvre	5. System’s ability to operate in accordance with traffic rules related to a certain driver-initiated manoeuvre	12.9.5 用以依照特定駕駛人起始操作相關之交通規則運作的系統能力	12.9.5 用以依照特定駕駛人起始操作相關之交通規則運作的系統能力
The manufacturer shall declare traffic rule compliance related to a certain manoeuvre, if relevant to the given signal. In case the system’s performance is specific to a country of operation, this may be additionally specified by the manufacturer:	The manufacturer shall declare traffic rule compliance related to a certain manoeuvre, if relevant to the given signal. In case the system’s performance is specific to a country of operation, this may be additionally specified by the manufacturer:	若與指定訊號相關，則申請者應宣告與特定操作相關之交通規則符合性。依所運作國家而有特定之系統性能的狀況下，此可額外由申請者進行描述：	若與指定訊號相關，則申請者應宣告與特定操作相關之交通規則符合性。依所運作國家而有特定之系統性能的狀況下，此可額外由申請者進行描述：
(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
	6. System's ability to operate in accordance with traffic rules related to a certain system-initiated manoeuvre The manufacturer shall declare traffic rule compliance related to a certain manoeuvre, if relevant to the given signal. In case the system's performance is specific to a country of operation, this may be additionally specified by the manufacturer: (表格如頁末所示)		12.9.6 用以依照特定系統起始操作相關之交通規則運作的系統能力 若與指定訊號相關，則申請者應宣告與特定操作相關之交通規則符合性。依所運作國家而有特定之系統性能的狀況下，此可額外由申請者進行描述： (表格如頁末所示)
Annex 4 Physical Test Specifications for DCAS Validation	**Annex 4 Physical Test Specifications for DCAS Validation**	13. DCAS確認(Validation)之物理試驗規範	13. DCAS確認(Validation)之物理試驗規範
1. Introduction	**1. Introduction**	13.1 引言	13.1 引言
This Annex defines physical tests with the purpose to verify the technical requirements applicable to the system and the declaration made by the manufacturer according to Appendix 4 to Annex 3. All the tests in this annex shall be performed or witnessed by the Type Approval Authority or the Technical Service acting on its behalf (hereafter referred as "Type-Approval Authority") during the approval process.	This Annex defines physical tests with the purpose to verify the technical requirements applicable to the system and the declaration made by the manufacturer according to Appendix 4 to Annex 3. All the tests in this annex shall be performed or witnessed by the Type Approval Authority or the Technical Service acting on its behalf (hereafter referred as "Type-Approval Authority") during the approval process.	本節定義以驗證適用於系統之技術要求，以及申請者依照規定12.9所作之宣告為目標的物理試驗。本節之所有試驗應由檢測機構於認證過程期間執行或見證。	本節定義以驗證適用於系統之技術要求，以及申請者依照規定12.9所作之宣告為目標的物理試驗。本節之所有試驗應由檢測機構於認證過程期間執行或見證。
The specific test parameters for track tests shall be selected by the Type-Approval Authority based on the declaration made by the manufacturer and shall be recorded in the test report in such a manner that allows traceability and repeatability of the test setup.	The specific test parameters for track tests shall be selected by the Type-Approval Authority based on the declaration made by the manufacturer and shall be recorded in the test report in such a manner that allows traceability and repeatability of the test setup.	對測試道之特定試驗參數應由檢測機構基於申請者所作之宣告進行選擇，且應以使試驗設置具備追蹤性及再現性的方式記錄於試驗報告中。	對測試道之特定試驗參數應由檢測機構基於申請者所作之宣告進行選擇，且應以使試驗設置具備追蹤性及再現性的方式記錄於試驗報告中。
Pass- and Fail-Criteria for tests are derived solely from the technical requirements in	Pass- and Fail-Criteria for tests are derived solely from the technical requirements in	試驗之通過指標及失敗指標僅係由本基準附件規定5.及規定6.，以及依照	試驗之通過指標及失敗指標僅係由本基準附件規定5.及規定6.，以及依照

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
paragraphs 5. and 6. of this UN Regulation and correspondence with the declarations made according to Appendix 4 to Annex 3.	paragraphs 5. and 6. of this UN Regulation and correspondence with the declarations made according to Appendix 4 to Annex 3.	規定12.9所作之宣告的對應項目所推導而出。	規定12.9所作之宣告的對應項目所推導而出。
The tests specified in this document shall be intended as a minimum set of tests. The Type-Approval Authority may perform additional tests and compare the measured results against the requirements in paragraphs 5. and 6., or the contents of the Audit according to Annex 3.	The tests specified in this document shall be intended as a minimum set of tests. The Type-Approval Authority may perform additional tests and compare the measured results against the requirements in paragraphs 5. and 6., or the contents of the Audit according to Annex 3.	於本文件中所描述之試驗應預期為試驗之最低組合。檢測機構可執行額外試驗並就規定5.、規定6.或依照規定12.所稽核內容，比較所測量之結果。	於本文件中所描述之試驗應預期為試驗之最低組合。檢測機構可執行額外試驗並就規定5.、規定6.或依照規定12.所稽核內容，比較所測量之結果。
2. Definitions	**2. Definitions**	13.2 名詞釋義	13.2 名詞釋義
For the purposes of this Annex,	For the purposes of this Annex,	就本節之相關內容而言：	就本節之相關內容而言：
2.1. "Time to Collision" (TTC) means the point in time obtained by dividing the longitudinal distance (in the direction of travel of the VUT) between the VUT and the target by the longitudinal relative speed of the VUT and the target.	2.1. "Time to Collision" (TTC) means a point in time obtained by dividing the longitudinal distance (in the direction of travel of the VUT) between the VUT and the target by the longitudinal relative speed of the VUT and the target.	13.2.1 碰撞時間(Time to Collision；TTC)：係指於時間內任一瞬間，將受測試車輛與目標間之縱向距離（於受測試車輛之行駛方向）除以受測試車輛與目標之縱向相對速度而得之時間值。	13.2.1 碰撞時間(Time to Collision；TTC)：係指於時間內任一瞬間，將受測試車輛與目標間之縱向距離(於受測試車輛之行駛方向)除以受測試車輛與目標之縱向相對速度而得之時間值。
2.2. "Offset" means the distance between the vehicle's and the respective target's longitudinal median plane in driving direction, measured on the ground.	2.2. "Offset" means the distance between the vehicle's and the respective target's longitudinal median plane in driving direction, measured on the ground.	13.2.2 偏置(Offset)：係指於地面上測量，介於車輛及個別目標於行駛方向上之縱向中央平面間的距離。	13.2.2 偏置(Offset)：係指於地面上測量，介於車輛及個別目標於行駛方向上之縱向中央平面間的距離。
2.3. "Pedestrian Target" means a target that represents a pedestrian.	2.3. "Pedestrian Target" means a target that represents a pedestrian.	13.2.3 行人目標(Pedestrian Target)：係指代表行人之目標。	13.2.3 行人目標 (Pedestrian Target)：係指代表行人之目標。
2.4. "Passenger Car Target" means a target that represents a passenger car vehicle.	2.4. "Passenger Car Target" means a target that represents a passenger car vehicle.	13.2.4 小客車目標(Passenger Car Target)：係指代表小客車之目標。	13.2.4 小客車目標(Passenger Car Target)：係指代表小客車之目標。
2.5. "Powered Two-Wheeler Target" means a target that represents a combination of a motorcycle and motorcyclist.	2.5. "Powered Two-Wheeler Target" means a target that represents a combination of a motorcycle and motorcyclist.	13.2.5 機動二輪車輛目標(Powered Two-Wheeler Target)：係指代表機車及機車騎士之組合的目標。	13.2.5 機動二輪車輛目標(Powered Two-Wheeler Target)：係指代表機車及機車騎士之組合的目標。
2.6. "Bicycle Target" means a target that represents a combination of a bicycle and a cyclist.	2.6. "Bicycle Target" means a target that represents a combination of a bicycle and a cyclist.	13.2.6 自行車目標(Bicycle target)：係指代表自行車及自行車騎士之組合的目標。	13.2.6 自行車目標(Bicycle target) ：係指代表自行車及自行車騎士之組合的目標。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.7. "Vehicle Under Test" (VUT) means the vehicle equipped with the system to be tested.	2.7. "Vehicle Under Test" (VUT) means the vehicle equipped with the system to be tested.	13.2.7 受測試車輛(Vehicle Under Test；VUT)：係指配備待測試之系統的車輛。	13.2.7 受測試車輛(Vehicle Under Test；VUT)：係指配備待測試之系統的車輛。
2.8. “Base Test” means a test scenario where the manufacturer shall declare a threshold for the missing boundary conditions (e.g. VUT speed) up to which the system is able to safely control the vehicle.	2.8. “Base Test” means a test scenario where the manufacturer shall declare a threshold for the missing boundary conditions (e.g. VUT speed) up to which the system is able to safely control the vehicle.	13.2.8 基礎試驗(Base Test)：係指一個試驗情境，其中申請者應對缺少之邊界條件（例如：受測試車輛速度）宣告最多至系統能夠安全地控制車輛之值域。	13.2.8 基礎試驗(Base Test)：係指一個試驗情境，其中申請者應對缺少之邊界條件（例如：受測試車輛速度）宣告最多至系統能夠安全地控制車輛之值域。
2.9. “Extended Testing” means a set of test scenarios with a combination of test design variations to verify that the system does not unreasonably change the control strategy compared to the declared value and strategy in the base test, within the declared system boundaries.	2.9. “Extended Testing” means a set of test scenarios with a combination of test design variations to verify that the system does not unreasonably change the control strategy compared to the declared value and strategy in the base test, within the declared system boundaries.	13.2.9 延伸試驗(Extended Testing)：係指於所宣告之系統邊界內，用以驗證系統與基礎試驗中所宣告數值及策略相較，不會無理地變換控制策略，具備試驗設計變化之組合的一組試驗情境。	13.2.9 延伸試驗(Extended Testing)：係指於所宣告之系統邊界內，用以驗證系統與基礎試驗中所宣告數值及策略相較，不會無理地變換控制策略，具備試驗設計變化之組合的一組試驗情境。
3. General principles	**3. General principles**	13.3 一般原則	13.3 一般原則
3.1. Test conditions	3.1. Test conditions	13.3.1 試驗條件	13.3.1 試驗條件
3.1.1. The tests shall be performed under conditions (e.g. environmental, road geometry) that allow the activation of the system or specific features thereof. For conditions not tested that may occur within the defined system boundaries of the vehicle, the manufacturer shall demonstrate as part of the audit described in Annex 3 to the satisfaction of the Type-Approval Authority that the vehicle is safely controlled.	3.1.1. The tests shall be performed under conditions (e.g. environmental, road geometry) that allow the activation of the system or specific features thereof. For conditions not tested that may occur within the defined system boundaries of the vehicle, the manufacturer shall demonstrate as part of the audit described in Annex 3 to the satisfaction of the Type-Approval Authority that the vehicle is safely controlled.	13.3.1.1 試驗應於允許系統或特定功能之啟動的條件（例如：環境性、道路幾何）下執行。對於可能於所定義車輛之系統邊界內發生之未試驗條件，申請者應作為規定12.所述之稽核的一部分，為滿足檢測機構就車輛係受到安全地控制的要求而進行展示。	13.3.1.1 試驗應於允許系統或特定功能之啟動的條件（例如：環境性、道路幾何）下執行。對於可能於所定義車輛之系統邊界內發生之未試驗條件，申請者應作為規定12.所述之稽核的一部分，為滿足檢測機構就車輛係受到安全地控制的要求而進行展示。
3.1.2. If system modifications are required in order to allow testing (e.g. road type assessment criteria), it shall be ensured that these modifications do not have an effect on	3.1.2. If system modifications are required in order to allow testing (e.g. road type assessment criteria), it shall be ensured that these modifications do not have an effect on	13.3.1.2 若為允許執行試驗而需要系統之修改（例如：道路類型評估指標），則應確保相關修改不會影響試驗結果。此等修改應進行記錄並檢	13.3.1.2 若為允許執行試驗而需要系統之修改（例如：道路類型評估指標），則應確保相關修改不會影響試驗結果。此等修改應進行記錄並檢

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
the test results. These modifications shall be documented and annexed to the test report. The description and the evidence of influence (if any) of these modifications shall be documented and annexed to the test report.	the test results. These modifications shall be documented and annexed to the test report. The description and the evidence of influence (if any) of these modifications shall be documented and annexed to the test report.	附於試驗報告。此等修改之說明及影響相關證據(依實際情況)應進行記錄並檢附於試驗報告。	附於試驗報告。此等修改之說明及影響相關證據(依實際情況)應進行記錄並檢附於試驗報告。
3.1.3. In order to test the requirements for failure of functions, self-testing and initialisation of the system, errors may be artificially induced and the vehicle may be artificially brought into situations where it reaches the limits of the defined operating range (e.g., environmental conditions).	3.1.3. In order to test the requirements for failure of functions, self-testing and initialisation of the system, errors may be artificially induced and the vehicle may be artificially brought into situations where it reaches the limits of the defined operating range (e.g., environmental conditions).	13.3.1.3 為針對功能之故障、自我測試以及系統之初始化測試相關要求，可人工導入錯誤且車輛可透過人工方式引領至其到達所定義運作範圍之極限的情況(例如：環境性條件)。	13.3.1.3 為針對功能之故障、自我測試以及系統之初始化測試相關要求，可人工導入錯誤且車輛可透過人工方式引領至其到達所定義運作範圍之極限的情況(例如：環境性條件)。
It shall be verified, that the condition of the system is according to the intended testing purpose (e.g. in a fault-free condition or with the specific faults to be tested).	It shall be verified, that the condition of the system is according to the intended testing purpose (e.g. in a fault-free condition or with the specific faults to be tested).	應對系統之條件係依照預期試驗目標（例如：於無錯誤條件下或以特定待測試之錯誤下）乙項進行驗證。	應對系統之條件係依照預期試驗目標（例如：於無錯誤條件下或以特定待測試之錯誤下）乙項進行驗證。
3.1.4. The test surface shall afford at least the adhesion required by the scenario in order to achieve the expected test result.	3.1.4. The test surface shall afford at least the adhesion required by the scenario in order to achieve the expected test result.	13.3.1.4 試驗表面應提供至少情境所需之抓地力以達成預期試驗結果。	13.3.1.4 試驗表面應提供至少情境所需之抓地力以達成預期試驗結果。
3.1.5. Test Targets	3.1.5. Test Targets	13.3.1.5 試驗目標	13.3.1.5 試驗目標
3.1.5.1. The target used for the vehicle detection tests shall be a regular high-volume series production vehicle of Category M or N or alternatively a "soft target" representative of a vehicle in terms of its identification characteristics applicable to the sensor equipment of the system under test according to ISO 19206-3. The reference point for the location of the vehicle shall be the most rearward point on the centreline of the vehicle.	3.1.5.1. The target used for the vehicle detection tests shall be a regular high-volume series production vehicle of Category M or N or alternatively a "soft target" representative of a vehicle in terms of its identification characteristics applicable to the sensor equipment of the system under test according to ISO 19206-3. The reference point for the location of the vehicle shall be the most rearward point on the centreline of the vehicle.	13.3.1.5.1 用於車輛偵測試驗之目標應為一般大量生產之M及N類車輛，或依照ISO 19206-3:2021適用於受測試系統之感測器設備，具備就識別性質而言，代表車輛之「軟式目標」。車輛位置之參考點應為車輛中心線上之最後點。	13.3.1.5.1 用於車輛偵測試驗之目標應為一般大量生產之M及N類車輛，或依照ISO 19206-3:2021適用於受測試系統之感測器設備，具備就識別性質而言，代表車輛之「軟式目標」。車輛位置之參考點應為車輛中心線上之最後點。

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3.1.5.2. The target used for the Powered-Two-wheeler tests shall be a test device according to ISO 19206-5 or a type approved high volume series production motorcycle of Category L_3. The reference point for the location of the motorcycle shall be the most backward point on the centreline of the motorcycle.	3.1.5.2. The target used for the Powered-Two-wheeler tests shall be a test device according to ISO 19206-5 or a type approved high volume series production motorcycle of Category. The reference point for the location of the motorcycle shall be the most backward point on the centreline of the motorcycle.	13.3.1.5.2 用於機動二輪車輛偵測試驗之目標應為依照ISO 19206-5之試驗裝置，或經型式認證之大量生產之L類機車。機車位置之參考點應為機車中心線上之最後點。	13.3.1.5.2 用於機動二輪車輛偵測試驗之目標應為依照ISO 19206-5之試驗裝置，或經型式認證之大量生產之L類機車。機車位置之參考點應為機車中心線上之最後點。
3.1.5.3. The target used for the pedestrian detection tests shall be an "articulated soft target" and be representative of the human attributes applicable to the sensor equipment of the system under test according to ISO 19206-2.	3.1.5.3. The target used for the pedestrian detection tests shall be an "articulated soft target" and be representative of the human attributes applicable to the sensor equipment of the system under test according to ISO 19206-2.	13.3.1.5.3 用於行人偵測試驗之目標應依照ISO 19206-2適用於受測試系統之感測器設備的「鉸接軟式目標」，並代表人類特質。	13.3.1.5.3 用於行人偵測試驗之目標應依照ISO 19206-2適用於受測試系統之感測器設備的「鉸接軟式目標」，並代表人類特質。
3.1.5.4. The target used for bicycle detection tests shall be a device according to ISO 19206-4. The reference point for the location of the bicycle shall be the most forward point on the centreline of the bicycle.	3.1.5.4. The target used for bicycle detection tests shall be a device according to ISO 19206-4. The reference point for the location of the bicycle shall be the most forward point on the centreline of the bicycle.	13.3.1.5.4 用於自行車偵測試驗之目標應依照ISO 19206-4之裝置。自行車位置之參考點應為自行車中心線上之最前點。	13.3.1.5.4 用於自行車偵測試驗之目標應依照ISO 19206-4之裝置。自行車位置之參考點應為自行車中心線上之最前點。
3.1.5.5. As an alternative to reference targets, driverless robotised vehicles or state-of-the-art test tools (e.g., soft targets, mobile platforms, etc.) may be used to carry out the tests, replacing real vehicles and other road users that could reasonably be encountered within the system boundaries. It shall be ensured that the test tools replacing the reference targets have comparable characteristics to the vehicle or road user they are intended to represent, and are in agreement between the Type Approval	3.1.5.5. As an alternative to reference targets, driverless robotised vehicles or state-of-the-art test tools (e.g., soft targets, mobile platforms, etc.) may be used to carry out the tests, replacing real vehicles and other road users that could reasonably be encountered within the system boundaries. It shall be ensured that the test tools replacing the reference targets have comparable characteristics to the vehicle or road user they are intended to represent, and are in agreement between the Type Approval	13.3.1.5.5 作為參考目標之替代，可使用無駕駛人之自動化車輛，或最先進之試驗工具（例如：軟式目標、機動平台等）以執行試驗，並替換可能於系統邊界內合理地接觸之實際車輛及其他道路使用者。應確保替換參考目標之試驗工具擁有可與其欲替換之車輛或道路使用者相較之特性，並經過檢測機構及申請者之間的協議。	13.3.1.5.5 作為參考目標之替代，可使用無駕駛人之自動化車輛，或最先進之試驗工具（例如：軟式目標、機動平台等）以執行試驗，並替換可能於系統邊界內合理地接觸之實際車輛及其他道路使用者。應確保替換參考目標之試驗工具擁有可與其欲替換之車輛或道路使用者相較之特性，並經過檢測機構及申請者之間的協議。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
Authority and the manufacturer.	Authority and the manufacturer.		
3.1.5.6. Details that enable the target(s) to be specifically identified and reproduced shall be recorded in the vehicle type approval documentation.	3.1.5.6. Details that enable the target(s) to be specifically identified and reproduced shall be recorded in the vehicle type approval documentation.	13.3.1.5.6 使目標能被特定地識別及再現之細節應記錄於車輛型式認證文件之中。	13.3.1.5.6 使目標能被特定地識別及再現之細節應記錄於車輛型式認證文件之中。
3.1.6. Test parameter variation	3.1.6. Test parameter variation	13.3.1.6 試驗參數變化	13.3.1.6 試驗參數變化
3.1.6.1. The manufacturer shall declare the system boundaries to the Type Approval Authority. The Type Approval Authority shall define different combinations of test parameters (e.g., present speed of the vehicle under test, type and offset of the target, curvature of lane).	3.1.6.1. The manufacturer shall declare the system boundaries to the Type Approval Authority. The Type Approval Authority shall define different combinations of test parameters (e.g., present speed of the vehicle under test, type and offset of the target, curvature of lane).	13.3.1.6.1 申請者應向檢測機構宣告系統邊界。檢測機構應定義試驗參數之不同組合(例如:受測試車輛之現在速度、目標之類型及偏置、車道之彎曲程度等)。	13.3.1.6.1 申請者應向檢測機構宣告系統邊界。檢測機構應定義試驗參數之不同組合(例如:受測試車輛之現在速度、目標之類型及偏置、車道之彎曲程度等)。
3.1.6.2. In order to confirm consistency of the system, base tests shall be carried out at least 2 times. If one of the two test runs fails to meet the required performance, the test shall be repeated once. A test shall be accounted as passed if the required performance is met in two test runs and the manufacturer has provided sufficient evidence according to Annex 3 Appendix 4. The Type Approval Authority may choose to require additional test runs to confirm the declaration thresholds outlined in Annex 3 Appendix 4.	3.1.6.2. In order to confirm consistency of the system, base tests shall be carried out at least 2 times. If one of the two test runs fails to meet the required performance, the test shall be repeated once. A test shall be accounted as passed if the required performance is met in two test runs and the manufacturer has provided sufficient evidence according to Annex 3 Appendix 4. The Type Approval Authority may choose to require additional test runs to confirm the declaration thresholds outlined in Annex 3 Appendix 4.	13.3.1.6.2 為確認系統之一致性，基礎試驗應至少執行兩次。若兩次試驗行程中一次無法達到所需性能，則試驗應重複一次。若於兩次試驗行程中皆達到所需性能，且申請者已依照規定12.9提供充足證據，則試驗將被視為通過。檢測機構可要求額外試驗行程，以確認規定12.9所概述之宣告值域。	13.3.1.6.2 為確認系統之一致性，基礎試驗應至少執行兩次。若兩次試驗行程中一次無法達到所需性能，則試驗應重複一次。若於兩次試驗行程中皆達到所需性能，且申請者已依照規定12.9提供充足證據，則試驗將被視為通過。檢測機構可要求額外試驗行程，以確認規定12.9所概述之宣告值域。
3.1.6.3. When conditions deviate from those specified for the base test, the system shall not unreasonably switch its control strategy. This shall be verified by the extended testing. Each parameter as outlined in the extended tests shall be varied, where variations can be grouped into a single test	3.1.6.3. When conditions deviate from those specified for the base test, the system shall not unreasonably switch its control strategy. This shall be verified by the extended testing. Each parameter as outlined in the extended tests shall be varied, where variations can be grouped into a single test	13.3.1.6.3 於條件係推導自基礎試驗所述條件，系統不應無理地切換其控制策略。此應藉由延伸試驗進行驗證。如延伸試驗所概述之每一參數皆應變化，其中相關變化可被集中至單一試驗設計之中。另檢測機構可要求額外文件，用以佐證於	13.3.1.6.3 於條件係推導自基礎試驗所述條件，系統不應無理地切換其控制策略。此應藉由延伸試驗進行驗證。如延伸試驗所概述之每一參數皆應變化，其中相關變化可被集中至單一試驗設計之中。另檢測機構可要求額外文件，用以佐證於未

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
design. In addition, the Type Approval Authority may request additional documentation evidencing the system's performance under parameter variations not tested.	design. In addition, the Type Approval Authority may request additional documentation evidencing the system's performance under parameter variations not tested.	未受到試驗之參數變化下的系統性能。	受到試驗之參數變化下的系統性能。
3.1.7. Public road verification	3.1.7. Public road verification	13.3.1.7 公共道路驗證	13.3.1.7 公共道路驗證
3.1.7.1. Where applicable to the type of feature of the system, the Type Approval Authority shall conduct, or shall witness, an assessment of the system, in a fault-free condition, in the presence of traffic in at least in one country of operation. The purpose of this verification is to assess the behaviour of the system in a fault-free condition, in its operating environment.	3.1.7.1. Where applicable to the type of feature of the system, the Type Approval Authority shall conduct, or shall witness, an assessment of the system, in a fault-free condition, in the presence of traffic in at least in one country of operation. The purpose of this verification is to assess the behaviour of the system in a fault-free condition, in its operating environment.	13.3.1.7.1 就適用系統之功能的類型狀況，檢測機構應於系統無錯誤條件下，執行或見證於至少一個運作國家之交通中的評估。此等驗證之目標係為評估於其運作環境中且無錯誤條件下之系統行為。	13.3.1.7.1 就適用系統之功能的類型狀況，檢測機構應於系統無錯誤條件下，執行或見證於至少一個運作國家之交通中的評估。此等驗證之目標係為評估於其運作環境中且無錯誤條件下之系統行為。
4. Test procedures	**4. Test procedures**	13.4 試驗程序	13.4 試驗程序
4.1. Test scenarios to confirm general compliance with requirements of this UN Regulation	4.1. Test scenarios to confirm general compliance with requirements of this UN Regulation	13.4.1 用以確認本基準附件要求之一般符合性之試驗情境	13.4.1 用以確認本基準附件要求之一般符合性之試驗情境
Compliance with the requirements of this UN Regulation shall be demonstrated by physical test for the following paragraphs. Variations of the same test (e.g. reaching different boundary conditions) may be demonstrated by other means (e.g. part of the audit described in Annex 3 or virtual testing) in agreement with the Type Approval Authority.	Compliance with the requirements of this UN Regulation shall be demonstrated by physical test for the following paragraphs. Variations of the same test (e.g. reaching different boundary conditions) may be demonstrated by other means (e.g. part of the audit described in Annex 3 or virtual testing) in agreement with the Type Approval Authority.	本基準附件要求之符合性應藉由下述規定之物理試驗進行展示。經與檢測機構協議後，可藉由其他方法（例如：規定12.所述稽核之一部分或虛擬試驗）展示相同試驗之變化（例如：到達不同邊界條件）。	本基準附件要求之符合性應藉由下述規定之物理試驗進行展示。經與檢測機構協議後，可藉由其他方法（例如：規定12.所述稽核之一部分或虛擬試驗）展示相同試驗之變化（例如：到達不同邊界條件）。
4.1.1. Requirements and system aspects that shall be tested during the physical tests are described in table 1. The relevant requirements or system aspects shall be	4.1.1. Requirements and system aspects that shall be tested during the physical tests are described in table 1. The relevant requirements or system aspects shall be	13.4.1.1 於物理試驗期間應受到測試之要求及系統層面如下表所述。相關要求或系統層面應基於系統邊界進行選擇。	13.4.1.1 於物理試驗期間應受到測試之要求及系統層面如下表所述。相關要求或系統層面應基於系統邊界進行選擇。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
chosen based on the system boundaries.	chosen based on the system boundaries.		
Scenarios with the aim of testing the given requirement or aspect shall be created and described in agreement with the Type Approval Authority. Each requirement or aspect shall be assessed at least through track testing or public road verification. A given scenario may be used to assess different requirements / aspects of the system.	Scenarios with the aim of testing the given requirement or aspect shall be created and described in agreement with the Type Approval Authority. Each requirement or aspect shall be assessed at least through track testing or public road verification. A given scenario may be used to assess different requirements / aspects of the system.	就具備試驗之目標的情境，應於與檢測機構之協議下，建立並描述指定要求或層面。每一要求或層面應至少透過測試道試驗或公共道路驗證進行評估。一指定情境可被用於評估系統之不同要求或層面。	就具備試驗之目標的情境，應於與檢測機構之協議下，建立並描述指定要求或層面。每一要求或層面應至少透過測試道試驗或公共道路驗證進行評估。一指定情境可被用於評估系統之不同要求或層面。
Test scenarios shall be created depending on the system preconditions for activation and system boundaries.	Test scenarios shall be created depending on the system preconditions for activation and system boundaries.	試驗情境應依照系統對啟動之前置條件及系統邊界而建立。	試驗情境應依照系統對啟動之前置條件及系統邊界而建立。
Table A4/1	Table A4/1	表、將測試之要求及系統層面	表、將測試之要求及系統層面
Requirements and system aspects to be tested	**Requirements and system aspects to be tested**		
(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)
* Scenarios and test procedures for these items shall be agreed between the manufacturer and the Type Approval Authority.		*相關項目之情境及試驗程序應由申請者及檢測機構共同協議。	
4.2. Test scenarios to assess system behaviour	4.2. Test scenarios to assess system behaviou	13.4.2 用以評估系統行為之試驗情境	13.4.2 用以評估系統行為之試驗情境
4.2.1. Test scenarios shall be selected depending on the system's preconditions for activation and system boundaries.	4.2.1. Test scenarios shall be selected depending on the system's preconditions for activation and system boundaries.	13.4.2.1 試驗情境應依照系統對啟動之前置條件及系統邊界而選擇。	13.4.2.1 試驗情境應依照系統對啟動之前置條件及系統邊界而選擇。
4.2.2. The tests can be performed either on a test track, or, where possible and without any safety risk to the vehicle occupants and other road users, on public roads.	4.2.2. The tests can be performed either on a test track, or, where possible and without any safety risk to the vehicle occupants and other road users, on public roads.	13.4.2.2 試驗可於測試道上，或於具備可能性且不會對車輛乘客或其他道路使用者造成任何安全風險下，於公共道路上執行。	13.4.2.2 試驗可於測試道上，或於具備可能性且不會對車輛乘客或其他道路使用者造成任何安全風險下，於公共道路上執行。
Test scenarios that may cause danger to other road users and the test personnel (e.g. AEB equivalent performance, driver	Test scenarios that may cause danger to other road users and the test personnel (e.g. AEB equivalent performance, driver	可能對其他道路使用者及試驗人員造成危險之試驗情境（例如AEB同等性能、駕駛人無法參與回應、高側向	可能對其他道路使用者及試驗人員造成危險之試驗情境（例如AEB同等性能、駕駛人無法參與回應、高側向

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
unavailability response, high lateral accelerations, etc.) shall be aimed to be tested on a test track.	unavailability response, high lateral accelerations, etc.) shall be aimed to be tested on a test track.	加速度等）應以於測試道進行測試為目標。	加速度等）應以於測試道進行測試為目標。
4.2.2.1. The tests shall be performed in a way that the outcome of the test is not affected by driver settings or driver input and any other influences not related to the manoeuvre under test. Therefore, the following conditions shall apply:	4.2.2.1. The tests shall be performed in a way that the outcome of the test is not affected by driver settings or driver input and any other influences not related to the manoeuvre under test. Therefore, the following conditions shall apply:	13.4.2.2.1 試驗應以試驗之產出不受到駕駛人設置或駕駛人輸入，以及任何其他非屬受測試操作相關之影響的方式執行。故應施加下述條件：	13.4.2.2.1 試驗應以試驗之產出不受到駕駛人設置或駕駛人輸入，以及任何其他非屬受測試操作相關之影響的方式執行。故應施加下述條件：
(a) The system's longitudinal control following distance shall be set to:	(a) The system's longitudinal control following distance shall be set to:	(a) 系統之縱向控制跟隨距離應設置為：	(a) 系統之縱向控制跟隨距離應設置為：
(i) The default distance, if the distance is reset to a specific value upon first activation of the system following an initiation of the powertrain; or	(i) the default distance, if the distance is reset o a specific value upon first activation of the system in the run cycle; or	(i) 預設距離，若距離接續於動力系統啟動之系統首次啟動下重新設置於特定數值時，或	(i) 預設距離，若距離於運轉循環內之系統首次啟動下重新設置於特定數值時，或
(ii) the closest driver adjustable following distance, if the distance is not reset to a default value.	(ii) the closest driver adjustable following distance, if the distance is not reset to a default value.	(ii) 最接近駕駛人可調整跟隨距離，若距離未重新設置至一預設距離時。	(ii) 最接近駕駛人可調整跟隨距離，若距離未重新設置至一預設距離時。
(b) The system's longitudinal control set speed shall be set to the speed indicated in the test or the speed declared by the manufacturer according to Annex 3 Appendix 4;	(b) The system's longitudinal control set speed shall be set to the speed indicated in the test or the speed declared by the manufacturer according to Annex 3 Appendix 4;	(b) 系統之縱向控制設置速度應設置於試驗中所指示速度，或申請者依照規定12.9所宣告之速度；	(b) 系統之縱向控制設置速度應設置於試驗中所指示速度，或申請者依照規定12.9所宣告之速度；
(c) The system must be in 'active' mode before the lower of 10 s TTC or 250m relative longitudinal distance;	(c) The system must be in 'active' mode before the lower of 10 s TTC or 250m relative longitudinal distance;	(c) 系統於碰撞時間十秒或相對縱向距離兩百五十公尺前時（以較低者為準），必須為「啟動」模式；	(c) 系統於碰撞時間十秒或相對縱向距離兩百五十公尺前時（以較低者為準），必須為「啟動」模式；
(d) There shall be no corrective driver input to the steering control.	(d) There shall be no corrective driver input to the steering control.	(d) 對轉向控制不應有修正性駕駛人輸入。	(d) 對轉向控制不應有修正性駕駛人輸入。
The manufacturer shall declare any other relevant conditions to be met for correct execution of each test.	The manufacturer shall declare any other relevant conditions to be met for correct execution of each test.	申請者應對每一試驗之修正執行事宜宣告待達成之任意其他相關條件。	申請者應對每一試驗之修正執行事宜宣告待達成之任意其他相關條件。
4.2.3. Tests must not be carried out in such a way as to endanger the personnel involved	4.2.3. Tests must not be carried out in such a way as to endanger the personnel involved	13.4.2.3 於其他確認方式可行時，試驗不得以造成事涉人員危險，且必	13.4.2.3 於其他確認方式可行時，試驗不得以造成事涉人員危險，且必須

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
and significant damage of the vehicle under test must be avoided where other means of validation are available.	and significant damage of the vehicle under test must be avoided where other means of validation are available.	須迴避受測試車輛之重大損害的方式執行。	迴避受測試車輛之重大損害的方式執行。
4.2.4. Lane Markings and Lane Geometry	4.2.4. Lane Markings and Lane Geometry	13.4.2.4 車道標線及道路幾何	13.4.2.4 車道標線及道路幾何
4.2.4.1. Where base tests are required to be performed on a curved section of road, the geometry shall fulfil the following criteria (S-bend means both turns in the listed order, curved section of the road means the 2nd turn):	4.2.4.1. Where base tests are required to be performed on a curved section of road, the geometry shall fulfil the following criteria (S-bend means both turns in the listed order, curved section of the road means the 2nd turn):	13.4.2.4.1 於基礎試驗被要求於道路之彎曲部分執行時，相關幾何應滿足下述指標（S形彎道係指依條列順序之兩個彎道，道路之彎曲部分係指第二次轉向）：	13.4.2.4.1 於基礎試驗被要求於道路之彎曲部分執行時，相關幾何應滿足下述指標（S－彎曲係指依條列順序之兩個彎道，道路之彎曲部分係指第二次轉向）：
(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)
At the request of the manufacturer and with the agreement of the Type Approval Authority, tests may be conducted on a road of different curvature, provided this does not change the intention or lower the severity of the test.	At the request of the manufacturer and with the agreement of the Type Approval Authority, tests may be conducted on a road of different curvature, provided this does not change the intention or lower the severity of the test.	於申請者要求且經與檢測機構之協議後，假設於不改變預期之試驗強度或降低試驗強度下，試驗可於不同彎曲程度之道路上執行。	於申請者要求且經與檢測機構之協議後，假設於不改變預期之試驗強度或降低試驗強度下，試驗可於不同彎曲程度之道路上執行。
4.2.5. At the time of type approval, the Type Approval Authority shall conduct or shall witness at least the following tests to assess the behaviour of the system based on the declared operating domains:	4.2.5. At the time of type approval, the Type Approval Authority shall conduct or shall witness at least the following tests to assess the behaviour of the system based on the declared operating domains:	13.4.2.5 於申請型式認證時，檢測機構應執行或見證至少下述試驗以基於所宣告運作領域對系統行為進行評估：	13.4.2.5 於申請型式認證時，檢測機構應執行或見證至少下述試驗以基於所宣告運作領域對系統行為進行評估：
4.2.5.1. Test scenarios for different DCAS Features	4.2.5.1. Test scenarios for different DCAS Features	13.4.2.5.1 對不同DCAS功能之試驗情境	13.4.2.5.1 對不同DCAS功能之試驗情境
4.2.5.1.1. Positioning in the lane of travel	4.2.5.1.1. Positioning in the lane of travel	13.4.2.5.1.1 行駛車道中之定位	13.4.2.5.1.1 行駛車道中之定位
4.2.5.1.1.1. Base Test: The test shall confirm positioning in the lane of travel capabilities declared by the manufacturer.	4.2.5.1.1.1. Base Test: The test shall confirm positioning in the lane of travel capabilities declared by the manufacturer.	13.4.2.5.1.1.1 基礎試驗：應透過試驗確認由申請者所宣告之行駛車道中的定位能力。	13.4.2.5.1.1.1 基礎試驗：應透過試驗確認由申請者所宣告之行駛車道中的定位能力。
4.2.5.1.1.1.1. The VUT speed shall remain in the range declared by the manufacturer in paragraphs 9.1.1. and 9.1.2. of this UN Regulation.	4.2.5.1.1.1.1. The VUT speed shall remain in the range declared by the manufacturer in paragraphs 9.1.1. and 9.1.2. of this UN Regulation.	13.4.2.5.1.1.1.1 功能部分I：受測試車輛速度應維持於申請者於規定9.1.1及9.1.2所宣告之範圍內。	13.4.2.5.1.1.1.1 功能部分I：受測試車輛速度應維持於申請者於規定9.1.1及9.1.2所宣告之範圍內。
The test shall be carried out for each speed	The test shall be carried out for each speed	試驗應以申請者於規定9.1.1及9.1.2每	試驗應以申請者於規定9.1.1及9.1.2每

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
range declared by the manufacturer in paragraphs 9.1.1. and 9.1.2. of this UN Regulation separately or within contiguous speed ranges where the declared maximum lateral acceleration is identical.	range declared by the manufacturer in paragraphs 9.1.1. and 9.1.2. of this UN Regulation separately or within contiguous speed ranges where the declared maximum lateral acceleration is identical.	一速度範圍，於所宣告最高側向加速度相同下，分別或於連續速度範圍內執行。	一速度範圍，於所宣告最高側向加速度相同下，分別或於連續速度範圍內執行。
The VUT shall be driven without any force applied by the driver on the steering control (e.g. by removing the hands from the steering control) with a constant speed on a curved track with lane markings at each side.	The VUT shall be driven without any force applied by the driver on the steering control (e.g. by removing the hands from the steering control) with a constant speed on a curved track with lane markings at each side.	受測試車輛應於兩側具備車道標線之彎曲測試道路上，以未受到駕駛人於轉向控制上施加任何力（例如：藉由將手自轉向控制上離開），並以一定速度之方式行駛。	受測試車輛應於兩側具備車道標線之彎曲測試道路上，以未受到駕駛人於轉向控制上施加任何力（例如：藉由將手自轉向控制上離開），並以一定速度之方式行駛。
The necessary lateral acceleration to follow the curve shall be between 80 and 90 per cent of the maximum lateral acceleration declared by the manufacturer in Annex 3 Appendix 4 of this UN Regulation.	The necessary lateral acceleration to follow the curve shall be between 80 and 90 per cent of the maximum lateral acceleration declared by the manufacturer in Annex 3 Appendix 4 of this UN Regulation.	為跟隨彎道之必要側向加速度應介於由申請者於規定12.9所宣告之最高側向加速度的百分之八十至九十之間。	為跟隨彎道之必要側向加速度應介於由申請者於規定12.9所宣告之最高側向加速度的百分之八十至九十之間。
4.2.5.1.1.1.2. The VUT speed shall remain in the range declared by the manufacturer in paragraphs 9.1.1. and 9.1.2. of this UN Regulation.	4.2.5.1.1.1.2. The VUT speed shall remain in the range declared by the manufacturer in paragraphs 9.1.1. and 9.1.2. of this UN Regulation.	13.4.2.5.1.1.1.2　受測試車輛速度應維持於申請者於規定9.1.1及9.1.2之範圍。	13.4.2.5.1.1.1.2 受測試車輛速度應維持於申請者於規定9.1.1及9.1.2之範圍。
The test shall be carried out for each speed range declared by the manufacturer in paragraphs 9.1.1. and 9.1.2. of this UN Regulation separately or within contiguous speed ranges where the declared maximum lateral acceleration is identical.	The test shall be carried out for each speed range declared by the manufacturer in paragraphs 9.1.1. and 9.1.2. of this UN Regulation separately or within contiguous speed ranges where the declared maximum lateral acceleration is identical.	試驗應以申請者於規定9.1.1及9.1.2每一速度範圍，於所宣告最高側向加速度相同下，分別或於連續速度範圍內執行。	試驗應以申請者於規定9.1.1及9.1.2每一速度範圍，於所宣告最高側向加速度相同下，分別或於連續速度範圍內執行。
The VUT shall be driven without any force applied by the driver on the steering control (e.g. by removing the hands from the steering control) with a constant speed on a curved track with lane markings at each side.	The VUT shall be driven without any force applied by the driver on the steering control (e.g. by removing the hands from the steering control) with a constant speed on a curved track with lane markings at each side.	受測試車輛應於兩側具備車道標線之彎曲測試道路上，以未受到駕駛人於轉向控制上施加任何力（例如：藉由將手自轉向控制上離開），並以一定速度之方式行駛。	受測試車輛應於兩側具備車道標線之彎曲測試道路上，以未受到駕駛人於轉向控制上施加任何力（例如：藉由將手自轉向控制上離開），並以一定速度之方式行駛。
The Type Approval Authority shall define a test speed and a radius which would provoke	The Type Approval Authority shall define a test speed and a radius which would provoke	檢測機構應定義將引起與所宣告之最高側向加速度加上零點三公尺／秒	檢測機構應定義將引起與所宣告之最高側向加速度加上零點三公尺／秒

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
a higher acceleration than the declared maximum lateral acceleration + 0.3 m/s^2 (e.g. by travelling with a higher speed through a curve with a given radius).	a higher acceleration than the declared maximum lateral acceleration + 0.3 m/s^2 (e.g. by travelling with a higher speed through a curve with a given radius).	平方相較下，較高之加速度的試驗速度及幅度(例如：藉由以較高速度透過具備指定幅度之彎道行駛)。	平方相較下，較高之加速度的試驗速度及幅度(例如：藉由以較高速度透過具備指定幅度之彎道行駛)。
4.2.5.1.1.1.3. At the request of the manufacturer and with the agreement of the Type Approval Authority, meeting the objectives of paragraphs 5.3.7.1.1., 5.3.7.1.2. or 6.1.1., as applicable, across all speed ranges where the declared maximum lateral acceleration differs may be demonstrated through alternative means when test tracks with an appropriate radius to meet the lateral acceleration conditions outlined in paragraphs 4.2.5.1.1.1.1. or 4.2.5.1.1.1.2. are not available, provided that at least one physical test as outlined above is performed at the overall declared maximum lateral acceleration for each of those paragraphs.		13.4.2.5.1.1.1.3 就申請者要求及檢測機構同意之狀況，於所宣告最大側向加速度不同下，於具備合適半徑之試驗道路無法滿足規定4.2.5.1.1.1.1或規定13.4.2.5.1.1.1.2所述側向加速度條件時，且假設對每一個前述規定，至少一項如上所述之物理試驗係處於所宣告之整體最高側向加速度執行，可藉由替代方式展演對橫跨所有速度範圍滿足規定5.3.7.1.1、規定5.3.7.1.2或規定6.1.1之目標（依實際狀況）進行展演。	
4.2.5.1.1.2. Extended Testing:	4.2.5.1.1.2. Extended Testing:	13.4.2.5.1.1.2 延伸試驗：	13.4.2.5.1.1.2 延伸試驗：
The test shall demonstrate that the system does not leave its lane and maintains a stable motion inside its ego lane across the speed range and different curvatures within its system boundaries up to the maximum lateral acceleration declared by the manufacturer.	The test shall demonstrate that the system does not leave its lane and maintains a stable motion inside its ego lane across the speed range and different curvatures within its system boundaries up to the maximum lateral acceleration declared by the manufacturer.	試驗應顯示系統於系統邊界之整個速度範圍及不同彎道下，最高至申請者所宣告之最高側向加速度內，不得離開其車道，並於其本身車道內維持穩定動態。	試驗應顯示系統於系統邊界之整個速度範圍及不同彎道下，最高至申請者所宣告之最高側向加速度內，不得離開其車道，並於其本身車道內維持穩定動態。
4.2.5.1.1.2.1. The test shall be executed at least:	4.2.5.1.1.2.1. The test shall be executed at least:	13.4.2.5.1.1.2.1 試驗應至少執行如下：	13.4.2.5.1.1.2.1 試驗應至少執行如下：
(a) With sufficient length to allow for an assessment of positioning in the lane of	(a) With sufficient length to allow for an assessment of positioning in the lane of	(a) 以允許就行駛車道之定位行為進行評估之充足長度；	(a) 以允許就行駛車道之定位行為進行評估之充足長度；

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
travel behaviour; (b) For different road curvatures, including an S-bend with the parameters according to paragraph 4.2.4.1. or equivalent, and different initial speeds, at least one of which would require the vehicle to exceed the maximum lateral acceleration declared by the manufacturer in order to remain in the lane at this speed; (c) With different types of lane boundaries (e.g. markings, road edges, only one lane marking) as applicable to the system; 4.2.5.1.2. Driver-initiated lane changes 4.2.5.1.2.1. Base Test: The test shall confirm the driver-initiated lane changing capabilities of the system declared by the manufacturer. 4.2.5.1.2.1.1. The VUT shall perform a full lane change (e.g., 3.5 m lateral displacement) into the adjacent lane after the driver initiated the LCP. (圖片如頁末所示) 4.2.5.1.2.2. Extended Testing:	travel behaviour; (b) For different road curvatures, including an S-bend with the parameters according to paragraph 4.2.4.1. or equivalent, and different initial speeds, at least one exceeding the maximum lateral acceleration declared by the manufacturer; (c) With different types of lane boundaries (e.g. markings, road edges, only one lane marking) as applicable to the system; 4.2.5.1.2. Driver-initiated lane changes 4.2.5.1.2.1. Base Test: The test shall confirm the driver-initiated lane changing capabilities of the system declared by the manufacturer. 4.2.5.1.2.1.1. The VUT shall perform a full lane change (e.g., 3.5 m lateral displacement) into the adjacent lane after the driver initiated the LCP. 4.2.5.1.2.1.2. The VUT and the lead vehicle shall travel in a straight line, in the same direction, for at least two seconds prior to the functional part of the test with a VUT to lead vehicle centreline offset of not more than 1 m. 4.2.5.1.2.1.3. Tests shall be conducted with a lead vehicle travelling at least 20 km/h slower than the set speed limit of the VUT. (圖片如頁末所示) 4.2.5.1.2.2. Extended Testing:	(b) 包含具備依照規定13.4.2.4.1或相等程度之S形彎道，以及不同初始速度在內，對於不同道路彎曲，至少其中一個將要求車輛超過由申請者所宣告之最高側向加速度，以於車道中維持此速度； (c) 如系統適用下，以不同道路邊界之類型（例如：標記、道路邊緣、單側車道標線）； 13.4.2.5.1.2 駕駛人起始之變換車道 13.4.2.5.1.2.1 基礎試驗：應透過試驗確認由申請者所宣告之系統之駕駛人起始的變換車道能力。 13.4.2.5.1.2.1.1 受測試車輛應於駕駛人起始LCP後，執行一次完整之變換車道（例如：三點五公尺之側向位移）至相鄰車道內。 (圖片如頁末所示) 13.4.2.5.1.2.2 延伸試驗：	(b) 包含具備依照規定13.4.2.4.1或相等程度之S一彎曲，以及不同初始速度在內，對於不同道路彎曲，至少一個超過由申請者所宣告之最高側向加速度； (c) 如系統適用下，以不同道路邊界之類型（例如：標記、道路邊緣、單側車道標線）； 13.4.2.5.1.2 駕駛人起始之變換車道 13.4.2.5.1.2.1 基礎試驗：應透過試驗確認由申請者所宣告之系統之駕駛人起始的變換車道能力。 13.4.2.5.1.2.1.1 受測試車輛應於駕駛人起始LCP後，執行一次完整之變換車道（例如：三點五公尺之側向位移）至相鄰車道內。 13.4.2.5.1.2.1.2 受測試車輛及前導車輛應以受測試車輛對前導車輛之中心線偏置不超過一公尺下，於試驗之功能部分至少兩秒前，以相同方向及以直線行駛。 13.4.2.5.1.2.1.3 試驗應以前導車輛以慢於受測試車輛之設定速度極限至少二十公里／小時行駛下執行。 (圖片如頁末所示) 13.4.2.5.1.2.2 延伸試驗：

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
The test shall assess the system's ability to assist the driver within its boundary conditions/manufacturer's declared system features in changing lanes safely:	The test shall assess the system's ability to assist the driver within its boundary conditions/manufacturer's declared system features in changing lanes safely:	試驗應就安全地變換車道乙項，對於其邊界條件／申請者所宣告系統功能內輔助駕駛人的系統能力進行評估：	試驗應就安全地變換車道乙項，對於其邊界條件／申請者所宣告系統功能內輔助駕駛人的系統能力進行評估：
	(a) With other speed differences between the lead vehicle and VUT;		(a) 以其他介於前導車輛及受測試車輛間之速度差距；
(a) On roads without physical separation;	(b) On roads without physical separation;	(a) 於不具備實體分隔之道路上；	(b) 於不具備實體分隔之道路上；
(b) On roads where pedestrians and cyclists are not prohibited;	(c) On roads where pedestrians and cyclists are not prohibited;	(b) 於未禁止行人及自行車騎士之道路上；	(c) 於未禁止行人及自行車騎士之道路上；
(c) Where the lane change cannot be executed immediately after its initiation by the driver.	(d) Where the lane change cannot be executed immediately after its initiation by the driver.	(c) 於變換車道不得於由駕駛人起始後立即執行之下。	(d) 於變換車道不得於由駕駛人起始後立即執行之下。
(d) Presence of a lead vehicle.		(d) 一部前導車輛之存在。	
4.2.5.1.2.2.1. The test shall be executed at least:	4.2.5.1.2.2.1. The test shall be executed at least:	13.4.2.5.1.2.2.1 試驗應至少執行如下：	13.4.2.5.1.2.2.1 試驗應至少執行如下：
(a) On a road with oncoming or overtaking traffic in the target lane;	(a) On a road with oncoming or overtaking traffic in the target lane;	(a) 於目標車道內具備迎面而來或超車之車流的道路上；	(a) 於目標車道內具備迎面而來或超車之車流的道路上；
(b) With different road users approaching from the rear;	(b) With different road users approaching from the rear;	(b) 以從後方接近之不同道路使用者；	(b) 以從後方接近之不同道路使用者；
(c) With a vehicle driving beside in the adjacent lane preventing a lane change;	(c) With a vehicle driving beside in the adjacent lane preventing a lane change;	(c) 以相鄰車道內採防止變換車道方式行駛於側之車輛；	(c) 以相鄰車道內採防止變換車道方式行駛於側之車輛；
(d) In a scenario where the system reacts to another vehicle that starts changing into the same space within the target lane, to avoid a potential risk of collision.	(d) In a scenario where the system reacts to another vehicle that starts changing into the same space within the target lane, to avoid a potential risk of collision.	(d) 於系統對另一部開始變換至目標車道內相同空間之車輛進行反應，以避免潛在碰撞風險之情境下。	(d) 於系統對另一部開始變換至目標車道內相同空間之車輛進行反應，以避免潛在碰撞風險之情境下。
4.2.5.1.3. Driver-confirmed or System-initiated lane changes	4.2.5.1.3. System-initiated lane changes	13.4.2.5.1.3 駕駛人確認或系統起始之變換車道	13.4.2.5.1.3 系統起始之變換車道
4.2.5.1.3.1.Base Test: The test shall confirm system-initiated lane changing capabilities declared by the manufacturer.	4.2.5.1.3.1.Base Test: The test shall confirm system-initiated lane changing capabilities declared by the manufacturer.	13.4.2.5.1.3.1 基礎試驗：應透過試驗確認由申請者所宣告之系統起始的變換車道能力。	13.4.2.5.1.3.1 基礎試驗：應透過試驗確認由申請者所宣告之系統起始的變換車道能力。
4.2.5.1.3.1.1. The VUT shall perform a full lane change (e.g., 3.5 m lateral displacement) into the adjacent lane after the	4.2.5.1.3.1.1. The VUT shall perform a full lane change (e.g., 3.5 m lateral displacement) into the adjacent lane after the	13.4.2.5.1.3.1.1 受測試車輛應於系統起始LCP後，執行一次完整之變換車道（例如：三點五公尺之側向位	13.4.2.5.1.3.1.1 受測試車輛應於系統起始LCP後，執行一次完整之變換車道（例如：三點五公尺之側向位

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
system has initiated the LCP.	system has initiated the LCP.	移）至相鄰車道內。	移）至相鄰車道內。
4.2.5.1.3.1.2. The VUT and the lead vehicle shall travel in a straight line, in the same direction, for at least two seconds prior to the functional part of the test with a VUT to lead vehicle centreline offset of not more than 1 m.	4.2.5.1.3.1.2. The VUT and the lead vehicle shall travel in a straight line, in the same direction, for at least two seconds prior to the functional part of the test with a VUT to lead vehicle centreline offset of not more than 1 m.	13.4.2.5.1.3.1.2 受測試車輛及前導車輛應以受測試車輛對前導車輛之中心線偏置不超過一公尺下，於試驗之功能部分至少兩秒前，以相同方向及以直線行駛。	13.4.2.5.1.3.1.2 受測試車輛及前導車輛應以受測試車輛對前導車輛之中心線偏置不超過一公尺下，於試驗之功能部分至少兩秒前，以相同方向及以直線行駛。
(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)
4.2.5.1.3.2. Extended Testing: The test shall demonstrate that the system is able to assist the driver in changing lanes safely:	4.2.5.1.3.2. Extended Testing: The test shall demonstrate that the system is able to assist the driver in changing lanes safely:	13.4.2.5.1.3.2 延伸試驗：應透過試驗顯示系統能夠輔助駕駛人安全地變換車道：	13.4.2.5.1.3.2 延伸試驗：應透過試驗顯示系統能夠輔助駕駛人安全地變換車道：
(a) With other speed differences between the lead vehicle and VUT;	(a) With other speed differences between the lead vehicle and VUT;	(a) 以其他介於前導車輛及受測試車輛間之速度差距；	(a) 以其他介於前導車輛及受測試車輛間之速度差距；
(b) On roads without physical separation; and/or	(b) On roads without physical separation; and/or	(b) 於不具備實體分隔之道路上，及／或；	(b) 於不具備實體分隔之道路上，及／或；
(c) On roads where pedestrians and cyclists are not prohibited.	(c) On roads where pedestrians and cyclists are not prohibited.	(c) 於未禁止行人及自行車騎士之道路上；	(c) 於未禁止行人及自行車騎士之道路上；
4.2.5.1.3.2.1. The test shall be executed at least:	4.2.5.1.3.2.1. The test shall be executed at least:	13.4.2.5.1.3.2.1 試驗應至少執行如下：	13.4.2.5.1.3.2.1 試驗應至少執行如下：
(a) On a road with oncoming or overtaking traffic in the target lane;	(a) On a road with oncoming or overtaking traffic in the target lane;	(a) 於目標車道內具備迎面而來或超車之車流的道路上；	(a) 於目標車道內具備迎面而來或超車之車流的道路上；
(b) With different road users approaching from the rear;	(b) With different road users approaching from the rear;	(b) 以從後方接近之不同道路使用者；	(b) 以從後方接近之不同道路使用者；
(c) With a vehicle driving beside in the adjacent lane preventing a lane change;	(c) With a vehicle driving beside in the adjacent lane preventing a lane change;	(c) 以相鄰車道內採防止變換車道方式行駛於側之車輛；	(c) 以相鄰車道內採防止變換車道方式行駛於側之車輛；
(d) In a scenario where the system reacts to another vehicle that starts changing into the same space within the target lane, to avoid a potential risk of collision.	(d) In a scenario where the system reacts to another vehicle that starts changing into the same space within the target lane, to avoid a potential risk of collision.	(d) 於系統對另一部開始變換至目標車道內相同空間之車輛進行反應，以避免潛在碰撞風險之情境下。	(d) 於系統對另一部開始變換至目標車道內相同空間之車輛進行反應，以避免潛在碰撞風險之情境下。
4.2.5.2. Ability to respond to another road user corresponding to the declared operating domains	4.2.5.2. Ability to respond to another road user corresponding to the declared operating domains	13.4.2.5.2 就對應至所宣告運作領域之另一道路使用者回應的能力	13.4.2.5.2 就對應至所宣告運作領域之另一道路使用者回應的能力

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
4.2.5.2.1. Stationary vehicle ahead on a straight section of road	4.2.5.2.1. Stationary vehicle ahead on a straight section of road	13.4.2.5.2.1 於道路直線部分上之前方靜態車輛	13.4.2.5.2.1 於道路直線部分上之前方靜態車輛
4.2.5.2.1.1. Base Test: The test shall confirm the declared response capability of the system for a stationary vehicle ahead on straight section of road.	4.2.5.2.1.1. Base Test: The test shall confirm the declared response capability of the system for a stationary vehicle ahead on straight section of road.	13.4.2.5.2.1.1 基礎試驗：應透過試驗確認所宣告系統對於道路直線部分上之前方靜態車輛的回應能力。	13.4.2.5.2.1.1 基礎試驗：應透過試驗確認所宣告系統對於道路直線部分上之前方靜態車輛的回應能力。
4.2.5.2.1.1.1. The VUT shall approach the stationary target in a straight line for at least 2 seconds prior to the functional part of the test with a VUT to target centreline offset of not more than 0.5 m.	4.2.5.2.1.1.1. The VUT shall approach the stationary target in a straight line for at least 2 seconds prior to the functional part of the test with a VUT to target centreline offset of not more than 0.5 m.	13.4.2.5.2.1.1.1 受測試車輛應以受測試車輛對目標之中心線偏置不超過零點五公尺下，於試驗之功能部分至少兩秒前，以直線接近靜態目標。	13.4.2.5.2.1.1.1 受測試車輛應以受測試車輛對目標之中心線偏置不超過零點五公尺下，於試驗之功能部分至少兩秒前，以直線接近靜態目標。
4.2.5.2.1.1.2. The functional part of the test shall begin with:	4.2.5.2.1.1.2. The functional part of the test shall begin with:	13.4.2.5.2.1.1.2 試驗之功能部分應開始如下：	13.4.2.5.2.1.1.2 試驗之功能部分應開始如下：
(a) The VUT travelling at the required test speed within the tolerances and within the lateral offset prescribed in this paragraph; and	(a) The VUT travelling at the required test speed within the tolerances and within the lateral offset prescribed in this paragraph; and	(a) 受測試車輛於前述側向偏置內，以及於容許誤差內之所需試驗速度下行駛；且	(a) 受測試車輛於前述側向偏置內，以及於容許誤差內之所需試驗速度下行駛；且
(b) A distance corresponding to a time of at least 4 seconds before the DCAS vehicle begins to react to the target.	(b) A distance corresponding to a time of at least 4 seconds before the DCAS vehicle begins to react to the target.	(b) 對應DCAS車輛開始對目標反應前至少四秒之時間的距離。	(b) 對應DCAS車輛開始對目標反應前至少四秒之時間的距離。
4.2.5.2.1.2. The tolerances shall be respected between the start of the functional part of the test and the system intervention.	4.2.5.2.1.2. The tolerances shall be respected between the start of the functional part of the test and the system intervention.	13.4.2.5.2.1.2 應於試驗之功能部分開始及系統介入間遵循容許誤差。	13.4.2.5.2.1.2 應於試驗之功能部分開始及系統介入間遵循容許誤差。
(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)
4.2.5.2.1.3. Extended Testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a stationary vehicle ahead on straight section of road.	4.2.5.2.1.3. Extended Testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a stationary vehicle ahead on straight section of road.	13.4.2.5.2.1.3 延伸試驗：應透過試驗顯示系統不會就道路直線部分上之前方靜態車輛，無理地改變控制策略。	13.4.2.5.2.1.3 延伸試驗：應透過試驗顯示系統不會就道路直線部分上之前方靜態車輛，無理地改變控制策略。
4.2.5.2.1.3.1. The test shall be executed at least with:	4.2.5.2.1.3.1. The test shall be executed at least with:	13.4.2.5.2.1.3.1 試驗應至少執行如下：	13.4.2.5.2.1.3.1 試驗應至少執行如下：
(a) A stationary vehicle of a different type or	(a) A stationary vehicle of a different type or	(a) 一部不同類型或類別之靜態車	(a) 一部不同類型或類別之靜態車輛；

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
category;	category;	輛；	
(b) A stationary vehicle positioned at a larger offset to the VUT's centreline;	(b) A stationary vehicle positioned at a larger offset to the VUT's centreline;	(b) 一部就受測試車輛之中心線而言，以較大偏置進行定位之靜態車輛；	(b) 一部就受測試車輛之中心線而言，以較大偏置進行定位之靜態車輛；
(c) A stationary vehicle facing towards the VUT for systems that are able to operate in non-highway conditions.	(c) A stationary vehicle facing towards the VUT for systems that are able to operate in non-highway conditions.	(c) 對於能夠於非高／快速公路條件下運作之系統，一部面朝受測試車輛之靜態車輛。	(c) 對於能夠於非高／快速公路條件下運作之系統，一部面朝受測試車輛之靜態車輛。
4.2.5.2.2. Stationary vehicle ahead on a curved section of road	4.2.5.2.2. Stationary vehicle ahead on a curved section of road	13.4.2.5.2.2 於道路彎曲部分上之前方靜態車輛	13.4.2.5.2.2 於道路彎曲部分上之前方靜態車輛
4.2.5.2.2.1. Base Test: The test shall confirm the declared response capability of the system for a stationary vehicle ahead on curved section of road.	4.2.5.2.2.1. Base Test: The test shall confirm the declared response capability of the system for a stationary vehicle ahead on curved section of road.	13.4.2.5.2.2.1 基礎試驗：應透過試驗確認所宣告系統對於道路彎道部分上之前方靜態車輛的回應能力。	13.4.2.5.2.2.1 基礎試驗：應透過試驗確認所宣告系統對於道路彎道部分上之前方靜態車輛的回應能力。
4.2.5.2.2.1.1. The target shall be positioned within a 0.5 m offset between the centreline of the target vehicle and the centreline of the lane around the bend (1st turn defined in 4.2.4.1. of this Annex) so that the rear corner is touching the extrapolated lane line if the straight were to continue.	4.2.5.2.2.1.1. The target shall be positioned within a 0.5 m offset between the centreline of the target vehicle and the centreline of the lane around the bend (1st turn defined in 4.2.4.1. of this Annex) so that the rear corner is touching the extrapolated lane line if the straight were to continue.	13.4.2.5.2.2.1.1 目標於目標車輛中心線以及彎曲週遭車道中心線（規定13.4.2.4.1定義之第一次轉向）間，應於零點五公尺偏置內進行定位，以於直線延續時，使後方角落接觸外推車道線。	13.4.2.5.2.2.1.1 目標於目標車輛中心線以及彎曲週遭車道中心線（規定13.4.2.4.1定義之第一次轉向）間，應於零點五公尺偏置內進行定位，以於直線延續時，使後方角落接觸外推車道線。
4.2.5.2.2.1.2. The VUT vehicle shall be driven along the straight section of the fully marked lane at a constant speed with the system on for enough time for the lateral control to take up a constant position within the lane, prior to the start of the curved section of road.	4.2.5.2.2.1.2. The VUT vehicle shall be driven along the straight section of the fully marked lane at a constant speed with the system on for enough time for the lateral control to take up a constant position within the lane, prior to the start of the curved section of road.	13.4.2.5.2.2.1.2 受測試車輛應於道路彎曲部分開始前，於系統開啟使側向控制具備充足時間以將車輛移至車道內一恆定位置下，沿著具備完整標線之車道的直線區域行駛。	13.4.2.5.2.2.1.2 受測試車輛應於道路彎曲部分開始前，於系統開啟使側向控制具備充足時間以將車輛移至車道內一恆定位置下，沿著具備完整標線之車道的直線區域行駛。
(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)
4.2.5.2.2.2. Extended Testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a stationary vehicle ahead on curved section of road.	4.2.5.2.2.2. Extended Testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a stationary vehicle ahead on curved section of road.	13.4.2.5.2.2.2 延伸試驗：應透過試驗顯示系統不會就道路彎曲部分上之前方靜態車輛，無理地改變控制策略。	13.4.2.5.2.2.2 延伸試驗：應透過試驗顯示系統不會就道路彎曲部分上之前方靜態車輛，無理地改變控制策略。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
4.2.5.2.2.2.1. The test shall be executed at least with: (a) A stationary vehicle of a different type or category; (b) A stationary vehicle positioned with a larger offset from the centre position of the lane; (c) An angle of a stationary vehicle to the centreline of the lane; (d) A stationary vehicle facing towards the VUT depending for systems capable of operating in non-highway conditions.	4.2.5.2.2.2.1. The test shall be executed at least with: (a) A stationary vehicle of a different type or category; (b) A stationary vehicle positioned with a larger offset from the centre position of the lane; (c) An angle of a stationary vehicle to the centreline of the lane; (d) A stationary vehicle facing towards the VUT depending for systems capable of operating in non-highway conditions.	13.4.2.5.2.2.2.1 試驗應至少執行如下： (a) 一部不同類型或類別之靜態車輛； (b) 一部自道路之中心線以較大偏置進行定位之靜態車輛； (c) 一個靜態車輛對車道中心線之角度； (d) 對於能夠於非高／快速公路條件下運作之系統，一部面朝受測試車輛之靜態車輛。	13.4.2.5.2.2.2.1 試驗應至少執行如下： (a) 一部不同類型或類別之靜態車輛； (b) 一部自道路之中心線以較大偏置進行定位之靜態車輛； (c) 一個靜態車輛對車道中心線之角度； (d)對於能夠於非高速公路條件下運作之系統，一部面朝受測試車輛之靜態車輛。
4.2.5.2.3. Slower moving vehicle ahead on a straight section of road	4.2.5.2.3. Slower moving vehicle ahead on a straight section of road	13.4.2.5.2.3 於道路直線部分上之前方緩慢移動車輛	13.4.2.5.2.3 於道路直線部分上之前方緩慢移動車輛
4.2.5.2.3.1. Base Test: The test shall confirm the declared response capability of the system for a slower moving vehicle ahead on a straight section of road.	4.2.5.2.3.1. Base Test: The test shall confirm the declared response capability of the system for a slower moving vehicle ahead on a straight section of road.	13.4.2.5.2.3.1 基礎試驗：應透過試驗確認所宣告系統對於道路直線部分上之前方緩慢移動車輛的回應能力。	13.4.2.5.2.3.1 基礎試驗：應透過試驗確認所宣告系統對於道路直線部分上之前方緩慢移動車輛的回應能力。
4.2.5.2.3.1.1. The VUT and the target shall travel in a straight line, in the same direction, for at least two seconds prior to the functional part of the test with a VUT to target centreline offset of not more than 0.5 m.	4.2.5.2.3.1.1. The VUT and the target shall travel in a straight line, in the same direction, for at least two seconds prior to the functional part of the test with a VUT to target centreline offset of not more than 0.5 m.	13.4.2.5.2.3.1.1 受測試車輛及目標應以受測試車輛對目標之中心線偏置不超過零點五公尺下，於試驗之功能部分至少兩秒前，沿著同方向以直線行駛。	13.4.2.5.2.3.1.1 受測試車輛及目標應以受測試車輛對目標之中心線偏置不超過零點五公尺下，於試驗之功能部分至少兩秒前，沿著同方向以直線行駛。
4.2.5.2.3.1.2. The tests shall be conducted with a slower moving vehicle target travelling 50 km/h slower than the VUT. (圖片如頁末所示)	4.2.5.2.3.1.2. The tests shall be conducted with a slower moving vehicle target travelling 50 km/h slower than the VUT. (圖片如頁末所示)	13.4.2.5.2.3.1.2 試驗應以一部緩慢移動車輛目標以慢於受測試車輛至少五十公里／小時之速度下行駛執行。 (圖片如頁末所示)	13.4.2.5.2.3.1.2 試驗應以一部緩慢移動車輛目標以慢於受測試車輛至少五十公里／小時之速度下行駛執行。 (圖片如頁末所示)
4.2.5.2.3.2. Extended Testing: The test shall demonstrate that the system is not unreasonably changing the control strategy	4.2.5.2.3.2. Extended Testing: The test shall demonstrate that the system is not unreasonably changing the control strategy	13.4.2.5.2.3.2 延伸試驗：應透過試驗顯示系統不會就道路直線部分上之前方緩慢移動車輛，無理地改變控	13.4.2.5.2.3.2 延伸試驗：應透過試驗顯示系統不會就道路直線部分上之前方緩慢移動車輛，無理地改變控

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
for a slower moving vehicle ahead on straight section of road. 4.2.5.2.3.2.1. The test shall be executed at least: (a) A slower moving vehicle of a different type or category; (b) A slower moving vehicle positioned at a larger offset to the VUT's centreline; (c) A slower moving vehicle with a larger speed difference to the VUT's speed. 4.2.5.2.4. Decelerating of a lead vehicle 4.2.5.2.4.1.Base Test: The test shall confirm the declared response capability of the system for a decelerating vehicle on a straight section of road. 4.2.5.2.4.1.1. The VUT and the target shall travel in a straight line with 50 km/h speed, in the same direction, with the VUT following the target with a steady state following time gap maintained by the system, for at least two seconds prior to the functional part of the test, with a VUT to target centreline offset of not more than 0.5 m. (圖片如頁末所示) 4.2.5.2.4.1.2. The tests shall be conducted with a vehicle target decelerating up to 4 m/s^2. 4.2.5.2.4.2.Extended Testing: The test shall demonstrate that the system is not unreasonably changing the control	for a slower moving vehicle ahead on straight section of road. 4.2.5.2.3.2.1. The test shall be executed at least: (a) A slower moving vehicle of a different type or category; (b) A slower moving vehicle positioned at a larger offset to the VUT's centreline; (c) A slower moving vehicle with a larger speed difference to the VUT's speed. 4.2.5.2.4. (Reserved)	制策略。 13.4.2.5.2.3.2.1 試驗應至少執行如下： (a) 一部不同類型或類別之緩慢移動車輛； (b) 一部就受測試車輛之中心線而言，以較大偏置進行定位之緩慢移動車輛； (c) 一部與受測試車輛之速度相較，速度差距較大之緩慢移動車輛； 13.4.2.5.2.4 前導車輛之減速 13.4.2.5.2.4.1 基礎試驗：應透過試驗確認所宣告系統對於道路直線部分上之前方減速中車輛的回應能力。 13.4.2.5.2.4.1.1 受測試車輛及目標應以受測試車輛對目標之中心線偏置不超過零點五公尺下，於試驗之功能部分至少兩秒前，於受測試車輛以隨系統所維持時間間距之穩定狀態跟隨目標，就相同方向以五十公里／小時之速度直線行駛。 (圖片如頁末所示) 13.4.2.5.2.4.1.2 試驗應以一部車輛目標就減速度最高至四公尺／秒平方下執行。 13.4.2.5.2.4.2 延伸試驗：應透過試驗顯示系統不會就道路直線部分上之減速中車輛，無理地改變控制策略。	制策略。 13.4.2.5.2.3.2.1 試驗應至少執行如下： (a) 一部不同類型或類別之緩慢移動車輛； (b) 一部就受測試車輛之中心線而言，以較大偏置進行定位之緩慢移動車輛； (c) 一部與受測試車輛之速度相較，速度差距較大之緩慢移動車輛； 13.4.2.5.4 （保留）

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
strategy for a decelerating vehicle on a straight section of road. 4.2.5.2.4.2.1. The test shall be executed at least with: (a) A decelerating vehicle of a different type or category; (b) A decelerating vehicle positioned at a larger offset to the VUT's centreline; (c) A decelerating vehicle with a larger deceleration; (d) Different VUT and target speeds.		13.4.2.5.2.4.2.1 試驗應至少執行如下： (a) 一部不同類型或類別之減速中車輛； (b) 一部自道路之中心線以較大偏置進行定位之減速中車輛； (c) 一部具備較大減速度之減速中車輛； (d) 不同之受測試車輛及目標速度。	
4.2.5.2.5. Cut-out of lead vehicle	4.2.5.2.5. Cut-out of lead vehicle	13.4.2.5.2.5 前導車輛之切出	13.4.2.5.2.5 前導車輛之切出
4.2.5.2.5.1. Base Test: The test shall confirm the declared response capability of the system for a cut-out of the lead M1 category vehicle.	4.2.5.2.5.1. Base Test: The test shall confirm the declared response capability of the system for a cut-out of the lead M1 category vehicle.	13.4.2.5.2.5.1 基礎試驗：應透過試驗確認所宣告系統對於前導M1類車輛切出之回應能力。	13.4.2.5.2.5.1 基礎試驗：應透過試驗確認所宣告系統對於前導M1類車輛切出之回應能力。
4.2.5.2.5.1.1. The vehicle cutting out shall perform a full lane change (e.g., 3.5 m lateral displacement) into the adjacent lane to avoid the stationary vehicle target, with the measurement behind the stationary vehicle target indicating that start of the lane change, and the measurement in front of the stationary vehicle target indicating the end of the lane change.	4.2.5.2.5.1.1. The vehicle cutting out shall perform a full lane change (e.g., 3.5 m lateral displacement) into the adjacent lane to avoid the stationary vehicle target, with the measurement behind the stationary vehicle target indicating that start of the lane change, and the measurement in front of the stationary vehicle target indicating the end of the lane change.	13.4.2.5.2.5.1.1 於靜態車輛目標後方之量測指示變換車道開始，以及於靜態車輛目標前方之量測指示變換車道結束下，切出之車輛應執行一次完整之變換車道（例如：三點五公尺之側向位移）至相鄰車道內以迴避靜態車輛目標。	13.4.2.5.2.5.1.1 於靜態車輛目標後方之量測指示變換車道開始，以及於靜態車輛目標前方之量測指示變換車道結束下，切出之車輛應執行一次完整之變換車道（例如：三點五公尺之側向位移）至相鄰車道內以迴避靜態車輛目標。
4.2.5.2.5.1.2. The indicated TTC is defined as the TTC of the lead vehicle to the target when the lead vehicle will start the lane change. Indicators are not to be used by the lead vehicle during the manoeuvre.	4.2.5.2.5.1.2. The indicated TTC is defined as the TTC of the lead vehicle to the target when the lead vehicle will start the lane change. Indicators are not to be used by the lead vehicle during the manoeuvre.	13.4.2.5.2.5.1.2 所指示之TTC係定義於前導車輛將開始變換車道時，前導車輛對目標之TTC。於操作期間將不由前導車輛使用指示器。	13.4.2.5.2.5.1.2 所指示之TTC係定義於前導車輛將開始變換車道時，前導車輛對目標之TTC。於操作期間將不由前導車輛使用指示器。
4.2.5.2.5.1.3. The cutting out vehicle shall not deviate from its defined path by more than	4.2.5.2.5.1.3. The cutting out vehicle shall not deviate from its defined path by more than	13.4.2.5.2.5.1.3 切出車輛不應從其已定義之路徑偏離超過正／負零點	13.4.2.5.2.5.1.3 切出車輛不應從其已定義之路徑偏離超過正／負零點二

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
±0.2 m. (表格如頁末所示) (圖片如頁末所示)	±0.2 m. (表格如頁末所示) (圖片如頁末所示)	二公尺。 (表格如頁末所示) (圖片如頁末所示)	公尺。 (表格如頁末所示) (圖片如頁末所示)
4.2.5.2.5.2. Extended Testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a cut-out of the lead vehicle.	4.2.5.2.5.2. Extended Testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a cut-out of the lead vehicle.	13.4.2.5.2.5.2 延伸試驗：應透過試驗顯示系統不會就前導車輛之切出，無理地改變控制策略。	13.4.2.5.2.5.2 延伸試驗：應透過試驗顯示系統不會就前導車輛之切出，無理地改變控制策略。
4.2.5.2.5.2.1. The test shall be executed at least with:	4.2.5.2.5.2.1. The test shall be executed at least with:	13.4.2.5.2.5.2.1 試驗應至少執行如下：	13.4.2.5.2.5.2.1 試驗應至少執行如下：
(a) A stationary vehicle target of a different type or category;	(a) A stationary vehicle target of a different type or category;	(a) 一部不同類型或類別之靜態車輛目標；	(a) 一部不同類型或類別之靜態車輛目標；
(b) The cut-out occurring at less than 3 s TTC of the lead vehicle;	(b) The cut-out occurring at less than 3 s TTC of the lead vehicle;	(b) 以與前導車輛少於三秒之TTC發生之切出；	(b) 以與前導車輛少於三秒之TTC發生之切出；
(c) Different speeds of the VUT and lead vehicle;	(c) Different speeds of the VUT and lead vehicle;	(c) 受測試車輛及前導車輛之不同速度；	(c) 受測試車輛及前導車輛之不同速度；
(d) Different lateral acceleration of the lead vehicle.	(d) Different lateral acceleration of the lead vehicle.	(d) 前導車輛之不同側向加速度。	(d) 前導車輛之不同側向加速度。
4.2.5.2.6. Cut-in of vehicle from adjacent lane	4.2.5.2.6. Cut-in of vehicle from adjacent lane	13.4.2.5.2.6 自相鄰車道切入之車輛	13.4.2.5.2.6 自相鄰車道切入之車輛
4.2.5.2.6.1. Base Test: The test shall confirm the declared response capability of the system for a cut-in of the vehicle from adjacent lane.	4.2.5.2.6.1. Base Test: The test shall confirm the declared response capability of the system for a cut-in of the vehicle from adjacent lane.	13.4.2.5.2.6.1 基礎試驗：應透過試驗確認所宣告系統對於自相鄰車道切入之車輛的回應能力。	13.4.2.5.2.6.1 基礎試驗：應透過試驗確認所宣告系統對於自相鄰車道切入之車輛的回應能力。
4.2.5.2.6.1.1. The vehicle target on the adjacent lane shall perform a full lane change (e.g., 3.5 m lateral displacement) into the lane of the VUT.	4.2.5.2.6.1.1. The vehicle target on the adjacent lane shall perform a full lane change (e.g., 3.5 m lateral displacement) into the lane of the VUT.	13.4.2.5.2.6.1.1 於相鄰車道上之車輛目標應執行一次完整之變換車道（例如：三點五公尺之側向位移）至受測試車輛之車道。	13.4.2.5.2.6.1.1 於相鄰車道上之車輛目標應執行一次完整之變換車道（例如：三點五公尺之側向位移）至受測試車輛之車道。
4.2.5.2.6.1.2. The indicated TTC is defined as the TTC at the point in time that the target has finished the lane change manoeuvre, where the rear centre of the vehicle target is in the middle of the VUT’s driving lane.	4.2.5.2.6.1.2. The indicated TTC is defined as the TTC at the point in time that the target has finished the lane change manoeuvre, where the rear centre of the vehicle target is in the middle of the VUT’s driving lane.	13.4.2.5.2.6.1.2 所指示之TTC係定義於目標已完成變換車道操作當下之TTC，其中車輛目標後方中心係位於受測試車輛所行駛車道之中央。	13.4.2.5.2.6.1.2 所指示之TTC係定義於目標已完成變換車道操作當下之TTC，其中車輛目標後方中心係位於受測試車輛所行駛車道之中央。
4.2.5.2.6.1.3. The cutting in vehicle shall not	4.2.5.2.6.1.3. The cutting in vehicle shall not	13.4.2.5.2.6.1.3 切入車輛不應從其	13.4.2.5.2.6.1.3 切入車輛不應從其已

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
deviate from its defined path by more than ±0.2 m.	deviate from its defined path by more than ±0.2 m.	已定義之路徑偏離超過正／負零點二公尺。	定義之路徑偏離超過正／負零點二公尺。
(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)
(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)
4.2.5.2.6.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a cut-in of vehicle from adjacent lane.	4.2.5.2.6.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a cut-in of vehicle from adjacent lane.	13.4.2.5.2.6.2 延伸試驗：應透過試驗顯示系統不會就相鄰車道切入之車輛，無理地改變控制策略。	13.4.2.5.2.6.2 延伸試驗：應透過試驗顯示系統不會就相鄰車道切入之車輛，無理地改變控制策略。
4.2.5.2.6.2.1. The test shall be executed at least with:	4.2.5.2.6.2.1. The test shall be executed at least with:	13.4.2.5.2.6.2.1 試驗應至少執行如下：	13.4.2.5.2.6.2.1 試驗應至少執行如下：
(a) A cutting g-in vehicle of a different type or category;	(a) A cutting g-in vehicle of a different type or category;	(a) 一部不同類型或類別之切入車輛；	(a) 一部不同類型或類別之切入車輛；
(b) The cut-in occurring at a different TTC value;	(b) The cut-in occurring at a different TTC value;	(b) 以不同TTC值發生之切入；	(b) 以不同TTC值發生之切入；
(c) Different speeds of the VUT and target;	(c) Different speeds of the VUT and target;	(c) 受測試車輛及目標之不同速度；	(c) 受測試車輛及目標之不同速度；
(d) Different lateral acceleration of the target.	(d) Different lateral acceleration of the target.	(d) 目標之不同側向加速度。	(d) 目標之不同側向加速度。
4.2.5.2.7. Stationary pedestrian ahead in lane	4.2.5.2.7. Stationary pedestrian ahead in lane	13.4.2.5.2.7 車道內前方靜態行人	13.4.2.5.2.7 車道內前方靜態行人
4.2.5.2.7.1. Base Test: The test shall confirm the declared response capability of the system for a stationary pedestrian.	4.2.5.2.7.1. Base Test: The test shall confirm the declared response capability of the system for a stationary pedestrian.	13.4.2.5.2.7.1 基礎試驗：應透過試驗確認所宣告系統對於車道內前方靜態行人的回應能力。	13.4.2.5.2.7.1 基礎試驗：應透過試驗確認所宣告系統對於車道內前方靜態行人的回應能力。
4.2.5.2.7.1.1. The pedestrian target shall be positioned within the driving path of the VUT facing away from the VUT.	4.2.5.2.7.1.1. The pedestrian target shall be positioned within the driving path of the VUT facing away from the VUT.	13.4.2.5.2.7.1.1 行人目標應背對受測試車輛定位於受測試車輛之行駛路徑內。	13.4.2.5.2.7.1.1 行人目標應背對受測試車輛定位於受測試車輛之行駛路徑內。
4.2.5.2.7.1.2. The VUT shall approach the impact point with the pedestrian target in a straight line for at least two seconds prior to the functional part of the test.	4.2.5.2.7.1.2. The VUT shall approach the impact point with the pedestrian target in a straight line for at least two seconds prior to the functional part of the test.	13.4.2.5.2.7.1.2 受測試車輛應於試驗之功能部份至少兩秒前，以直線接近與行人目標之衝擊點。	13.4.2.5.2.7.1.2 受測試車輛應於試驗之功能部份至少兩秒前，以直線接近與行人目標之衝擊點。
(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)
4.2.5.2.7.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a stationary pedestrian.	4.2.5.2.7.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a stationary pedestrian.	13.4.2.5.2.7.2 延伸試驗：應透過試驗顯示系統不會就靜態行人，無理地改變控制策略。	13.4.2.5.2.7.2 延伸試驗：應透過試驗顯示系統不會就靜態行人，無理地改變控制策略。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
4.2.5.2.7.2.1. The test shall be executed at least with:	4.2.5.2.7.2.1. The test shall be executed at least with:	13.4.2.5.2.7.2.1 試驗應至少執行如下：	13.4.2.5.2.7.2.1 試驗應至少執行如下：
(a) A pedestrian target positioned within the lane, but outside of the driving path of the VUT;	(a) A pedestrian target positioned within the lane, but outside of the driving path of the VUT;	(a) 一個行人目標定位於車道內，惟位於受測試車輛的行駛路徑之外；	(a) 一個行人目標定位於車道內，惟位於受測試車輛的行駛路徑之外；
(b) A pedestrian target positioned facing in a different direction;	(b) A pedestrian target positioned facing in a different direction;	(b) 一個面對不同方向定位之行人目標；	(b) 一個面對不同方向定位之行人目標；
(c) A pedestrian target of a different size;	(c) A pedestrian target of a different size;	(c) 一個不同尺寸之行人目標；	(c) 一個不同尺寸之行人目標；
(d) A different speed of the VUT.	(d) A different speed of the VUT.	(d) 受測試車輛之不同速度。	(d) 受測試車輛之不同速度。
4.2.5.2.8. Stationary bicycle target ahead in lane	4.2.5.2.8. Stationary bicycle target ahead in lane	13.4.2.5.2.8 車道內前方靜態自行車目標	13.4.2.5.2.8 車道內前方靜態自行車目標
4.2.5.2.8.1. Base Test: The test shall confirm the declared response capability of the system for a stationary target and any lateral movement navigating around the target, if applicable.	4.2.5.2.8.1. Base Test: The test shall confirm the declared response capability of the system for a stationary target and any lateral movement navigating around the target, if applicable.	13.4.2.5.2.8.1 基礎試驗：應透過試驗確認所宣告系統對於靜態目標，以及依照實際狀況，於目標周遭引導之任意側向移動的回應能力。	13.4.2.5.2.8.1 基礎試驗：應透過試驗確認所宣告系統對於靜態目標，以及依照實際狀況，於目標周遭引導之任意側向移動的回應能力。
4.2.5.2.8.1.1. The bicycle target shall be positioned within the driving path of the VUT facing away from the subject vehicle.	4.2.5.2.8.1.1. The bicycle target shall be positioned within the driving path of the VUT facing away from the subject vehicle.	13.4.2.5.2.8.1.1 自行車目標應背對受測試車輛定位於受測試車輛之行駛路徑內。	13.4.2.5.2.8.1.1 自行車目標應背對受測試車輛定位於受測試車輛之行駛路徑內。
4.2.5.2.8.1.2. The VUT shall approach the impact point with the bicycle target in a straight line for at least two seconds prior to the functional part of the test.	4.2.5.2.8.1.2. The VUT shall approach the impact point with the cyclist target in a straight line for at least two seconds prior to the functional part of the test.	13.4.2.5.2.8.1.2 受測試車輛應於試驗之功能部份至少兩秒前，以直線接近與自行車目標之衝擊點。	13.4.2.5.2.8.1.2 受測試車輛應於試驗之功能部份至少兩秒前，以直線接近與自行車騎士目標之衝擊點。
(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)
4.2.5.2.8.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a stationary bicycle.	4.2.5.2.8.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a stationary bicycle.	13.4.2.5.2.8.2 延伸試驗：應透過試驗顯示系統不會就靜態自行車，無理地改變控制策略。	13.4.2.5.2.8.2 延伸試驗：應透過試驗顯示系統不會就靜態自行車，無理地改變控制策略。
4.2.5.2.8.2.1. The test shall be executed at least with:	4.2.5.2.8.2.1. The test shall be executed at least with:	13.4.2.5.2.8.2.1 試驗應至少執行如下：	13.4.2.5.2.8.2.1 試驗應至少執行如下：
(a) A bicycle target positioned with different offsets up to the target being outside of the	(a) A bicycle target positioned with different offsets up to the target being outside of the	(a) 一個以最高至位於受測試車輛行駛路徑外側之不同偏置的自行車目	(a) 一個以最高至位於受測試車輛行駛路徑外側之不同偏置的自行車目

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
driving path of the VUT; (b) A bicycle target positioned facing in a different direction; (c) A different speed of the VUT; (d) A bicycle target facing towards the subject vehicle. 4.2.5.2.9. Pedestrian target crossing into the path of the VUT 4.2.5.2.9.1. Base Test: The test shall confirm the declared response capability of the system for a crossing pedestrian target. 4.2.5.2.9.1.1. The functional part of the test shall start with: (a) The VUT travelling at the required test speed within the tolerances and within the lateral offset prescribed in this paragraph, and (b) A distance corresponding to a TTC of at least 4 seconds from the target. 4.2.5.2.9.1.2. The tolerances shall be respected between the start of the functional part of the test and the system intervention. 4.2.5.2.9.1.3. The pedestrian target shall travel in a straight line perpendicular to the VUT's direction of travel at a constant speed of 5 km/h +0/-0.4 km/h, starting not before the functional part of the test has started. The pedestrian target's positioning shall be coordinated with the VUT in such a way that the impact point of the pedestrian target on the front of the VUT is on the longitudinal centreline of the VUT with a tolerance of not	driving path of the VUT; (b) A bicycle target positioned facing in a different direction; (c) A different speed of the VUT; (d) A bicycle target facing towards the subject vehicle. 4.2.5.2.9. Pedestrian target crossing into the path of the VUT 4.2.5.2.9.1. Base Test: The test shall confirm the declared response capability of the system for a crossing pedestrian target. 4.2.5.2.9.1.1. The functional part of the test shall start with: (a) The VUT travelling at the required test speed within the tolerances and within the lateral offset prescribed in this paragraph, and (b) A distance corresponding to a TTC of at least 4 seconds from the target. 4.2.5.2.9.1.2. The tolerances shall be respected between the start of the functional part of the test and the system intervention. 4.2.5.2.9.1.3. The pedestrian target shall travel in a straight line perpendicular to the VUT's direction of travel at a constant speed of 5 km/h +0/-0.4 km/h, starting not before the functional part of the test has started. The pedestrian target's positioning shall be coordinated with the VUT in such a way that the impact point of the pedestrian target on the front of the VUT is on the longitudinal centreline of the VUT with a tolerance of not	標； (b) 一個面對不同方式定位之自行車目標； (c) 受測試車輛之不同速度； (d) 面朝受測試車輛之自行車目標。 13.4.2.5.2.9 穿越進入受測試車輛路徑之行人目標 13.4.2.5.2.9.1 基礎試驗：應透過試驗確認所宣告系統對於正在穿越道路之行人目標的回應能力。 13.4.2.5.2.9.1.1 試驗之功能部分應開始如下： (a) 受測試車輛於本節所述容許誤差內之所需試驗速度行駛，以及於前述側向偏置內，且 (b) 自目標起計至少四秒之TTC所對應之距離。 13.4.2.5.2.9.1.2 應於試驗之功能部分開始至系統介入之間遵循容許誤差。 13.4.2.5.2.9.1.3 行人目標應以垂直於受測試車輛之行駛方向，以五正零／負零點四公里／小時之定速直線行進，且不於試驗之功能部分已經開始前開始。若受測試車輛將於整個試驗之功能部份期間維持前述試驗速度且不得煞車下，行人目標之定位應與受測試車輛以位於車輛前方之行人目標的衝擊點，係以容許誤差不超過零點二公尺下位於受	標； (b) 一個面對不同方式定位之自行車目標； (c) 受測試車輛之不同速度； (d) 面朝受測試車輛之自行車目標。 13.4.2.5.2.9 穿越進入受測試車輛路徑之行人目標 13.4.2.5.2.9.1 基礎試驗：應透過試驗確認所宣告系統對於正在穿越道路之行人目標的回應能力。 13.4.2.5.2.9.1.1 試驗之功能部分應開始如下： (a) 受測試車輛於本節所述容許誤差內之所需試驗速度行駛，以及於前述側向偏置內，且 (b) 自目標起計至少四秒之TTC所對應之距離。 13.4.2.5.2.9.1.2 應於試驗之功能部分開始至系統介入之間遵循容許誤差。 13.4.2.5.2.9.1.3 行人目標應以垂直於受測試車輛之行駛方向，以五正零／負零點四公里／小時之定速直線行進，且不於試驗之功能部分已經開始前開始。若受測試車輛將於整個試驗之功能部份期間維持前述試驗速度且不得煞車下，行人目標之定位應與受測試車輛以位於車輛前方之行人目標的衝擊點，係以容許誤差不超過零點二公尺下位於受測

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
more than 0.2 m, if the VUT would remain at the prescribed test speed throughout the functional part of the test and does not brake. (圖片如頁末所示)	more than 0.2 m, if the VUT would remain at the prescribed test speed throughout the functional part of the test and does not brake. (圖片如頁末所示)	測試車輛之縱向中心線上之方式進行協調。 (圖片如頁末所示)	試車輛之縱向中心線上之方式進行協調。 (圖片如頁末所示)
4.2.5.2.9.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a crossing pedestrian target.	4.2.5.2.9.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a crossing pedestrian target.	13.4.2.5.2.9.2 延伸試驗：應透過試驗顯示系統不會就正在穿越道路之行人目標，無理地改變控制策略。	13.4.2.5.2.9.2 延伸試驗：應透過試驗顯示系統不會就正在穿越道路之行人目標，無理地改變控制策略。
4.2.5.2.9.2.1. The test shall be executed at least:	4.2.5.2.9.2.1. The test shall be executed at least:	13.4.2.5.2.9.2.1 試驗應至少執行如下：	13.4.2.5.2.9.2.1 試驗應至少執行如下：
(a) A pedestrian target of a different size;	(a) A pedestrian target of a different size;	(a) 一個不同尺寸之行人目標；	(a) 一個不同尺寸之行人目標；
(b) A pedestrian target moving at a different, but constant speed;	(b) A pedestrian target moving at a different, but constant speed;	(b) 一個以不同速度惟仍定速移動之行人目標；	(b) 一個以不同速度惟仍定速移動之行人目標；
(c) A different angle of the pedestrian target path to the VUT path.	(c) A different angle of the pedestrian target path to the VUT path.	(c) 一個行人目標路徑對受測試車輛路徑之不同角度；	(c) 一個行人目標路徑對受測試車輛路徑之不同角度；
4.2.5.2.10. Bicycle crossing into the path of the VUT	4.2.5.2.10. Bicycle crossing into the path of the VUT	13.4.2.5.2.10 穿越進入受測試車輛路徑之自行車	13.4.2.5.2.10 穿越進入受測試車輛路徑之自行車
4.2.5.2.10.1. Base Test: The test shall confirm the declared response capability of the system for a crossing bicycle target.	4.2.5.2.10.1. Base Test: The test shall confirm the declared response capability of the system for a crossing bicycle target.	13.4.2.5.2.10.1 基礎試驗：應透過試驗確認所宣告系統對於正在穿越道路之自行車目標的回應能力。	13.4.2.5.2.10.1 基礎試驗：應透過試驗確認所宣告系統對於正在穿越道路之自行車目標的回應能力。
4.2.5.2.10.1.1. The bicycle target shall travel in a straight line perpendicular to the VUT's direction of travel at a constant speed of 15 km/h +0/-1 km/h, starting not before the functional part of the test has started. During the acceleration phase of the bicycle target prior to the functional part of the test the bicycle target shall be obstructed. The bicycle target's positioning shall be coordinated with the VUT in such a way that the impact point of the bicycle target on the front of the VUT is on the longitudinal	4.2.5.2.10.1.1. The bicycle target shall travel in a straight line perpendicular to the VUT's direction of travel at a constant speed of 15 km/h +0/-1 km/h, starting not before the functional part of the test has started. During the acceleration phase of the bicycle target prior to the functional part of the test the bicycle target shall be obstructed. The bicycle target's positioning shall be coordinated with the VUT in such a way that the impact point of the bicycle target on the front of the VUT is on the longitudinal	13.4.2.5.2.10.1.1 自行車目標應以垂直於受測試車輛之行駛方向，以十五正零／負一公里／小時之定速直線行進，且不於試驗之功能部分已經開始前開始。於試驗之功能部分前的自行車目標加速階段期間，自行車目標應受到阻礙。若受測試車輛將於整個試驗之功能部份期間維持前述試驗速度且不得煞車下，自行車目標之定位應與受測試車輛以位於車輛前方之自行車目標的衝擊點，係以容許誤差不超過零點二公	13.4.2.5.2.10.1.1 自行車目標應以垂直於受測試車輛之行駛方向，以十五正零／負一公里／小時之定速直線行進，且不於試驗之功能部分已經開始前開始。於試驗之功能部分前的自行車目標加速階段期間，自行車目標應受到阻礙。若受測試車輛將於整個試驗之功能部份期間維持前述試驗速度且不得煞車下，自行車目標之定位應與受測試車輛以位於車輛前方之自行車目標的衝擊點，係以容許誤差不超過零點二公

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
centreline of the VUT with a tolerance of not more than 0.2 m, if the VUT would remain at the prescribed test speed throughout the functional part of the test and does not brake.	centreline of the VUT with a tolerance of not more than 0.2 m, if the VUT would remain at the prescribed test speed throughout the functional part of the test and does not brake.	尺下位於受測試車輛之縱向中心線上之方式進行協調。	尺下位於受測試車輛之縱向中心線上之方式進行協調。
(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)
4.2.5.2.10.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a crossing bicycle target.	4.2.5.2.10.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a crossing bicycle target.	13.4.2.5.2.10.2 延伸試驗：應透過試驗顯示系統不會就正在穿越道路之自行車目標，無理地改變控制策略。	13.4.2.5.2.10.2 延伸試驗：應透過試驗顯示系統不會就正在穿越道路之自行車目標，無理地改變控制策略。
4.2.5.2.10.2.1. The test shall be executed at least with:	4.2.5.2.10.2.1. The test shall be executed at least with:	13.4.2.5.2.10.2.1 試驗應至少執行如下：	13.4.2.5.2.10.2.1 試驗應至少執行如下：
(a) A bicycle target moving at a different but constant speed;	(a) A bicycle target moving at a different but constant speed;	(a) 一個以不同速度惟仍定速移動之自行車目標；	(a) 一個以不同速度惟仍定速移動之自行車目標；
(b) A different angle of the bicycle path to the subject vehicle path;	(b) A different angle of the bicycle path to the subject vehicle path;	(b) 一個自行車目標路徑對受測試車輛路徑之不同角度；	(b) 一個自行車目標路徑對受測試車輛路徑之不同角度；
(c) A different offset.	(c) A different offset.	(c) 一個不同之偏置。	(c) 一個不同之偏置。
4.2.5.2.11. Pedestrian target crossing into the path of the VUT in an intersection	4.2.5.2.11. Pedestrian target crossing into the path of the VUT in an intersection	13.4.2.5.2.11 於路口穿越受測試車輛之行駛路徑的行人目標	13.4.2.5.2.11 於路口穿越受測試車輛之行駛路徑的行人目標
4.2.5.2.11.1. Base Test: The test shall confirm the declared response capability of the system for a crossing pedestrian target in an intersection.	4.2.5.2.11.1. Base Test: The test shall confirm the declared response capability of the system for a crossing pedestrian target in an intersection.	13.4.2.5.2.11.1基礎試驗：應透過試驗確認所宣告系統對於路口中正在穿越道路之行人目標的回應能力。	13.4.2.5.2.11.1 基礎試驗：應透過試驗確認所宣告系統對於路口中正在穿越道路之行人目標的回應能力。
4.2.5.2.11.1.1. The functional part of the test shall start with:	4.2.5.2.11.1.1. The functional part of the test shall start with:	13.4.2.5.2.11.1.1 試驗之功能部分應開始如下：	13.4.2.5.2.11.1.1 試驗之功能部分應開始如下：
(a) The VUT travelling at the required test speed and within the lateral offset prescribed in this paragraph, and	(a) The VUT travelling at the required test speed and within the lateral offset prescribed in this paragraph, and	(a) 受測試車輛於本節所述之所需試驗速度行駛，以及於前述側向偏置內，且	(a) 受測試車輛於本節所述之所需試驗速度行駛，以及於前述側向偏置內，且
(b) A distance corresponding to a TTC of at least 4 seconds from the target.	(b) A distance corresponding to a TTC of at least 4 seconds from the target.	(b) 自目標起計至少四秒之TTC所對應之距離。	(b) 自目標起計至少四秒之TTC所對應之距離。
4.2.5.2.11.1.3. The tolerances shall be respected between the start of the functional part of the test and the system intervention.	4.2.5.2.11.1.3. The tolerances shall be respected between the start of the functional part of the test and the system intervention.	13.4.2.5.2.11.1.2 應於試驗之功能部分開始及系統介入之間遵循容許誤差。	13.4.2.5.2.11.1.2 應於試驗之功能部分開始及系統介入之間遵循容許誤差。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
4.2.5.2.11.1.4. The pedestrian target shall travel in a straight line at a constant speed of 5 km/h +0/-0.4 km/h, starting not before the functional part of the test has started. The pedestrian target's positioning shall be coordinated with the VUT in such a way that the impact point of the pedestrian target on the front of the VUT is on the longitudinal centreline of the VUT with a tolerance of not more than 0.2 m, if the VUT would remain at the prescribed test speed throughout the functional part of the test and does not brake.	4.2.5.2.11.1.4. The pedestrian target shall travel in a straight line at a constant speed of 5 km/h +0/-0.4 km/h, starting not before the functional part of the test has started. The pedestrian target's positioning shall be coordinated with the VUT in such a way that the impact point of the pedestrian target on the front of the VUT is on the longitudinal centreline of the VUT with a tolerance of not more than 0.2 m, if the VUT would remain at the prescribed test speed throughout the functional part of the test and does not brake.	13.4.2.5.2.11.1.3 行人目標應以五正零／負零點四公里／小時之定速直線行進，且不於試驗之功能部分已經開始前開始。若受測試車輛將於整個試驗之功能部份期間維持前述試驗速度且不得煞車下，行人目標之定位應與受測試車輛以位於車輛前方之行人目標的衝擊點，係以容許誤差不超過零點二公尺下位於受測試車輛之縱向中心線上之方式進行協調。	13.4.2.5.2.11.1.3 行人目標應以五正零／負零點四公里／小時之定速直線行進，且不於試驗之功能部分已經開始前開始。若受測試車輛將於整個試驗之功能部份期間維持前述試驗速度且不得煞車下，行人目標之定位應與受測試車輛以位於車輛前方之行人目標的衝擊點，係以容許誤差不超過零點二公尺下位於受測試車輛之縱向中心線上之方式進行協調。
4.2.5.2.11.1.5. The test run shall be executed with the pedestrian target moving parallel to the near side from the VUT according to the diagram below.	4.2.5.2.11.1.5. The test run shall be executed with the pedestrian target moving parallel to the near side from the VUT according to the diagram below.	13.4.2.5.2.11.1.4 試驗行程應依照下圖以行人目標平行於受測試車輛之接近測移動執行。	13.4.2.5.2.11.1.4 試驗行程應依照下圖以行人目標平行於受測試車輛之接近測移動執行。
(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)
4.2.5.2.11.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a crossing pedestrian target in an intersection. Up to four different scenarios shall be executed far and near side with the pedestrian target moving at both sides of the road.	4.2.5.2.11.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a crossing pedestrian target in an intersection. Up to four different scenarios shall be executed far and near side with the pedestrian target moving at both sides of the road.	13.4.2.5.2.11.2延伸試驗：應透過試驗顯示系統不會就正在穿越道路路口之行人目標，無理地改變控制策略。應以於道路兩側移動之行人目標就遠離側及接近測執行至多四個不同情境。	13.4.2.5.2.11.2 延伸試驗：應透過試驗顯示系統不會就正在穿越道路路口之行人目標，無理地改變控制策略。應以於道路兩側移動之行人目標就遠離側及接近測執行至多四個不同情境。
4.2.5.2.11.2.1. The test shall be executed at least with:	4.2.5.2.11.2.1. The test shall be executed at least with:	13.4.2.5.2.11.2.1 試驗應至少執行如下：	13.4.2.5.2.11.2.1 試驗應至少執行如下：
(a) A pedestrian target of a different size;	(a) A pedestrian target of a different size;	(a) 一個不同尺寸之行人目標；	(a) 一個不同尺寸之行人目標；
(b) A pedestrian target moving at a different but constant speed;	(b) A pedestrian target moving at a different but constant speed;	(b) 一個以不同速度惟仍定速移動之行人目標；	(b) 一個以不同速度惟仍定速移動之行人目標；
(c) A pedestrian target colliding with the vehicle at a different impact point or	(c) A pedestrian target colliding with the vehicle at a different impact point or	(c) 一個以不同衝擊點與車輛碰撞或迴避車輛之行人目標；	(c) 一個以不同衝擊點與車輛碰撞或迴避車輛之行人目標；

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
avoiding the vehicle; (d) A variation of the visibility conditions (e.g., night time), as appropriate to the declared system boundaries. 4.2.5.2.12. Bicycle target crossing into the path of the VUT in an intersection 4.2.5.2.12.1. Base Test: The test shall confirm the declared response capability of the system for a crossing bicycle target in an intersection. 4.2.5.2.12.1.1. The bicycle target shall travel in a straight line perpendicular to the VUT's direction of travel at a constant speed of 15 km/h +0/-1 km/h, starting not before the functional part of the test has started. During the acceleration phase of the bicycle target prior to the functional part of the test the bicycle target shall be obstructed. The bicycle target's positioning shall be coordinated with the VUT in such a way that the impact point of bicycle target on the front of the VUT is on the longitudinal centreline offset of not more than 0.2 m, if the VUT would remain at the prescribed test speed throughout the functional part of the test and does not brake. (圖片如頁末所示) 4.2.5.2.12.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a crossing bicycle target in an intersection.	avoiding the vehicle; (d) A variation of the visibility conditions (e.g., night time), as appropriate to the declared system boundaries. 4.2.5.2.12. Bicycle target crossing into the path of the VUT in an intersection 4.2.5.2.12.1. Base Test: The test shall confirm the declared response capability of the system for a crossing bicycle target in an intersection. 4.2.5.2.12.1.1. The bicycle target shall travel in a straight line perpendicular to the VUT's direction of travel at a constant speed of 15 km/h +0/-1 km/h, starting not before the functional part of the test has started. During the acceleration phase of the bicycle target prior to the functional part of the test the bicycle target shall be obstructed. The bicycle target's positioning shall be coordinated with the VUT in such a way that the impact point of the bicycle target centreline offset of not more than 0.2 m, if the VUT would remain at the prescribed test speed throughout the functional part of the test and does not brake. (圖片如頁末所示) 4.2.5.2.12.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a crossing bicycle target in an intersection.	(d) 如適用於所宣告系統邊界下，對可見度條件之變化（例如夜間）。 13.4.2.5.2.12 於路口穿越受測試車輛之行駛路徑的自行車目標 13.4.2.5.2.12.1 基礎試驗：應透過試驗確認所宣告系統對於路口中正在穿越道路之自行車目標的回應能力。 13.4.2.5.2.12.1.1 自行車目標應以垂直於受測試車輛之行駛方向，以十五正零／負一公里／小時之定速直線行進，且不於試驗之功能部分已經開始前開始。於試驗之功能部分前的自行車目標加速階段期間，自行車目標應受到阻礙。若受測試車輛將於整個試驗之功能部份期間維持前述試驗速度且不得煞車下，自行車目標之定位應與受測試車輛以受測試車輛前方自行車目標於縱向中心線偏置之衝擊點不超過零點二公尺。 (圖片如頁末所示) 13.4.2.5.2.12.2 延伸試驗：應透過試驗顯示系統不會就正在穿越道路路口之自行車目標，無理地改變控制策略。	(d) 如適用於所宣告系統邊界下，對可見度條件之變化（例如夜間）。 13.4.2.5.2.12 於路口穿越受測試車輛之行駛路徑的自行車目標 13.4.2.5.2.12.1 基礎試驗：應透過試驗確認所宣告系統對於路口中正在穿越道路之自行車目標的回應能力。 13.4.2.5.2.12.1.1 自行車目標應以垂直於受測試車輛之行駛方向，以十五正零／負一公里／小時之定速直線行進，且不於試驗之功能部分已經開始前開始。於試驗之功能部分前的自行車目標加速階段期間，自行車目標應受到阻礙。若受測試車輛將於整個試驗之功能部份期間維持前述試驗速度且不得煞車下，自行車目標之定位應與受測試車輛以自行車目標中心線偏置之衝擊點不超過零點二公尺。 (圖片如頁末所示) 13.4.2.5.2.12.2 延伸試驗：應透過試驗顯示系統不會就正在穿越道路路口之自行車目標，無理地改變控制策略。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
4.2.5.2.12.2.1. The test shall be executed at least with:	4.2.5.2.12.2.1. The test shall be executed at least with:	13.4.2.5.2.12.2.1 試驗應至少執行如下：	13.4.2.5.2.12.2.1 試驗應至少執行如下：
(a) A bicycle target moving at a different but constant speed;	(a) A bicycle target moving at a different but constant speed;	(a) 一個以不同速度惟仍定速移動之自行車目標；	(a) 一個以不同速度惟仍定速移動之自行車目標；
(b) A bicycle target colliding with the vehicle at a different impact position or avoiding the vehicle.	(b) A bicycle target colliding with the vehicle at a different impact position or avoiding the vehicle.	(b) 一個以不同衝擊位置與車輛碰撞或迴避車輛之自行車目標。	(b) 一個以不同衝擊位置與車輛碰撞或迴避車輛之自行車目標。
4.2.5.2.13. VUT turns across a path of an oncoming vehicle	4.2.5.2.13. VUT turns across a path of an oncoming vehicle	13.4.2.5.2.13 受測試車輛轉向並穿越一部迎面而來車輛之路徑	13.4.2.5.2.13 受測試車輛轉向並穿越一部迎面而來車輛之路徑
4.2.5.2.13.1. Base Test: The test shall confirm the declared response capability of the system for an oncoming vehicle target while the VUT is turning in an intersection.	4.2.5.2.13.1. Base Test: The test shall confirm the declared response capability of the system for an oncoming vehicle target while the VUT is turning in an intersection.	13.4.2.5.2.13.1 基礎試驗：應透過試驗確認所宣告系統於受測試車輛正在路口轉向時，對於迎面而來之車輛目標的回應能力。	13.4.2.5.2.13.1 基礎試驗：應透過試驗確認所宣告系統於受測試車輛正在路口轉向時，對於迎面而來之車輛目標的回應能力。
4.2.5.2.13.1.1. The VUT shall approach the impact point with another vehicle (passenger car or motorcycle) target in an initial straight line followed by a turn in an intersection to cross front edges of a target vehicle with a lateral position that gives a 50% overlap of the width of the VUT.	4.2.5.2.13.1.1. The VUT shall approach the impact point with another vehicle (passenger car or motorists) target in an initial straight line followed by a turn in an intersection to cross front edges of a target vehicle with a lateral position that gives a 50% overlap of the width of the VUT.	13.4.2.5.2.13.1.1 受測試車輛應以初始為直線行駛而後於路口接續轉向，以側向位置提供與受測試車輛寬度百分之五十重疊，穿過目標車輛之前方邊緣之方式，接近與另一部車輛(小客車或機車)目標之衝擊點。	13.4.2.5.2.13.1.1 受測試車輛應以初始為直線行駛而後於路口接續轉向，以側向位置提供與受測試車輛寬度百分之五十重疊，穿過目標車輛之前方邊緣之方式，接近與另一部車輛(小客車或機車)目標之衝擊點。
4.2.5.2.13.1.2. The target shall approach at a speed of up to 60 km/h, depending on the declared system boundaries.	4.2.5.2.13.1.2. The target shall approach at a speed of up to 60 km/h, depending on the declared system boundaries.	13.4.2.5.2.13.1.2 依照所宣告之系統邊界，目標應以最高至六十公里／小時之速度接近。	13.4.2.5.2.13.1.2 依照所宣告之系統邊界，目標應以最高至六十公里／小時之速度接近。
(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)	(圖片如頁末所示)
4.2.5.2.13.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for an oncoming vehicle target while the VUT is turning in an intersection.	4.2.5.2.13.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for an oncoming vehicle target while the VUT is turning in an intersection.	13.4.2.5.2.13.2 延伸試驗：應透過試驗顯示系統於受測試車輛正在路口轉向時，不會就對於迎面而來之車輛目標，無理地改變控制策略。	13.4.2.5.2.13.2 延伸試驗：應透過試驗顯示系統於受測試車輛正在路口轉向時，不會就對於迎面而來之車輛目標，無理地改變控制策略。
4.2.5.2.13.2.1. The test shall be executed at least with:	4.2.5.2.13.2.1. The test shall be executed at least with:	13.4.2.5.2.13.2.1 試驗應至少執行如下：	13.4.2.5.2.13.2.1 試驗應至少執行如下：
(a) Different target vehicle types or categories;	(a) Different target vehicle types or categories;	(a) 不同之目標車輛型式或類型；	(a) 不同之目標車輛型式或類型；

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(b) Different overlaps; (c) Different lane position of both vehicles; (d) Target lane is (partially) blocked.	(b) Different overlaps; (c) Different lane position of both vehicles; (d) Target lane is (partially) blocked.	(b) 不同之重疊； (c) 兩部車輛之不同車道位置； (d) 目標車道受到（部分）阻礙。	(b) 不同之重疊； (c) 兩部車輛之不同車道位置； (d) 目標車道受到（部分）阻礙。
4.2.5.2.14. VUT crosses the straight path of the vehicle target in an intersection	4.2.5.2.14. VUT crosses the straight path of the vehicle target in an intersection	13.4.2.5.2.14 受測試車輛於路口穿越車輛目標之直線路徑	13.4.2.5.2.14 受測試車輛於路口穿越車輛目標之直線路徑
4.2.5.2.14.1. Base Test: The test shall confirm the declared response capability of the system to recognize and offer right of way for a crossing vehicle target driving straight in an intersection.	4.2.5.2.14.1. Base Test: The test shall confirm the declared response capability of the system to recognize and offer right of way for a crossing vehicle target driving straight in an intersection.	13.4.2.5.2.14.1 基礎試驗：應透過試驗確認所宣告系統用於辨識，以及對於路口中正在以直線行駛穿越之車輛目標提供路權的回應能力。	13.4.2.5.2.14.1 基礎試驗：應透過試驗確認所宣告系統用於辨識，以及對於路口中正在以直線行駛穿越之車輛目標提供路權的回應能力。
4.2.5.2.14.1.1. The VUT shall approach the impact point with another vehicle (passenger car or motorcycle) target in an initial straight line in an intersection from either the near side or far side direction to collide the side of the target vehicle at 25% along the length of the target with the centre front of the VUT.	4.2.5.2.14.1.1. The VUT shall approach the impact point with another vehicle (passenger car or motorist) target in an initial straight line in an intersection from either the near side or far side direction to collide the side of the target vehicle at 25% along the length of the target with the centre front of the VUT.	13.4.2.5.2.14.1.1 受測試車輛應於路口以初始為直線行駛，並自接近側及遠離側方向以受測試車輛之中心前方，碰撞目標車輛側方沿目標長度百分之二十五位置之方式，接近與另一部車輛（小客車或機車）目標之衝擊點。	13.4.2.5.2.14.1.1 受測試車輛應於路口以初始為直線行駛，並自接近側及遠離側方向以受測試車輛之中心前方，碰撞目標車輛側方沿目標長度百分之二十五位置之方式，接近與另一部車輛（小客車或機車）目標之衝擊點。
4.2.5.2.14.1.2. The target shall approach at a speed of up to 60 km/h, depending on the declared system boundaries. The VUT is expected to give right of way. (圖片如頁末所示) (圖片如頁末所示)	4.2.5.2.14.1.2. The target shall approach at a speed of up to 60 km/h, depending on the declared system boundaries. The VUT is expected to give right of way. (圖片如頁末所示) (圖片如頁末所示)	13.4.2.5.2.14.1.2 依照所宣告之系統邊界，目標應以最高至六十公里／小時之速度接近。受測試車輛係被預期將提供路權。 (圖片如頁末所示) (圖片如頁末所示)	13.4.2.5.2.14.1.2 依照所宣告之系統邊界，目標應以最高至六十公里／小時之速度接近。受測試車輛係被預期將提供路權。 (圖片如頁末所示) (圖片如頁末所示)
4.2.5.2.14.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a crossing vehicle target driving straight in an intersection.	4.2.5.2.14.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a crossing vehicle target driving straight in an intersection.	13.4.2.5.2.14.2 延伸試驗：應透過試驗顯示系統於受測試車輛於路口時，不會就對正在以直線行駛穿越之車輛目標，無理地改變控制策略。	13.4.2.5.2.14.2 延伸試驗：應透過試驗顯示系統於受測試車輛於路口時，不會就對正在以直線行駛穿越之車輛目標，無理地改變控制策略。
4.2.5.2.14.2.1. The test shall be executed at least with: (a) Different target vehicles types or	4.2.5.2.14.2.1. The test shall be executed at least with: (a) Different target vehicles types or	13.4.2.5.2.14.2.1 試驗應至少執行如下： (a) 不同之目標車輛型式或類型；	13.4.2.5.2.14.2.1 試驗應至少執行如下： (a) 不同之目標車輛型式或類型；

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
categories; (b) Different overlaps; (c) Different lane positions of the VUT and target vehicles. 4.2.5.2.15. System-initiated manoeuvring around an obstruction in the lane 4.2.5.2.15.1. Base Test: The test shall confirm the declared response capability of the system for a vehicle approaching from the opposite direction in the adjacent lane during a system-initiated manoeuvre around an obstruction in the lane. 4.2.5.2.15.1.1. The VUT shall travel in a straight line in the lane at constant speed before it performs a driving around manoeuvre into the adjacent lane by driving around a static target, while another vehicle is approaching from the opposite direction at a constant speed in the adjacent lane. 4.2.5.2.15.1.2. The moving target shall travel toward the VUT at least 30 km/h in the adjacent lane. A static target shall be placed in front of the VUT with 50% overlap towards the edge of the road. The VUT shall travel at least 30 km/h in a straight line and the VUT and the moving vehicle target shall be synchronized to reach the static target at the same time. 4.2.5.2.15.1.3. The VUT shall approach the static target with system-initiated manoeuvring activated. The VUT shall avoid collision with the targets.	categories; (b) Different overlaps; (c) Different lane positions of the VUT and target vehicles.	(b) 不同之重疊； (c) 受測試車輛及目標車輛之不同車道位置； 13.4.2.5.2.15 由系統所起始繞過車道中障礙之操作 13.4.2.5.2.15.1 基礎試驗：應透過試驗確認系統所宣告處於其所起始繞過車道中障礙之操作期間，對於一部位於相鄰車道自相反方向接近中車輛的回應能力。 13.4.2.5.2.15.1.1 受測試車輛應於其藉由行駛繞過靜態目標執行繞道操作而進入相鄰車道，同時另一部車輛於相鄰車道內以相反方向及恆定速度接近前，於車道內以恆定速度直線行駛。 13.4.2.5.2.15.1.2 移動目標應至少以三十公里／小時之速度，朝向位於相鄰車道之受測試目標行駛；一個靜態目標應以朝向道路邊緣之重疊為百分之五十下，放置於受測試車輛前方，受測試車輛應至少以三十公里／小時之速度直線行駛，且受測試車輛及移動車輛目標應同步以同時抵達靜態目標處。 13.4.2.5.2.15.1.3 受測試車輛應於系統起始操作致動狀態下接近靜態目標。受測試目標應避免與目標產生碰撞。	(b) 不同之重疊； (c) 受測試車輛及目標車輛之不同車道位置；

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(圖片如頁末所示) 4.2.5.2.15.2. Extended testing: The test shall demonstrate that the system is not unreasonably changing the control strategy for a system-initiated manoeuvre around an obstruction in the lane. 4.2.5.2.15.2.1. The test shall be executed at least, with: (a) A target vehicle of a different type or category or other road user; (b) Different road marking configurations, including a road without central lane marking; (c) Different road geometries (e.g. curved section of the road); (d) Different overlap values between the VUT and the static target; (e) Different speeds of the VUT and the moving target; (f) Different synchronization times (e.g., early and later) between the VUT and the moving target.		(圖片如頁末所示) 13.4.2.5.2.15.2 延伸測試：應透過試驗顯示系統不會因其所起始繞過車道中障礙之操作，無理地改變控制策略。 13.4.2.5.2.15.2.1 試驗應至少執行如下： (a) 不同之目標車輛型式或類型或其他道路使用者； (b) 不同之道路標線設定，包含未具備中央車道標線之道路； (c) 不同之道路幾何(例如：道路之彎曲部分)； (d) 受測試車輛及靜態目標之間不同的重疊數值； (e) 不同之受測試車輛及移動目標速度； (f) 受測試車輛及移動目標之間不同之同步時間（例如：較早或較晚）	
4.3. Public Road Verification	4.3. Public Road Verification	13.4.3 公共道路驗證	13.4.3 公共道路驗證
4.3.1. The location and selection of the test route, time-of-day and environmental conditions shall be determined by the Type Approval Authority. Public road verification shall cover different time-of-day and light intensity according to the system boundaries. They shall include scenarios in which the system is expected to experience challenging scenarios (e.g. tight curvatures,	4.3.1. The location and selection of the test route, time-of-day and environmental conditions shall be determined by the Type Approval Authority. Public road verification shall cover different time-of-day and light intensity according to the system boundaries. They shall include scenarios in which the system is expected to experience challenging scenarios (e.g. tight curvatures,	13.4.3.1 試驗路徑之位置及選擇、時段，以及環境條件應由檢測機構決定。公共道路試驗應依照系統邊界涵蓋不同之時段及光照密度。其應包含系統預期將受到挑戰情境（例如：幅度較大之彎道、源於可變之基礎建設性條件及交通條件之速度變化、可變之前導車輛行為、可變之道路速限)，以及接近其所宣告之系統	13.4.3.1 試驗路徑之位置及選擇、時段，以及環境條件應由檢測機構決定。公共道路試驗應依照系統邊界涵蓋不同之時段及光照密度。其應包含系統預期將受到挑戰情境（例如：幅度較大之彎道、源於可變之基礎建設性條件及交通條件之速度變化、可變之前導車輛行為、可變之道路速限)，以及接近其所宣告之系統

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
speed changes caused by variable infrastructural and traffic conditions, variable lead vehicle behaviour, variable road speed limits) and to approach the limits of its declared system boundaries (e.g. changes in visibility or road conditions, planned or sudden end of system boundaries).	speed changes caused by variable infrastructural and traffic conditions, variable lead vehicle behaviour, variable road speed limits) and to approach the limits of its declared system boundaries (e.g. changes in visibility or road conditions, planned or sudden end of system boundaries).	邊界極限的情境(例如：能見度條件或道路條件之變化、系統邊界之預期或突然結束)。	邊界極限的情境(例如：能見度條件或道路條件之變化、系統邊界之預期或突然結束)。
4.3.2. The duration of public road tests shall be such that allows the recording and assessment of the system operation according to all relevant parts of the specification described in paragraphs 5. and 6., excluding safety critical and failure related scenarios.	4.3.2. The duration of public road tests shall be such that allows the recording and assessment of the system operation according to all relevant parts of the specification described in paragraphs 5. and 6., excluding safety critical and failure related scenarios.	13.4.3.2 公共道路試驗之持續時間應使系統運作的記錄及評估，於排除安全危害及故障相關情境下，依規定5.及規定6.所述規範執行。	13.4.3.2 公共道路試驗之持續時間應使系統運作的記錄及評估，於排除安全危害及故障相關情境下，依規定5.及規定6.所述規範執行。
4.3.3. Test scenarios to assess the behaviour of the system in other driver- or system-initiated manoeuvres	4.3.3. Test scenarios to assess the behaviour of the system in other driver- or system-initiated manoeuvres	13.4.3.3 用以評估系統於其他駕駛人起始或系統起始操作之行為試驗情境	13.4.3.3 用以評估系統於其他駕駛人起始或系統起始操作之行為試驗情境
4.3.3.1. Public road verification shall include the test scenarios in the table below to assess the behaviour of the system under normal real-world operating conditions.	4.3.3.1. Public road verification shall include the test scenarios in the table below to assess the behaviour of the system under normal real-world operating conditions.	13.4.3.3.1 公共道路驗證應包含下表之試驗情境以評估系統於正常現實環境之運作條件的行為。	13.4.3.3.1 公共道路驗證應包含下表之試驗情境以評估系統於正常現實環境之運作條件的行為。
The routing shall be planned such that it incorporates the test scenarios, which are relevant according to the declaration of the manufacturer in Annex 3 of this UN regulation.	The routing shall be planned such that it incorporates the test scenarios, which are relevant according to the declaration of the manufacturer in Annex 3 of this UN regulation.	試驗路徑應併同依申請者於規定12.之宣告而有所相關之試驗情境進行規劃。	試驗路徑應併同依申請者於規定12.之宣告而有所相關之試驗情境進行規劃。
The test plan created by the Type Approval Authority shall cover the scenarios to assess the specific capability in a variety of circumstances.	The test plan created by the Type Approval Authority shall cover the scenarios to assess the specific capability in a variety of circumstances.	由檢測機構所建立之試驗計畫應涵蓋用以於多變之情形下評估特定能力的情境。	由檢測機構所建立之試驗計畫應涵蓋用以於多變之情形下評估特定能力的情境。
4.3.3.2. Evidence of the system's behaviour in	4.3.3.2. Evidence of the system's behaviour in	13.4.3.3.2 依申請者於規定12.之宣	13.4.3.3.2 依申請者於規定12.之宣告

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
any type of scenario which are relevant according to the declaration of the manufacturer in Annex 3 of this UN Regulation shall be additionally provided by the manufacturer (e.g., based on virtual testing).	any type of scenario which are relevant according to the declaration of the manufacturer in Annex 3 of this UN Regulation shall be additionally provided by the manufacturer (e.g., based on virtual testing).	告而有所相關之，於任意類型之情境的系統行為證明應額外由申請者提供（例如：基於虛擬試驗）。	而有所相關之，於任意類型之情境的系統行為證明應額外由申請者提供（例如：基於虛擬試驗）。
(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)	(表格如頁末所示)
4.3.4. For any other relevant types of scenarios according to the system capability and system boundaries declared by the manufacturer according to Annex 3 that could not be encountered during the public road tests, the manufacturer shall provide appropriate evidence from the manufacturer's internal system validation to the satisfaction of the Type Approval Authority.	4.3.4. For any other relevant types of scenarios according to the system capability and system boundaries declared by the manufacturer according to Annex 3 that could not be encountered during the public road tests, the manufacturer shall provide appropriate evidence from the manufacturer's internal system validation to the satisfaction of the Type Approval Authority.	13.4.3.4 對於可能無法於公共道路試驗期間遭遇，依照申請者就規定12.所宣告系統能力及系統邊界之任意其他相關類型的情境，為滿足檢測機構要求，申請者應提供源於申請者之內部系統確認的適當證據。	13.4.3.4 對於可能無法於公共道路試驗期間遭遇，依照申請者就規定12.所宣告系統能力及系統邊界之任意其他相關類型的情境，為滿足檢測機構要求，申請者應提供源於申請者之內部系統確認的適當證據。
4.3.5. The verification drive shall be recorded and, if necessary, the test vehicle instrumented with additional non-perturbing equipment. The Type Approval Authority may log, or request logs of any data channels used or generated by the system as deemed necessary for post-test evaluation.	4.3.5. The verification drive shall be recorded and, if necessary, the test vehicle instrumented with additional non-perturbing equipment. The Type Approval Authority may log, or request logs of any data channels used or generated by the system as deemed necessary for post-test evaluation.	13.4.3.5 驗證相關行駛過程應進行記錄，並於需要時就試驗車輛裝設額外之無干擾設備。如試驗後評估需要，檢測機構可記錄或要求任意所使用資料頻道，或由系統產生之紀錄。	13.4.3.5 驗證相關行駛過程應進行記錄，並於需要時就試驗車輛裝設額外之無干擾設備。如試驗後評估需要，檢測機構可記錄或要求任意所使用資料頻道，或由系統產生之紀錄。
4.3.6. It is recommended that the public road verification is undertaken once the system has passed all of the track tests outlined in this Annex and upon completion of Annex 3.	4.3.6. It is recommended that the public road verification is undertaken once the system has passed all of the track tests outlined in this Annex and upon completion of Annex 3.	13.4.3.6 建議公共道路驗證係於系統已經通過本節規定之所有測試道路試驗，以及完成規定12.下執行。	13.4.3.6 建議公共道路驗證係於系統已經通過本節規定之所有測試道路試驗，以及完成規定12.下執行。
Annex 5 Principles for Credibility Assessment for using Virtual Toolchain in DCAS Validation	**Annex 5 Principles for Credibility Assessment for using Virtual Toolchain in DCAS Validation**	14. 對於DCAS確認中使用虛擬工具鏈之可信度評估原則	14. 對於DCAS確認中使用虛擬工具鏈之可信度評估原則

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
1. General	**1. General**	14.1 通則	14.1 通則
1.1. It is recommended that the Modelling and Simulation (M&S) toolchain could be used for virtual testing if its credibility is established by evaluating its fitness for the intended purpose. It is recommended that credibility is achieved by investigating and assessing five M&S properties:	1.1. It is recommended that the Modelling and Simulation (M&S) toolchain could be used for virtual testing if its credibility is established by evaluating its fitness for the intended purpose. It is recommended that credibility is achieved by investigating and assessing five M&S properties:	14.1.1 建議若相關可信度係藉由評估其對於預期目標之合適度所建立，則模型化及模擬(M&S)工具鏈可被使用於虛擬試驗。建議可信度係藉由調查及評估五項M&S性質達成：	14.1.1 建議若相關可信度係藉由評估其對於預期目標之合適度所建立，則模型化及模擬(M&S)工具鏈可被使用於虛擬試驗。建議可信度係藉由調查及評估五項M&S性質達成：
(a) Capability – what the M&S can do, and what are the associated risks;	(a) Capability – what the M&S can do, and what are the associated risks;	(a) 能力 – 即M&S可執行項目，以及關聯風險為何；	(a) 能力 – 即M&S可執行項目，以及關聯風險為何；
(b) Accuracy how well M&S does reproduce the target data;	(b) Accuracy how well M&S does reproduce the target data;	(b) M&S再現目標資料之準確度程度；	(b) M&S再現目標資料之準確度程度；
(c) Correctness – how sound & robust is the M&S data and the algorithms in the tools;	(c) Correctness – how sound & robust is the M&S data and the algorithms in the tools;	(c) 正確性 – 即M&S資料及工具中演算法之健全及穩健程度；	(c) 正確性 – 即M&S資料及工具中演算法之健全及穩健程度；
(d) Usability – what training and experience is needed and what is the quality of the process that manage its use.	(d) Usability – what training and experience is needed and what is the quality of the process that manage its use.	(d) 可用性 –即需要之訓練及經驗，以及管理其使用之程序品質為何。	(d) 可用性 –即需要之訓練及經驗，以及管理其使用之程序品質為何。
(e) Fit for Purpose – how suitable is the M&S toolchain for the assessment of the DCAS within its system boundaries.	(e) Fit for Purpose – how suitable is the M&S toolchain for the assessment of the DCAS within its system boundaries.	(e) 目標適用性 – 對於DCAS於其系統邊界內之評估的M&S工具鏈合適程度。	(e) 目標適用性 – 對於DCAS於其系統邊界內之評估的M&S工具鏈合適程度。
Figure A5/1 **Graphical representation of the relationships between the components of the credibility assessment framework** (圖片如頁末所示)	Figure A5/1 **Graphical representation of the relationships between the components of the credibility assessment framework** (圖片如頁末所示)	圖 A5/1 介於可信度評估框架之組成要素間的圖像化呈現 (圖片如頁末所示)	圖 A5/1 介於可信度評估框架之組成要素間的圖像化呈現 (圖片如頁末所示)
1.2. Therefore, credibility requires a unified method to investigate these properties and get confidence in the M&S results. The Credibility Assessment framework introduces a way to assess and report the credibility of M&S based on quality assurance criteria that allow an indication of	1.2. Therefore, credibility requires a unified method to investigate these properties and get confidence in the M&S results. The Credibility Assessment framework introduces a way to assess and report the credibility of M&S based on quality assurance criteria that allow an indication of	14.1.2 因此，可信度需要一個統一步驟以調查相關性質且於M&S結果中取得信賴度。可信度評估框架介紹一項基於可使結果中信賴度程度之指示產生之品質確認指標，用以評估且回報M&S之可信度的方式。	14.1.2 因此，可信度需要一個統一步驟以調查相關性質且於M&S結果中取得信賴度。可信度評估框架介紹一項基於可使結果中信賴度程度之指示產生之品質確認指標，用以評估且回報M&S之可信度的方式。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
the levels of confidence in results.	the levels of confidence in results.		
In other words, the credibility is established by evaluating the key influencing factors that are the main contributors to the behaviour of the models and simulation tools and therefore affect the overall M&S toolchain credibility. The following all have an influence on the overall M&S credibility: organizational management of the M&S activity, team's experience and expertise, the analysis and description of the chosen M&S toolset, the pedigree of the data and inputs, verification, validation, uncertainty characterization.	In other words, the credibility is established by evaluating the key influencing factors that are the main contributors to the behaviour of the models and simulation tools and therefore affect the overall M&S toolchain credibility. The following all have an influence on the overall M&S credibility: organizational management of the M&S activity, team's experience and expertise, the analysis and description of the chosen M&S toolset, the pedigree of the data and inputs, verification, validation, uncertainty characterization.	換句話說，可信度係藉由評估對模型及模擬工具行為之主要貢獻者的關鍵影響因素所建立，且因此影響整體M&S工具鏈可信度。下述所有項目將對整體M&S可信度造成影響：M&S活動之組織化管理、團隊之經驗及專業、所選M&S工具組織分析及描述、資料及輸入之系譜、驗證、確認、不確定度特性化。	換句話說，可信度係藉由評估對模型及模擬工具行為之主要貢獻者的關鍵影響因素所建立，且因此影響整體M&S工具鏈可信度。下述所有項目將對整體M&S可信度造成影響：M&S活動之組織化管理、團隊之經驗及專業、所選M&S工具組織分析及描述、資料及輸入之系譜、驗證、確認、不確定度特性化。
How well each of these factors is addressed indicates the level of quality achieved by M&S toolchain, and the comparison between the obtained levels and the required levels provides a qualitative measure of the M&S credibility and fitness for its use in virtual testing. A graphical representation of the relationship among the components of the credibility assessment framework is reported in Figure 1.	How well each of these factors is addressed indicates the level of quality achieved by M&S toolchain, and the comparison between the obtained levels and the required levels provides a qualitative measure of the M&S credibility and fitness for its use in virtual testing. A graphical representation of the relationship among the components of the credibility assessment framework is reported in Figure 1.	就這些因素如何受到處理之程度將顯示藉由M&S工具鏈達成品質之程度，且介於取得等級及所需等級之間的比較提供了對虛擬試驗中M&S使用之可信度及合適性的品質性措施。對於可信度評估框架中組成要素間之關係的圖像化呈現如圖A5/1所示。	就這些因素如何受到處理之程度將顯示藉由M&S工具鏈達成品質之程度，且介於取得等級及所需等級之間的比較提供了對虛擬試驗中M&S使用之可信度及合適性的品質性措施。對於可信度評估框架中組成要素間之關係的圖像化呈現如圖A5/1所示。
2. Definitions	**2. Definitions**	14.2 名詞釋義	14.2 名詞釋義
For the purposes of this annex:	For the purposes of this annex:	就本節之相關內容而言：	就本節之相關內容而言：
2.1. “Abstraction” is the process of selecting the essential aspects of a source system or referent system to be represented in a model or simulation, while ignoring those aspects not relevant. Any modelling abstraction carries with it the assumption that it should	2.1. “Abstraction” is the process of selecting the essential aspects of a source system or referent system to be represented in a model or simulation, while ignoring those aspects not relevant. Any modelling abstraction carries with it the assumption that it should	14.2.1 抽象化(Abstraction)：係指於模型或模擬中選擇待呈現之一來源系統或對象系統必要層面的程序，同時忽略不相關之層面。任意模型抽象化帶有將不會嚴重影響模擬工具之預期使用的假設。	14.2.1 抽象化(Abstraction)：係指於模型或模擬中選擇待呈現之一來源系統或對象系統必要層面的程序，同時忽略不相關之層面。任意模型抽象化帶有將不會嚴重影響模擬工具之預期使用的假設。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
not significantly affect the intended uses of the simulation tool.	not significantly affect the intended uses of the simulation tool.		
2.2. “Closed Loop Testing” means a virtual environment that does take the actions of the element-in-the loop into account. Simulated objects respond to the actions of the system (e.g. system interacting with a traffic model).	2.2. “Closed Loop Testing” means a virtual environment that does take the actions of the element-in-the loop into account. Simulated objects respond to the actions of the system (e.g. system interacting with a traffic model).	14.2.2 閉迴路試驗(Closed Loop Testing)：係指將「元素迴路(element-in-the loop)」之行動納入考量之虛擬環境。受模擬物件對系統之行動進行回應(例如：系統與交通模型互動)。	14.2.2 閉迴路試驗(Closed Loop Testing)：係指將「元素迴路(element-in-the loop)」之行動納入考量之虛擬環境。受模擬物件對系統之行動進行回應(例如：系統與交通模型互動)。
2.3. “Deterministic” is a term describing a system whose time evolution can be predicted exactly and a given set of input stimuli will always produce the same output.	2.3. “Deterministic” is a term describing a system whose time evolution can be predicted exactly and a given set of input stimuli will always produce the same output.	14.2.3 確定性(Deterministic)：係指一個描述可準確預估時間演化且指定組合之輸入刺激將總是產出同一輸出之系統的名詞。	14.2.3 確定性(Deterministic)：係指一個描述可準確預估時間演化且指定組合之輸入刺激將總是產出同一輸出之系統的名詞。
2.4. “Driver-In-the-Loop” (DIL) is typically conducted in a driving simulator used for testing the human–automation interaction design. DIL has components for the driver to operate and communicate with the virtual environment.	2.4. “Driver-In-the-Loop” (DIL) is typically conducted in a driving simulator used for testing the human–automation interaction design. DIL has components for the driver to operate and communicate with the virtual environment.	14.2.4 駕駛人迴路 (Driver-In-the-Loop；DIL)：通常於行駛模擬器中就試驗人類-自動化互動設計所使用執行之方式。DIL具備對駕駛人用以與虛擬環境運作及溝通之組成要件。	14.2.4 駕駛人迴路 (Driver-In-the-Loop；DIL)：通常於行駛模擬器中就試驗人類-自動化互動設計所使用執行之方式。DIL具備對駕駛人用以與虛擬環境運作及溝通之組成要件。
2.5. “Hardware-In-the-Loop” (HIL) involves the final hardware of a specific vehicle sub-system running the final software with input and output connected to a simulation environment to perform virtual testing. HIL testing provides a way of replicating sensors, actuators and mechanical components in a way that connects all the I/O of the Electronic Control Units (ECU) being tested, long before the final system is integrated.	2.5. “Hardware-In-the-Loop” (HIL) involves the final hardware of a specific vehicle sub-system running the final software with input and output connected to a simulation environment to perform virtual testing. HIL testing provides a way of replicating sensors, actuators and mechanical components in a way that connects all the I/O of the Electronic Control Units (ECU) being tested, long before the final system is integrated.	14.2.5 硬體迴路(Hardware-In-the-Loop；HIL)：涉及一個特定車輛子系統的最終硬體，連結至一個模擬環境之輸入及輸出執行最終軟體，以執行虛擬試驗。HIL試驗於早於最終系統進行整合前，提供複製感測器、作動器及機械組件之方式，以所有電子控制單元之I／O受到試驗方式進行連結。	14.2.5 硬體迴路(Hardware-In-the-Loop；HIL)：涉及一個特定車輛子系統的最終硬體，連結至一個模擬環境之輸入及輸出執行最終軟體，以執行虛擬試驗。HIL試驗於早於最終系統進行整合前，提供複製感測器、作動器及機械組件之方式，以所有電子控制單元之I／O受到試驗方式進行連結。
2.6. “Model” is a description or representation of a system, entity, phenomenon, or process.	2.6. “Model” is a description or representation of a system, entity, phenomenon, or process.	14.2.6 模型(Model)：係系統、整體、現象或程序之描述或呈現。	14.2.6 模型(Model)：係系統、整體、現象或程序之描述或呈現。
2.7. “Model calibration” is the process of	2.7. “Model calibration” is the process of	14.2.7 模型校正(Model calibration)：	14.2.7 模型校正(Model calibration)：係

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
adjusting numerical or modelling parameters in the model to improve agreement with a referent.	adjusting numerical or modelling parameters in the model to improve agreement with a referent.	係模型中調整數字性或模型化參數之程序，以透過相關項目改善協議。	模型中調整數字性或模型化參數之程序，以透過相關項目改善協議。
2.8. “Model Parameter” are numerical values used to support characterizing a system functionality. A model parameter has a value that cannot be observed directly in the real world but that must be inferred from data collected in the real world (in the model calibration phase).	2.8. “Model Parameter” are numerical values used to support characterizing a system functionality. A model parameter has a value that cannot be observed directly in the real world but that must be inferred from data collected in the real world (in the model calibration phase).	14.2.8 模型參數(Model Parameter)：係指用以支援系統功能進行特性化所使用之數字化數值。一個模型參數具備無法於現實被直接觀察，惟必須推斷自現實所收集之資料（於模型校正階段）的數值。	14.2.8 模型參數(Model Parameter)：係指用以支援系統功能進行特性化所使用之數字化數值。一個模型參數具備無法於現實被直接觀察，惟必須推斷自現實所收集之資料（於模型校正階段）的數值。
2.9. “Model-In-the-Loop” (MIL) is an approach which allows quick algorithmic development without involving dedicated hardware. Usually, this level of development involves high-level abstraction software frameworks running on general-purpose computing systems.	2.9. “Model-In-the-Loop” (MIL) is an approach which allows quick algorithmic development without involving dedicated hardware. Usually, this level of development involves high-level abstraction software frameworks running on general-purpose computing systems.	14.2.9 模型迴路(Model-In-the-Loop；MIL)：係指可於無涉及專用硬體下允許快速演算開發之方法。通常此開發之等級涉及於一般用途電腦系統上運作之高階抽象化軟體框架。	14.2.9 模型迴路(Model-In-the-Loop；MIL)：係指可於無涉及專用硬體下允許快速演算開發之方法。通常此開發之等級涉及於一般用途電腦系統上運作之高階抽象化軟體框架。
2.10. “Open Loop Testing” is a virtual testing approach where a data provision unit provides input stimuli to a DCAS. There is no feedback between the DCAS and the environment provided via the input stimuli, hence the loop is “open”. The data provision unit can play back a recorded traffic situation, e.g., from a real-world drive. Environment data can also be generated (simulator approach) or measured (shadow mode) while testing.	2.10. “Open Loop Testing” is a virtual testing approach where a data provision unit provides input stimuli to a DCAS. There is no feedback between the DCAS and the environment provided via the input stimuli, hence the loop is “open”. The data provision unit can play back a recorded traffic situation, e.g., from a real-world drive. Environment data can also be generated (simulator approach) or measured (shadow mode) while testing.	14.2.10 開迴路試驗(Open Loop Testing)：係指資料規則單元對DCAS提供輸入刺激之虛擬試驗方法。於DCAS及透過輸入刺激所提供環境之間並無回饋，故迴路係為「開迴路」。資料規則單元可重播一段以記錄之交通情況，例如源於現實之行駛過程。環境資料亦可於試驗時被產生（模擬器方法）或測量（影子模式）。	14.2.10 開迴路試驗(Open Loop Testing)：係指資料規則單元對DCAS提供輸入刺激之虛擬試驗方法。於DCAS及透過輸入刺激所提供環境之間並無回饋，故迴路係為「開迴路」。資料規則單元可重播一段以記錄之交通情況，例如源於現實之行駛過程。環境資料亦可於試驗時被產生（模擬器方法）或測量（影子模式）。
2.11. “Probabilistic” is a term pertaining to non-deterministic events, the outcomes of which are described by a measure of likelihood.	2.11. “Probabilistic” is a term pertaining to non-deterministic events, the outcomes of which are described by a measure of likelihood.	14.2.11 機率性(Probabilistic)：係為非確定性事件相關之名詞，其中結果係藉由相似之測量所描述。	14.2.11 機率性(Probabilistic)：係為非確定性事件相關之名詞，其中結果係藉由相似之測量所描述。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.12. “Proving Ground or test-track” is a physical testing facility closed to the traffic where the performance of a DCAS can be investigated on the real vehicle. Traffic agents can be introduced via sensor stimulation or via dummy devices positioned on the track.	2.12. “Proving Ground or test-track” is a physical testing facility closed to the traffic where the performance of a DCAS can be investigated on the real vehicle. Traffic agents can be introduced via sensor stimulation or via dummy devices positioned on the track.	14.2.12 測試場或測試道(Proving Ground or test-track)：係指接近交通之物理試驗設施，其中DCAS之性能可於實際車輛上進行調查。可透過感測器模擬，或藉由定位於測試道之人偶導入交通代理(traffic agents)。	14.2.12 測試場或測試道(Proving Ground or test-track)：係指接近交通之物理試驗設施，其中DCAS之性能可於實際車輛上進行調查。可透過感測器模擬，或藉由定位於測試道之人偶導入交通代理(traffic agents)。
2.13. “Sensor Stimulation” is a technique whereby artificially generated signals are provided to the element under testing in order to trigger it to produce the result required for verification of the real world, training, maintenance, or for research and development.	2.13. “Sensor Stimulation” is a technique whereby artificially generated signals are provided to the element under testing in order to trigger it to produce the result required for verification of the real world, training, maintenance, or for research and development.	14.2.13 感測器模擬(Sensor Stimulation)：對正在測試之元素提供人工所產生訊號，以將其觸發以產生對現實、訓練、維護之驗證，或對研究及開發所需結果的技術。	14.2.13 感測器模擬(Sensor Stimulation)：對正在測試之元素提供人工所產生訊號，以將其觸發以產生對現實、訓練、維護之驗證，或對研究及開發所需結果的技術。
2.14. “Simulation” is the imitation of the operation of a real-world process or system over time.	2.14. “Simulation” is the imitation of the operation of a real-world process or system over time.	14.2.14 模擬(Simulation)：係現實程序或系統隨時間之運作的模仿。	14.2.14 模擬(Simulation)：係現實程序或系統隨時間之運作的模仿。
2.15. “Simulation toolchain” is a combination of simulation tools that are used to support the validation of a DCAS.	2.15. “Simulation toolchain” is a combination of simulation tools that are used to support the validation of a DCAS.	14.2.15 模擬工具鏈(Simulation toolchain)：係使用於支援DCAS確認之模擬工具的組合。	14.2.15 模擬工具鏈(Simulation toolchain)：係使用於支援DCAS確認之模擬工具的組合。
2.16. “Software-In-the-Loop” (SIL) is where the implementation of the developed model will be evaluated on general-purpose computing systems. This step can use a complete software implementation very close to the final one. SIL testing is used to describe a test methodology, where executable code such as algorithms (or even an entire controller strategy), is tested within a modelling environment that can help prove or test the software.	2.16. “Software-In-the-Loop” (SIL) is where the implementation of the developed model will be evaluated on general-purpose computing systems. This step can use a complete software implementation very close to the final one. SIL testing is used to describe a test methodology, where executable code such as algorithms (or even an entire controller strategy), is tested within a modelling environment that can help prove or test the software.	14.2.16 軟體迴路(Software-In-the-Loop；SIL)：係將於一般用途電腦系統上進行評估之開發模型的實現。此階段可使用非常接近最終成品之完整軟體實現。SIL試驗係用於描述一試驗方法學，其中可執行程式碼例如演算法（或甚至一整個控制器策略），係於一個可幫助證明或測試軟體之模型化內進行測試。	14.2.16 軟體迴路(Software-In-the-Loop；SIL)：係將於一般用途電腦系統上進行評估之開發模型的實現。此階段可使用非常接近最終成品之完整軟體實現。SIL試驗係用於描述一試驗方法學，其中可執行程式碼例如演算法（或甚至一整個控制器策略），係於一個可幫助證明或測試軟體之模型化內進行測試。
2.17. “Stochastic” means a process involving	2.17. “Stochastic” means a process involving	14.2.17 隨機性(Stochastic)：係指涉及	14.2.17 隨機性(Stochastic)：係指涉及

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
or containing a random variable or variables. Pertaining to chance or probability.	or containing a random variable or variables. Pertaining to chance or probability.	或包含一個隨機變數或變數組之程序。與機會或機率性相關。	或包含一個隨機變數或變數組之程序。與機會或機率性相關。
2.18. “Validation of the simulation model” is the process of determining the degree to which a simulation model is an accurate representation of the real world from the perspective of the intended uses of the tool.	2.18. “Validation of the simulation model” is the process of determining the degree to which a simulation model is an accurate representation of the real world from the perspective of the intended uses of the tool.	14.2.18 模擬模型之確認(Validation of the simulation model)：係指自工具之預期使用的觀點而言，測定模擬模型係現實之準確呈現程度之程序	14.2.18 模擬模型之確認(Validation of the simulation model)：係指自工具之預期使用的觀點而言，測定模擬模型係現實之準確呈現程度之程序
2.19. “Vehicle -In-the-Loop” (VIL) is a fusion environment of a real testing vehicle in the real-world and a virtual environment. It can reflect vehicle dynamics at the same level as the real-world and it can be operated on a vehicle test bed or on a test track.	2.19. “Vehicle -In-the-Loop” (VIL) is a fusion environment of a real testing vehicle in the real-world and a virtual environment. It can reflect vehicle dynamics at the same level as the real-world and it can be operated on a vehicle test bed or on a test track.	14.2.19 車輛迴路(Vehicle -In-the-Loop；VIL)：係指物理試驗車輛於現實及虛擬環境之混合環境。其可如現實相同等級反映車輛動態，且其可於車輛試驗基座或於測試道上運作。	14.2.19 車輛迴路(Vehicle -In-the-Loop；VIL)：係指物理試驗車輛於現實及虛擬環境之混合環境。其可如現實相同等級反映車輛動態，且其可於車輛試驗基座或於測試道上運作。
2.20. “Verification of the simulation model” is the process of determining the extent to which a simulation model or a virtual testing tool is compliant with its requirements and specifications as detailed in its conceptual models, mathematical models, or other constructs.	2.20. “Verification of the simulation model” is the process of determining the extent to which a simulation model or a virtual testing tool is compliant with its requirements and specifications as detailed in its conceptual models, mathematical models, or other constructs.	14.2.20 模擬模型之驗證(Verification of the simulation model)：係指測定模擬模型或虛擬試驗工具符合如其所詳述之觀念模型、數學模型或其他構造要求及規格規定之延伸的程序。	14.2.20 模擬模型之驗證(Verification of the simulation model)：係指測定模擬模型或虛擬試驗工具符合如其所詳述之觀念模型、數學模型或其他構造要求及規格規定之延伸的程序。
2.21. “Virtual testing” is the process of testing a system using one or more simulation models.	2.21. “Virtual testing” is the process of testing a system using one or more simulation models.	14.2.21 虛擬試驗(Virtual testing)：係指使用一個或多個模擬模型試驗一個系統之程序。	14.2.21 虛擬試驗(Virtual testing)：係指使用一個或多個模擬模型試驗一個系統之程序。
3. Models and Simulation Management	3. Models and Simulation Management	14.3 模型及模擬管理	14.3 模型及模擬管理
3.1. The Models and Simulation (M&S) lifecycle is a dynamic process with frequent releases that should be monitored and documented. As a result, it is recommended that management activities should be established to support the M&S through typical product management processes. Relevant information on the following	3.1. The Models and Simulation (M&S) lifecycle is a dynamic process with frequent releases that should be monitored and documented. As a result, it is recommended that management activities should be established to support the M&S through typical product management processes. Relevant information on the following	14.3.1 模型及模擬(M&S)之生命循環係需要被監控及紀錄之一個具備頻繁發佈之動態程序。作為結果，建議應建立管理活動以支援於典型產品管理程序之M&S。於下述層面上之相關資訊應包含於本節中。	14.3.1 模型及模擬(M&S)之生命循環係需要被監控及紀錄之一個具備頻繁發佈之動態程序。作為結果，建議應建立管理活動以支援於典型產品管理程序之M&S。於下述層面上之相關資訊應包含於本節中。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
aspects should be included in this section.	aspects should be included in this section.		
3.2. It is recommended that this part should:	3.2. It is recommended that this part should:	14.3.2 本部分建議應：	14.3.2 本部分建議應：
(a) Describe the modifications within the M&S toolchain releases	(a) Describe the modifications within the M&S toolchain releases	(a) 描述M&S工具鏈發佈時內含之修改	(a) 描述M&S工具鏈發佈時內含之修改
(b) Designate the corresponding software (e.g., specific software product and version) and hardware arrangement e.g., X-In the Loop (XiL configuration)	(b) Designate the corresponding software (e.g., specific software product and version) and hardware arrangement e.g., X-In the Loop (XiL configuration)	(b) 指定對應軟體（例如：特定軟體產品及版本）及硬體安排（例如X迴路（X設置））	(b) 指定對應軟體（例如：特定軟體產品及版本）及硬體安排（例如X迴路（X設置））
(c) Record the internal review processes that accepted the new releases	(c) Record the internal review processes that accepted the new releases	(c) 記錄接受新發佈之內部檢視程序	(c) 記錄接受新發佈之內部檢視程序
(d) Be supported throughout the full duration of the virtual testing utilization.	(d) Be supported throughout the full duration of the virtual testing utilization.	(d) 於虛擬試驗使用之完整期間受到支援	(d) 於虛擬試驗使用之完整期間受到支援
3.3. Releases management	3.3. Releases management	14.3.3 發佈管理	14.3.3 發佈管理
3.3.1. It is recommended that any toolchain's version used to release data for certification purposes should be stored. The virtual models constituting the testing tool should be documented in terms of the corresponding validation methods and acceptance thresholds to support the overall credibility of the toolchain. The developer should establish and enforce a method to trace generated data to the corresponding toolchain version.	3.3.1. It is recommended that any toolchain's version used to release data for certification purposes should be stored. The virtual models constituting the testing tool should be documented in terms of the corresponding validation methods and acceptance thresholds to support the overall credibility of the toolchain. The developer should establish and enforce a method to trace generated data to the corresponding toolchain version.	14.3.3.1 建議應儲存任意對驗證目的所使用於發佈資料之工具鏈的版本。組成試驗工具之虛擬模型應依照對應確認步驟及接受度值域進行記錄，以支援工具鏈之整體可信度。開發者應建立並實施步驟以就對應工具鏈版本追蹤所產生之資料。	14.3.3.1 建議應儲存任意對驗證目的所使用於發佈資料之工具鏈的版本。組成試驗工具之虛擬模型應依照對應確認步驟及接受度值域進行記錄，以支援工具鏈之整體可信度。開發者應建立並實施步驟以就對應工具鏈版本追蹤所產生之資料。
3.3.2. Quality check of virtual data. Data completeness, accuracy, and consistency are ensured throughout the releases and lifetime of a tool or toolchain to support the verification and validation procedures.	3.3.2. Quality check of virtual data. Data completeness, accuracy, and consistency are ensured throughout the releases and lifetime of a tool or toolchain to support the verification and validation procedures.	14.3.3.2 虛擬資料之快速檢查。於整個發佈，以及工具或工具鏈之生命週期，應確保資料完整度、準確性及一致性以支援驗證及確認程序。	14.3.3.2 虛擬資料之快速檢查。於整個發佈，以及工具或工具鏈之生命週期，應確保資料完整度、準確性及一致性以支援驗證及確認程序。
3.4. Team's Experience and Expertise	3.4. Team's Experience and Expertise	14.3.4 團隊之經驗及專業	14.3.4 團隊之經驗及專業
3.4.1. Even though Experience and Expertise (E&E) are already covered in a general	3.4.1. Even though Experience and Expertise (E&E) are already covered in a general	14.3.4.1 即使經驗及專業已於組織內常識所涵蓋，於M&S活動之特定經	14.3.4.1 即使經驗及專業已於組織內常識所涵蓋，於M&S活動之特定經

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
sense within an organization, it is important to establish the basis for confidence on the specific experience and expertise for M&S activities.	sense within an organization, it is important to establish the basis for confidence on the specific experience and expertise for M&S activities.	驗及專業上建立信賴度之基礎仍相當重要。	驗及專業上建立信賴度之基礎仍相當重要。
3.4.2. In fact, the credibility of M&S depends not only on the quality of the simulation models but also on the E&E of the personnel involved in the validation and usage of the M&S. For instance, a proper understanding of the limitations and validation domain will prevent possible misuse of the M&S or misinterpretation of its results.	3.4.2. In fact, the credibility of M&S depends not only on the quality of the simulation models but also on the E&E of the personnel involved in the validation and usage of the M&S. For instance, a proper understanding of the limitations and validation domain will prevent possible misuse of the M&S or misinterpretation of its results.	14.3.4.2 事實上，M&S之可信度不僅依賴模擬模型之品質，亦依賴於驗證及M&S使用涉及之人員的E&E。例如一個對於極限及確認領域之適當了解將避免M&S之可能誤用或對其結果之誤解。	14.3.4.2 事實上，M&S之可信度不僅依賴模擬模型之品質，亦依賴於驗證及M&S使用涉及之人員的E&E。例如一個對於極限及確認領域之適當了解將避免M&S之可能誤用或對其結果之誤解。
3.4.3. It is important to establish the basis for the manufacturer confidence in the experience and expertise of:	3.4.3. It is important to establish the basis for the manufacturer confidence in the experience and expertise of:	14.3.4.3 於下述項目之經驗及專業部分建立申請者信賴度之基礎相當重要：	14.3.4.3 於下述項目之經驗及專業部分建立申請者信賴度之基礎相當重要：
(a) The teams that will internally assess and validate the M&S toolchain and,	(a) The teams that will internally assess and validate the M&S toolchain and,	(a) 團隊將內部評估並確認M&S工具鏈，且	(a) 團隊將內部評估並確認M&S工具鏈，且
(b) The teams that will use the validated simulation for the execution of virtual testing with the purpose of validating the DCAS.	(b) The teams that will use the validated simulation for the execution of virtual testing with the purpose of validating the DCAS.	(b) 團隊將就確認DCAS目的執行虛擬試驗，使用已確認之模擬。	(b) 團隊將就確認DCAS目的執行虛擬試驗，使用已確認之模擬。
3.4.4. Thus, if a team's E&E is good it increases the level of confidence and hence the credibility of M&S and its results by ensuring that the human elements underpinning the M&S activity are taken into consideration and risks from the human aspect of the activity can be controlled, through its Management System.	3.4.4. Thus, if a team's E&E is good it increases the level of confidence and hence the credibility of M&S and its results by ensuring that the human elements underpinning the M&S activity are taken into consideration and risks from the human aspect of the activity can be controlled, through its Management System.	14.3.4.4 總而言之，於整個管理系統而言，若一個團隊之E&E狀況良好，將藉由確保將支撐M&S活動之人類元素納入考量，且活動中源於人類層面之風險可被控制，而增加信賴度等級，以及M&S及其結果之可信度。	14.3.4.4 總而言之，於整個管理系統而言，若一個團隊之E&E狀況良好，將藉由確保將支撐M&S活動之人類元素納入考量，且活動中源於人類層面之風險可被控制，而增加信賴度等級，以及M&S及其結果之可信度。
3.4.5. If the manufacturer toolchain incorporates or relies upon inputs from organizations or products outside of the	3.4.5. If the manufacturer toolchain incorporates or relies upon inputs from organizations or products outside of the	14.3.4.5 若申請者工具鏈併同或依賴於源於申請者自身團隊之外的組織或產品輸入，建議申請者就此等輸	14.3.4.5 若申請者工具鏈併同或依賴於源於申請者自身團隊之外的組織或產品輸入，建議申請者就此等輸

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
manufacturer's own team, it is recommended that the manufacturer includes an explanation of measures it has taken to manage and develop confidence in the quality and integrity of those inputs.	manufacturer's own team, it is recommended that the manufacturer includes an explanation of measures it has taken to manage and develop confidence in the quality and integrity of those inputs.	入之品質及完整性以管理及發展信賴度，將已採用措施之解釋納入。	入之品質及完整性以管理及發展信賴度，將已採用措施之解釋納入。
3.4.6. The team's Experience and Expertise include two aspects:	3.4.6. The team's Experience and Expertise include two aspects:	14.3.4.6 團隊之經驗及專業包含兩個層面：	14.3.4.6 團隊之經驗及專業包含兩個層面：
3.4.6.1. Organizational level:	3.4.6.1. Organizational level:	14.3.4.6.1 組織級別：	14.3.4.6.1 組織級別：
The credibility is established by setting up processes and procedures to identify and maintain the skills, knowledge, and experience to perform M&S activities. The following processes should be established, maintained and documented:	The credibility is established by setting up processes and procedures to identify and maintain the skills, knowledge, and experience to perform M&S activities. The following processes should be established, maintained and documented:	可信度係藉由設置程序及步驟建立，以識別及維持用以執行M&S活動之技能、知識及經驗。下述程序應被建立、維持及記錄：	可信度係藉由設置程序及步驟建立，以識別及維持用以執行M&S活動之技能、知識及經驗。下述程序應被建立、維持及記錄：
(a) Process to identify and evaluate the individual's competence and skills;	(a) Process to identify and evaluate the individual's competence and skills;	(a) 用以識別及評估個體之能力及技能之程序；	(a) 用以識別及評估個體之能力及技能之程序；
(b) Process for training personnel to be competent to perform M&S-related duties.	(b) Process for training personnel to be competent to perform M&S-related duties.	(b) 對於訓練人員具備能力執行M&S相關業務之程序。	(b) 對於訓練人員具備能力執行M&S相關業務之程序。
3.4.6.2. Team level:	3.4.6.2. Team level:	14.3.4.6.2 團隊級別：	14.3.4.6.2 團隊級別：
Once a toolchain has been finalized, its credibility is mainly dictated by the skills and knowledge of the teams that will first validate the M&S and then use it for the validation of DCAS. The credibility is established by documenting that these teams have received adequate training to fulfil their duties.	Once a toolchain has been finalized, its credibility is mainly dictated by the skills and knowledge of the teams that will first validate the M&S and then use it for the validation of DCAS. The credibility is established by documenting that these teams have received adequate training to fulfil their duties.	一旦一個工具鏈已被完善，其可信度係主要藉由將首次確認M&S，且使用其進行DCAS確認之團隊的技能及知識口頭描述。可信度係藉由記錄團隊已獲得足夠訓練已達成相關業務建立。	一旦一個工具鏈已被完善，其可信度係主要藉由將首次確認M&S，且使用其進行DCAS確認之團隊的技能及知識口頭描述。可信度係藉由記錄團隊已獲得足夠訓練已達成相關業務建立。
The manufacturer should:	The manufacturer should:	申請者應：	申請者應：
(a) Provide the basis for the manufacturer's confidence in the Experience and Expertise of the individual/team that validates the M&S toolchain.	(a) Provide the basis for the manufacturer's confidence in the Experience and Expertise of the individual/team that validates the M&S toolchain.	(a) 對申請者就確認M&S工具鏈之個體／團隊，於經驗及專業之信賴度提供基礎。	(a) 對申請者就確認M&S工具鏈之個體／團隊，於經驗及專業之信賴度提供基礎。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(b) Provide the basis for the manufacturer's confidence in the Experience and Expertise of the individual/team that uses the simulation to execute virtual testing with the purpose of validating the DCAS.	(b) Provide the basis for the manufacturer's confidence in the Experience and Expertise of the individual/team that uses the simulation to execute virtual testing with the purpose of validating the DCAS.	(b) 對申請者就以確認DCAS之目的，使用模擬以執行虛擬試驗之個體／團隊，於經驗及專業之信賴度提供基礎。	(b) 對申請者就以確認DCAS之目的，使用模擬以執行虛擬試驗之個體／團隊，於經驗及專業之信賴度提供基礎。
3.4.6.3. The manufacturer should demonstrate how it applies the principles of its Management Systems, e.g. ISO 9001 or a similar best practice or standard, with regard to the competence of its M&S organization and the individuals in that organization and the basis for this determination. It is recommended that the assessor not substitute its judgment for that of the manufacturer regarding the experience and expertise of the organization or its members.	3.4.6.3. The manufacturer should demonstrate of how it applies the principles of its Management Systems, e.g. ISO 9001 or a similar best practice or standard, with regard to the competence of its M&S organization and the individuals in that organization and the basis for this determination. It is recommended that the assessor not substitute its judgment for that of the manufacturer regarding the experience and expertise of the organization or its members.	14.3.4.6.3 申請者應展示其如何實施與其 M&S 組織之能力、組織內個體及此決策之基礎相關之管理系統的原則，例如 ISO 9001 或一個相似最佳實例或標準。建議評估者不對申請者就相關於組織或其成員之經驗及專業而替代其判斷。	14.3.4.6.3 申請者應展示其如何實施與其 M&S 組織之能力、組織內個體及此決策之基礎相關之管理系統的原則，例如 ISO 9001 或一個相似最佳實例或標準。建議評估者不對申請者就相關於組織或其成員之經驗及專業而替代其判斷。
3.4.7. Data/Input pedigree	3.4.7. Data/Input pedigree	14.3.4.7 資料／輸入系譜	14.3.4.7 資料／輸入系譜
3.4.7.1. The pedigree and traceability of the data and inputs used in the validation of the M&S is important. The manufacturer should have a record of these that allows the assessor to verify their quality and appropriateness.	3.4.7.1. The pedigree and traceability of the data and inputs used in the validation of the M&S is important. The manufacturer should have a record of these that allows the assessor to verify their quality and appropriateness.	14.3.4.7.1 就M&S確認中所使用資料及輸入之系譜及可追蹤性相當重要。申請者應具備前述相關紀錄以使評估者可驗證其品質及合適性。	14.3.4.7.1 就M&S確認中所使用資料及輸入之系譜及可追蹤性相當重要。申請者應具備前述相關紀錄以使評估者可驗證其品質及合適性。
3.4.7.2. Description of the data used for the M&S validation	3.4.7.2. Description of the data used for the M&S validation	14.3.4.7.2 M&S確認所使用資料之說明	14.3.4.7.2 M&S確認所使用資料之說明
(a) The manufacturer should document the data used to validate the models included in the tool or toolchain and note important quality characteristics;	(a) The manufacturer should document the data used to validate the models included in the tool or toolchain and note important quality characteristics;	(a) 申請者應記錄所使用資料以確認工具或工具鏈中所包含模型，且註記重要品質特性；	(a) 申請者應記錄所使用資料以確認工具或工具鏈中所包含模型，且註記重要品質特性；
(b) The manufacturer should provide documentation showing that the data used to validate the models covers the intended	(b) The manufacturer should provide documentation showing that the data used to validate the models covers the intended	(b) 申請者應提供顯示用以確認模型之資料，涵蓋工具鏈目標將虛擬化之預期功能的文件；	(b) 申請者應提供顯示用以確認模型之資料，涵蓋工具鏈目標將虛擬化之預期功能的文件；

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
functionalities that the toolchain aims at virtualizing;	functionalities that the toolchain aims at virtualizing;		
(c) The manufacturer should document the calibration procedures employed to fit the virtual models' parameters to the collected input data.	(c) The manufacturer should document the calibration procedures employed to fit the virtual models' parameters to the collected input data.	(c) 申請者應記錄所實施之校正程序以使虛擬模型之參數符合所收集輸入資料。	(c) 申請者應記錄所實施之校正程序以使虛擬模型之參數符合所收集輸入資料。
3.4.7.3. Effect of the data quality (e.g. data coverage, signal to noise ratio, and sensors' uncertainty/bias/sampling rate) on model parameters uncertainty	3.4.7.3. Effect of the data quality (e.g. data coverage, signal to noise ratio, and sensors' uncertainty/bias/sampling rate) on model parameters uncertainty	14.3.4.7.3 於模型參數不確定度上資料品質（例如資料涵蓋率、訊噪比，以及感測器之不確定度／偏差／取樣率）之影響	14.3.4.7.3 於模型參數不確定度上資料品質（例如資料涵蓋率、訊噪比，以及感測器之不確定度／偏差／取樣率）之影響
The quality of the data used to develop the model will have an impact on model parameters' estimation and calibration. Uncertainty in model parameters will be another important aspect in the final uncertainty analysis.	The quality of the data used to develop the model will have an impact on model parameters' estimation and calibration. Uncertainty in model parameters will be another important aspect in the final uncertainty analysis.	用以開發模型之資料的品質將對模型參數之估計及校正造成衝擊。於模型參數中之不確定度將於最終不確定度分析中為另一重要層面。	用以開發模型之資料的品質將對模型參數之估計及校正造成衝擊。於模型參數中之不確定度將於最終不確定度分析中為另一重要層面。
3.4.8. Data/Output pedigree	3.4.8. Data/Output pedigree	14.3.4.8 資料／輸出系譜	14.3.4.8 資料／輸出系譜
3.4.8.1. The pedigree of the output data is important. The manufacturer should keep a record of the outputs of the M&S toolchain and ensure that it is traceable to the inputs and the M&S toolchain that produced it. This will form part of the evidence trail for the DCAS validation.	3.4.8.1. The pedigree of the output data is important. The manufacturer should keep a record of the outputs of the M&S toolchain and ensure that it is traceable to the inputs and the M&S toolchain that produced it. This will form part of the evidence trail for the DCAS validation.	13.3.4.8.1 輸出資料之系譜相當重要。申請者應留存M&S工具鏈之輸出的紀錄，並確保其對產生其之輸入及M&S工具鏈而言係可追蹤的。此將對DCAS確認形成證據軌跡之一部分。	13.3.4.8.1 輸出資料之系譜相當重要。申請者應留存M&S工具鏈之輸出的紀錄，並確保其對產生其之輸入及M&S工具鏈而言係可追蹤的。此將對DCAS確認形成證據軌跡之一部分。
3.4.8.2. Description of the data generated by the M&S	3.4.8.2. Description of the data generated by the M&S	14.3.4.8.2 由M&S所產生資料之說明	14.3.4.8.2 由M&S所產生資料之說明
(a) The manufacturer should provide information on any data and scenarios used for virtual testing toolchain validation.	(a) The manufacturer should provide information on any data and scenarios used for virtual testing toolchain validation.	(a) 申請者應提供於任意用於虛擬試驗工具鏈確認之資料及情境資訊。	(a) 申請者應提供於任意用於虛擬試驗工具鏈確認之資料及情境資訊。
(b) The manufacturer should document the exported data and note important quality characteristics e.g., using the correlation	(b) The manufacturer should document the exported data and note important quality characteristics e.g. using the correlation	(b) 申請者應將所輸出資料及註記之重要品質特性（例如使用相關方法學）彙整為文件。	(b) 申請者應將所輸出資料及註記之重要品質特性（例如使用如規定13.之相關方法學）彙整為文件。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
methodologies.	methodologies as defined Annex II.		
(c) The manufacturer should trace M&S outputs to the corresponding M&S setup:	(c) The manufacturer should trace M&S outputs to the corresponding M&S setup:	(c) 申請者應追蹤就對應M&S設置之M&S輸出。	(c) 申請者應追蹤就對應M&S設置之M&S輸出。
3.4.8.2.1. Effect of the data quality on M&S credibility	3.4.8.2.1. Effect of the data quality M&S credibility	14.3.4.8.2.1 資料品質對M&S可信度之影響	14.3.4.8.2.1 資料品質對M&S可信度之影響
(a) The M&S output data should be sufficient to ensure the correct execution of the validation exercise. The data should sufficiently reflect the system boundaries relevant to the virtual assessment of the DCAS.	(a) The M&S output data should be sufficient to ensure the correct execution of the validation exercise. The data should sufficiently reflect the system boundaries relevant to the virtual assessment of the DCAS.	(a) M&S輸出資料應充足以確保確認實務之正確執行。資料應充足反映DCAS之虛擬評估系統邊界。	(a) M&S輸出資料應充足以確保確認實務之正確執行。資料應充足反映DCAS之虛擬評估系統邊界。
(b) The output data should allow consistency/sanity check of the virtual models, possibly by exploiting redundant information	(b) The output data should allow consistency/sanity check of the virtual models, possibly by exploiting redundant information	(b) 輸出資料應允許虛擬模型之一致性／心智檢查，其藉由利用冗餘資訊而可能達成。	(b) 輸出資料應允許虛擬模型之一致性／心智檢查，其藉由利用冗餘資訊而可能達成。
3.4.8.2.2. Managing stochastic models	3.4.8.2.2. Managing stochastic models	14.3.4.8.2.2 管理隨機性模型	14.3.4.8.2.2 管理隨機性模型
(a) Stochastic models should be characterized in terms of their variance	(a) Stochastic models should be characterized in terms of their variance	(a) 隨機性模型應依照其變異數進行特性化。	(a) 隨機性模型應依照其變異數進行特性化。
(b) The use of a stochastic models should not prohibit the possibility of deterministic re-execution	(b) The use of a stochastic models should not prohibit the possibility of deterministic re-execution	(b) 隨機性模型之使用不應防止確定性重新執行之可能性。	(b) 隨機性模型之使用不應防止確定性重新執行之可能性。
3.5. M&S Analysis and Description	3.5. M&S Analysis and Description	14.3.5 M&S 分析及說明	14.3.5 M&S 分析及說明
3.5.1. The M&S analysis and description aim to define the whole toolchain and identify the parameter space that can be assessed via virtual testing. It defines the scope and limitations of the models and simulation tools and the uncertainty sources that can affect its results.	3.5.1. The M&S analysis and description aim to define the whole toolchain and identify the parameter space that can be assessed via virtual testing. It defines the scope and limitations of the models and simulation tools and the uncertainty sources that can affect its results.	14.3.5.1 M&S分析及說明目標係定義可藉由虛擬試驗評估之整個工具鏈及識別參數空間。其定義可能影響其結果之模型、模擬工具及不確定度來源之適用範圍及限制。	14.3.5.1 M&S分析及說明目標係定義可藉由虛擬試驗評估之整個工具鏈及識別參數空間。其定義可能影響其結果之模型、模擬工具及不確定度來源之適用範圍及限制。
3.5.2. General description:	3.5.2. General description:	14.3.5.2 一般說明：	14.3.5.2 一般說明：
(a) The manufacturer should provide a description of the complete toolchain along	(a) The manufacturer should provide a description of the complete toolchain along	(a) 申請者應隨M&S資料將如何被使用以支援DCAS確認策略，提供完整	(a) 申請者應隨M&S資料將如何被使用以支援DCAS確認策略，提供完整

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
with how the M&S data will be used to support the DCAS validation strategy.	with how the M&S data will be used to support the DCAS validation strategy.	工具鏈之說明。	工具鏈之說明。
(b) The manufacturer should provide a clear description of the test objective.	(b) The manufacturer should provide a clear description of the test objective.	(b) 申請者應提供試驗目標之明確說明。	(b) 申請者應提供試驗目標之明確說明。
3.5.3. Assumptions, known limitations and uncertainty sources:	3.5.3. Assumptions, known limitations and uncertainty sources:	14.3.5.3 假設、已知極限及不確定度來源：	14.3.5.3 假設、已知極限及不確定度來源：
(a) The manufacturer should motivate the modelling assumptions which guided the design of the M&S toolchain	(a) The manufacturer should motivate the modelling assumptions which guided the design of the M&S toolchain	(a) 申請者應激勵用於引導M&S工具鏈設計之模型化假設	(a) 申請者應激勵用於引導M&S工具鏈設計之模型化假設
(b) The manufacturer should provide evidence on:	(b) The manufacturer should provide evidence on:	(b) 申請者應提供對下述項目之證據：	(b) 申請者應提供對下述項目之證據：
(i) How the manufacturer-defined assumptions play a role in defining the limitations of the toolchain;	(i) How the manufacturer-defined assumptions play a role in defining the limitations of the toolchain;	(i) 申請者所定義之假設如何於定義工具鏈之極限中扮演角色；	(i) 申請者所定義之假設如何於定義工具鏈之極限中扮演角色；
(ii) The level of fidelity required for the simulation models.	(ii) The level of fidelity required for the simulation models.	(ii) 對模擬模型而言，所需傳真度之等級。	(ii) 對模擬模型而言，所需傳真度之等級。
(c) The manufacturer should provide justification that the tolerance for M&S versus real-world correlation is acceptable for the test objective	(c) The manufacturer should provide justification that the tolerance for M&S versus real-world correlation is acceptable for the test objective	(c) 申請者應就M&S對現實相關之容許誤差於試驗目標係可接受的提供證明。	(c) 申請者應就M&S對現實相關之容許誤差於試驗目標係可接受的提供證明。
(d) Finally, this section should include information about the sources of uncertainty in the model. This will represent an important input to final uncertainty analysis, which will define how the M&S toolchain outputs can be affected by the different sources of uncertainty of the M&S toolchain used.	(d) Finally, this section should include information about the sources of uncertainty in the model. This will represent an important input to final uncertainty analysis, which will define how the M&S toolchain outputs can be affected by the different sources of uncertainty of the M&S toolchain used.	(d) 最後，本節應包含關於模型中不確定度之來源資訊。此將作為最終不確定度分析之重要輸入，其中將定義M&S工具鏈輸出可能受到所使用M&S工具鏈中不同之不確定度來源何等程度的影響。	(d) 最後，本節應包含關於模型中不確定度之來源資訊。此將作為最終不確定度分析之重要輸入，其中將定義M&S工具鏈輸出可能受到所使用M&S工具鏈中不同之不確定度來源何等程度的影響。
3.5.4. Scope (what is the model for?). It defines how the M&S is used in the DCAS validation.	3.5.4. Scope (what is the model for?). It defines how the M&S is used in the DCAS validation.	14.3.5.4 適用範圍（對應何種模型）。其定義M&S係如何使用於DCAS確認中。	14.3.5.4 適用範圍（對應何種模型）。其定義M&S係如何使用於DCAS確認中。
(a) The credibility of virtual tool should be	(a) The credibility of virtual tool should be	(a) 虛擬工具之可信度應藉由對已開	(a) 虛擬工具之可信度應藉由對已開

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
enforced by a clearly defined scope for the utilization of the developed M&S toolchains.	enforced by a clearly defined scope for the utilization of the developed M&S toolchains.	發M&S工具鏈之使用進行明確定義之適用範圍而被執行。	發M&S工具鏈之使用進行明確定義之適用範圍而被執行。
(b) The mature M&S should allow a virtualization of the physical phenomena to a degree of accuracy which matches the fidelity level required for certification. Thus, the M&S environment will act as a “virtual proving ground” for DCAS testing.	(b) The mature M&S should allow a virtualization of the physical phenomena to a degree of accuracy which matches the fidelity level required for certification. Thus, the M&S environment will act as a “virtual proving ground” for DCAS testing.	(b) 成熟之M&S應允許物理現象之虛擬化至一滿足認證所需傳真度等級之程度的準確度。故M&S環境將作為對DCAS試驗之「虛擬測試場」。	(b) 成熟之M&S應允許物理現象之虛擬化至一滿足認證所需傳真度等級之程度的準確度。故M&S環境將作為對DCAS試驗之「虛擬測試場」。
(c) M&S toolchains need dedicated scenarios and metrics for validation. The scenario selection used for validation should be sufficient such that there is confidence that the toolchain will perform in the same manner in scenarios that were not included in the validation scope.	(c) M&S toolchains need dedicated scenarios and metrics for validation. The scenario selection used for validation should be sufficient such that there is confidence that the toolchain will perform in the same manner in scenarios that were not included in the validation scope.	(c) M&S工具鏈需要專用情境及指標以進行確認。所選擇用於確認之情境應足夠，使工具鏈將於未包含於確認範圍內之情境下以相同程度執行具備其信賴度。	(c) M&S工具鏈需要專用情境及指標以進行確認。所選擇用於確認之情境應足夠，使工具鏈將於未包含於確認範圍內之情境下以相同程度執行具備其信賴度。
(d) The manufacturer should provide a list of validation scenarios together with the corresponding parameter description limitations.	(d) The manufacturer should provide a list of validation scenarios together with the corresponding parameter description limitations.	(d) 申請者應併同對應參數說明之限制提供一確認情境之列表。	(d) 申請者應併同對應參數說明之限制提供一確認情境之列表。
(e) System boundary analysis is a crucial input to derive requirements, scope and the effects that the M&S toolchain must consider supporting DCAS validation.	(e) System boundary analysis is a crucial input to derive requirements, scope and the effects that the M&S toolchain must consider supporting DCAS validation.	(e) 系統邊界分析係關鍵輸入以推導要求、適用範圍，以及M&S工具鏈必須就支援DCAS確認考量之影響。	(e) 系統邊界分析係關鍵輸入以推導要求、適用範圍，以及M&S工具鏈必須就支援DCAS確認考量之影響。
(f) Parameters generated for the scenarios will define extrinsic and intrinsic data for the toolchain and the simulation models.	(f) Parameters generated for the scenarios will define extrinsic and intrinsic data for the toolchain and the simulation models.	(f)對情境所產生參數將對工具鏈及模擬模型定義外部及內部資料。	(f) 對情境所產生參數將對工具鏈及模擬模型定義外部及內部資料。
3.5.5. Criticality assessment	3.5.5. Criticality assessment	14.3.5.5 危害評估	14.3.5.5 危害評估
3.5.5.1. The simulation models and the simulation tools used in the overall toolchain should be investigated in terms of their impact in case of a safety error in the final	3.5.5.1. The simulation models and the simulation tools used in the overall toolchain should be investigated in terms of their impact in case of a safety error in the final	14.3.5.5.1 於整體工具鏈中所使用模擬模型及模擬工具應依照其衝擊進行調查以防於最終產品中出現安全錯誤。對危害分析所提出之方法	14.3.5.5.1 於整體工具鏈中所使用模擬模型及模擬工具應依照其衝擊進行調查以防於最終產品中出現安全錯誤。對危害分析所提出之方法係

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
product. The proposed approach for criticality analysis is derived from ISO 26262, which requires qualification for some of the tools used in the development process. In order to derive how critical the simulated data is, the criticality assessment considers the following parameters:	product. The proposed approach for criticality analysis is derived from ISO 26262, which requires qualification for some of the tools used in the development process. In order to derive how critical the simulated data is, the criticality assessment considers the following parameters:	係推導自ISO 26262，其中對於開發階段所使用之部分工具需要資格確認。為推導對模擬資料之危害程度，危害評估考量下列參數：	推導自ISO 26262，其中對於開發階段所使用之部分工具需要資格確認。為推導對模擬資料之危害程度，危害評估考量下列參數：
(a) The consequences on human safety e.g. severity classes in ISO 26262.	(a) The consequences on human safety e.g. severity classes in ISO 26262.	(a) 對人類安全之後果（例如ISO 26262中之嚴重等級）。	(a) 對人類安全之後果（例如ISO 26262中之嚴重等級）。
(b) The degree in which the M&S toolchain results influence's the DCAS.	(b) The degree in which the M&S toolchain results influence's the DCAS.	(b) M&S工具鏈結果對DCAS影響之程度。	(b) M&S工具鏈結果對DCAS影響之程度。
3.5.5.2. The table below provides an example criticality assessment matrix to demonstrate this analysis. The manufacturer may adjust this matrix to their particular use case.	3.5.5.2. The table below provides an example criticality assessment matrix to demonstrate this analysis. The manufacturer may adjust this matrix to their particular use case.	14.3.5.5.2 下表提供一個危害評估矩陣之範例以展示此分析。申請者可就其特定使用案例調整此矩陣。	14.3.5.5.2 下表提供一個危害評估矩陣之範例以展示此分析。申請者可就其特定使用案例調整此矩陣。
Table A5/1 Criticality assessment matrix (表格如頁末所示)	Table A5/1 Criticality assessment matrix (表格如頁末所示)	表 A5/1 危害評估矩陣 (表格如頁末所示)	表 A5/1 危害評估矩陣 (表格如頁末所示)
3.5.5.3. From the perspective of the criticality assessment, the three possible cases for assessment are:	3.5.5.3. From the perspective of the criticality assessment, the three possible cases for assessment are:	14.3.5.5.3 自危害評估之觀點而言，就評估具備三種可能案例：	14.3.5.5.3 自危害評估之觀點而言，就評估具備三種可能案例：
(a) Those models or tools that are clear candidates for following a full credibility assessment;	(a) Those models or tools that are clear candidates for following a full credibility assessment;	(a) 對於接續一個完整可信度評估，相關模型或工具係明確之受採用者。	(a) 對於接續一個完整可信度評估，相關模型或工具係明確之受採用者。
(b) Those models or tools that may or may not be candidates for following the full credibility assessment at the discretion of the assessor;	(b) Those models or tools that may or may not be candidates for following the full credibility assessment at the discretion of the assessor;	(b) 對於接續於評估者之審慎考量下的完整可信度評估，相關模型或工具可能為或不為受採用者。	(b) 對於接續於評估者之審慎考量下的完整可信度評估，相關模型或工具可能為或不為受採用者。
(c) Those models or tools that are not required to follow the credibility assessment.	(c) Those models or tools that are not required to follow the credibility assessment.	(c) 接續之完整可信度評估無需相關模型或工具。	(c) 接續之完整可信度評估無需相關模型或工具。
3.6. Verification	3.6. Verification	14.3.6 驗證	14.3.6 驗證
3.6.1. The verification of M&S deals with the analysis of the correct implementation of the	3.6.1. The verification of M&S deals with the analysis of the correct implementation of the	14.3.6.1 M&S之驗證處理對創造並建立整體工具鏈之觀念性／數學性模	14.3.6.1 M&S之驗證處理對創造並建立整體工具鏈之觀念性／數學性模

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
conceptual/mathematical models that create and build up the overall toolchain. Verification contributes to the M&S's credibility via providing assurance that the individual tools will not exhibit unrealistic behaviour for a set of inputs which cannot be tested. The procedure is grounded in a multi-step approach described below, which includes code verification, calculation verification and sensitivity analysis.	conceptual/mathematical models that create and build up the overall toolchain. Verification contributes to the M&S's credibility via providing assurance that the individual tools will not exhibit unrealistic behaviour for a set of inputs which cannot be tested. The procedure is grounded in a multi-step approach described below, which includes code verification, calculation verification and sensitivity analysis.	型的正確實施分析。驗證藉由提供對獨立工具就一組無法被測試之輸入，將不會顯現不真實行為進行確認以促成M&S之可信度。相關程序係基於下述之多步驟方法，其中包含程式碼驗證、計算驗證，以及靈敏度分析。	型的正確實施分析。驗證藉由提供對獨立工具就一組無法被測試之輸入，將不會顯現不真實行為進行確認以促成M&S之可信度。相關程序係基於下述之多步驟方法，其中包含程式碼驗證、計算驗證，以及靈敏度分析。
3.6.2. Code verification	3.6.2. Code verification	14.3.6.2 程式碼驗證	14.3.6.2 程式碼驗證
3.6.2.1. Code verification is concerned with the execution of testing that demonstrates that no numerical/logical flaws affect the virtual models.	3.6.2.1. Code verification is concerned with the execution of testing that demonstrates that no numerical/logical flaws affect the virtual models.	14.3.6.2.1 程式碼驗證與顯示無影響虛擬模型之數字性／邏輯性缺陷乙項之試驗執行相關。	14.3.6.2.1 程式碼驗證與顯示無影響虛擬模型之數字性／邏輯性缺陷乙項之試驗執行相關。
(a) The manufacturer should document the execution of proper code verification techniques, e.g. static/dynamic code verification, convergence analysis and comparison with exact solutions if applicable [10]	(a) The manufacturer should document the execution of proper code verification techniques, e.g. static/dynamic code verification, convergence analysis and comparison with exact solutions if applicable [10]	(a) 申請者應將適當程式碼驗證技術之執行（例如靜態／動態程式碼驗證）、收斂分析，以及與實際解決方案之比較（如適用）彙整為文件。	(a) 申請者應將適當程式碼驗證技術之執行（例如靜態／動態程式碼驗證）、收斂分析，以及與實際解決方案之比較（如適用）彙整為文件。
[10] Roy, C. J. (2005). Review of code and solution verification procedures for computational simulation. Journal of Computational Physics, 205(1), 131-156.	[10] Roy, C. J. (2005). Review of code and solution verification procedures for computational simulation. Journal of Computational Physics, 205(1), 131-156.		
(b) The manufacturer should provide documentation showing that the exploration in the domain of the input parameters was sufficiently wide to identify parameter combinations for which the M&S tools show unstable or unrealistic behaviour. Coverage metrics of parameters combinations may be	(b) The manufacturer should provide documentation showing that the exploration in the domain of the input parameters was sufficiently wide to identify parameter combinations for which the M&S tools show unstable or unrealistic behaviour. Coverage metrics of parameters combinations may be	(b) 申請者應提供顯示於輸入參數領域中之探索係足夠廣闊，以對展現不穩定或不真實行為之M&S工具進行識別之參數組合的文件。參數組合之涵蓋指標可被用於顯示對模型行為之所需探索。	(b) 申請者應提供顯示於輸入參數領域中之探索係足夠廣闊，以對展現不穩定或不真實行為之M&S工具進行識別之參數組合的文件。參數組合之涵蓋指標可被用於顯示對模型行為之所需探索。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
used to demonstrate the required exploration of the model's behaviours.	used to demonstrate the required exploration of the model's behaviours.		
(c) The manufacturer should adopt sanity/consistency checking procedures whenever data allows	(c) The manufacturer should adopt sanity/consistency checking procedures whenever data allows	(c) 申請者應於資料允許時採用心智／一致性檢查程序。	(c)申請者應於資料允許時採用心智／一致性檢查程序。
3.6.3. Calculation verification	3.6.3. Calculation verification	14.3.6.3 計算驗證	14.3.6.3 計算驗證
3.6.3.1. Calculation verification deals with the estimation of numerical errors affecting the M&S.	3.6.3.1. Calculation verification deals with the estimation of numerical errors affecting the M&S.	14.3.6.3.1 計算驗證處理影響M&S之數字性錯誤的估計。	14.3.6.3.1 計算驗證處理影響M&S之數字性錯誤的估計。
(a) The manufacturer should document numerical error estimates (e.g. discretization error, rounding error, iterative procedures convergence);	(a) The manufacturer should document numerical error estimates (e.g. discretization error, rounding error, iterative procedures convergence);	(a) 申請者應將數字性錯誤之估計（例如離散化錯誤、四捨五入錯誤、迭代程序收斂）彙整為文件；	(a) 申請者應將數字性錯誤之估計（例如離散化錯誤、四捨五入錯誤、迭代程序收斂）彙整為文件；
(b) The numerical errors should be kept sufficiently bounded to not affect validation.	(b) The numerical errors should be kept sufficiently bounded to not affect validation.	(b) 數字性錯誤應保持於充足範圍內以未影響確認。	(b) 數字性錯誤應保持於充足範圍內以未影響確認。
3.6.4. Sensitivity analysis	3.6.4. Sensitivity analysis	14.3.6.4 靈敏度分析	14.3.6.4 靈敏度分析
3.6.4.1. Sensitivity analysis aims at quantifying how model output values are affected by changes in the model input values and thus identifying the parameters having the greatest impact on the simulation model results. The sensitivity study also provides the opportunity to determine the extent to which the simulation model satisfies the validation thresholds when it is subjected to small variations of the parameters, thus it plays a fundamental role to support the credibility of the simulation results.	3.6.4.1. Sensitivity analysis aims at quantifying how model output values are affected by changes in the model input values and thus identifying the parameters having the greatest impact on the simulation model results. The sensitivity study also provides the opportunity to determine the extent to which the simulation model satisfies the validation thresholds when it is subjected to small variations of the parameters, thus it plays a fundamental role to support the credibility of the simulation results.	14.3.6.4.1 靈敏度分析目標為量化模型輸出值受到模組輸入值之改變何等程度之影響，並識別於模擬模型結果上造成最重大衝擊之參數。靈敏度研究亦提供機會以決定模擬模型於符合參數之微小變化時滿足確認值域之延伸，故其扮演支援模擬結果之可信度的基礎角色。	14.3.6.4.1 靈敏度分析目標為量化模型輸出值受到模組輸入值之改變何等程度之影響，並識別於模擬模型結果上造成最重大衝擊之參數。靈敏度研究亦提供機會以決定模擬模型於符合參數之微小變化時滿足確認值域之延伸，故其扮演支援模擬結果之可信度的基礎角色。
(a) The manufacturer should provide supporting documentation demonstrating that the most critical parameters influencing	(a) The manufacturer should provide supporting documentation demonstrating that the most critical parameters influencing	(a) 申請者應提供藉由靈敏度分析技術如干擾模型之參數的方式，顯示已識別之影響模擬輸出的最關鍵參	(a) 申請者應提供藉由靈敏度分析技術如干擾模型之參數的方式，顯示已識別之影響模擬輸出的最關鍵參

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the simulation output have been identified by means of sensitivity analysis techniques such as by perturbing the model's parameters;	the simulation output have been identified by means of sensitivity analysis techniques such as by perturbing the model's parameters;	數相關支援性文件；	數相關支援性文件；
(b) The manufacturer should demonstrate that robust calibration procedures have been adopted and that this has identified and calibrated the most critical parameters leading to an increase in the credibility of the developed toolchain.	(b) The manufacturer should demonstrate that robust calibration procedures have been adopted and that this has identified and calibrated the most critical parameters leading to an increase in the credibility of the developed toolchain.	(b) 申請者應就已採用穩固校正程序，並識別及校正最關鍵參數而導向已開發工具鏈之可信度增加進行說明。	(b) 申請者應就已採用穩固校正程序，並識別及校正最關鍵參數而導向已開發工具鏈之可信度增加進行說明。
(c) Ultimately, the sensitivity analysis results will also help to define the inputs and parameters whose uncertainty characterization needs particular attention to characterize the uncertainty of the simulation results.	(c) Ultimately, the sensitivity analysis results will also help to define the inputs and parameters whose uncertainty characterization needs particular attention to characterize the uncertainty of the simulation results.	(c) 最終，靈敏度分析結果亦將協助定義需要留意不確定度特性化相關輸入及參數，以特性化模擬結果之不確定度。	(c) 最終，靈敏度分析結果亦將協助定義需要留意不確定度特性化相關輸入及參數，以特性化模擬結果之不確定度。
3.6.5. Validation	3.6.5. Validation	14.3.6.5 確認	14.3.6.5 確認
3.6.5.1. The quantitative process of determining the degree to which a model or a simulation is an accurate representation of the real world from the perspective of the intended uses of the M&S. It is recommended that the following items be considered when assessing the validity of a model or simulation:	3.6.5.1. The quantitative process of determining the degree to which a model or a simulation is an accurate representation of the real world from the perspective of the intended uses of the M&S. It is recommended that the following items be considered when assessing the validity of a model or simulation:	14.3.6.5.1 自M&S之預期使用觀點，對一模型或一模擬是否為現實世界之精準呈現相關程度的量化過程。建議於評估模型或模擬之有效性時，將下述項目納入考量：	14.3.6.5.1 自M&S之預期使用觀點，對一模型或一模擬是否為現實世界之精準呈現相關程度的量化過程。建議於評估模型或模擬之有效性時，將下述項目納入考量：
3.6.5.2. Measures of Performance (metrics)	3.6.5.2. Measures of Performance (metrics)	14.3.6.5.2 性能之量測（指標）	14.3.6.5.2 性能之量測（指標）
(a) The Measures of Performance are metrics that are used to compare the DCAS's performance within a virtual test with its performance in the real world. The Measures of Performance are defined during the M&S analysis.	(a) The Measures of Performance are metrics that are used to compare the DCAS's performance within a virtual test with its performance in the real world. The Measures of Performance are defined during the M&S analysis.	(a) 性能之量測係用於虛擬試驗內DCAS之性能與其於現實世界之性能比較的指標。性能之量測係於M&S分析期間進行定義。	(a) 性能之量測係用於虛擬試驗內DCAS之性能與其於現實世界之性能比較的指標。性能之量測係於M&S分析期間進行定義。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(b) Metrics for validation may include: (i) Discrete value analysis e.g. detection rate, firing rate; (ii) Time evolution e.g. positions, speeds, acceleration; (iii) Analysis of state changes e.g. distance/speed calculations, TTC calculation, brake initiation.	(b) Metrics for validation may include: (i) Discrete value analysis e.g. detection rate, firing rate; (ii) Time evolution e.g. positions, speeds, acceleration; (iii) Analysis of state changes e.g. distance/speed calculations, TTC calculation, brake initiation.	(b) 對確認之指標可能包含： (i)離散值分析（例如偵測率、觸發率）; (ii) 時間演化（例如位置、速度、加速度）; (iii) 狀態改變之分析（例如距離／速度計算、TTC計算、煞車初始化）。	(b) 對確認之指標可能包含： (i) 離散值分析（例如偵測率、觸發率）; (ii) 時間演化（例如位置、速度、加速度）; (iii) 狀態改變之分析（例如距離／速度計算、TTC計算、煞車初始化）。
3.6.5.3. Goodness of Fit measures (a) The analytical frameworks used to compare real world and simulation metrics are generally derived as Key Performance Indicators (KPIs) indicating the statistical comparability between two sets of data.	3.6.5.3. Goodness of Fit measures (a) The analytical frameworks used to compare real world and simulation metrics are generally derived as Key Performance Indicators (KPIs) indicating the statistical comparability between two sets of data.	14.3.6.5.3 合適量測之優點 (a) 用於比較現實世界及模擬指標之分析性框架通常係推導如指示兩組資料間之統計可比較性的關鍵性能指示器(KPIs)。	14.3.6.5.3 合適量測之優點 (a) 用於比較現實世界及模擬指標之分析性框架通常係推導如指示兩組資料間之統計可比較性的關鍵性能指示器(KPIs)。
(b) The validation should show that these KPIs are met.	(b) The validation should show that these KPIs are met.	(b) 確認應顯示相關KPI已達成。	(b) 確認應顯示相關KPI已達成。
3.6.5.4. Validation methodology (a) The manufacturer should define the logical scenarios used for virtual testing toolchain validation. They should be able to cover, to the maximum possible extent, the system boundaries of virtual testing for DCAS validation.	3.6.5.4. Validation methodology (a) The manufacturer should define the logical scenarios used for virtual testing toolchain validation. They should be able to cover, to the maximum possible extent, the system boundaries of virtual testing for DCAS validation.	14.3.6.5.4 確認方法學 (a) 申請者應定義用於虛擬試驗工具鏈確認之邏輯性情境。為最大可能之延伸，其應能夠涵蓋對DCAS確認之虛擬試驗的系統邊界。	14.3.6.5.4 確認方法學 (a) 申請者應定義用於虛擬試驗工具鏈確認之邏輯性情境。為最大可能之延伸，其應能夠涵蓋對DCAS確認之虛擬試驗的系統邊界。
(b) The exact methodology depends on the structure and purpose of the toolchain. The validation may consist of one or more of the following: (i) Validate subsystem models e.g. environment model (road network, weather conditions, road user interaction), sensor models (Radio Detection And Ranging (RADAR), Light Detection And Ranging	(b) The exact methodology depends on the structure and purpose of the toolchain. The validation may consist of one or more of the following: (i) Validate subsystem models e.g. environment model (road network, weather conditions, road user interaction), sensor models (Radio Detection And Ranging (RADAR), Light Detection And Ranging	(b) 實際方法學依賴工具鏈之結構及目標。確認可包含下述一項或多項： (i)確認子系統模型，例如環境模型（道路網路、天氣條件、道路使用者互動）、感測器模組（無線電偵測及距離量測(RADAR)、光線偵測及距離量測(LiDARs)、攝影機），以及車輛	(b) 實際方法學依賴工具鏈之結構及目標。確認可包含下述一項或多項： (i) 確認子系統模型，例如環境模型（道路網路、天氣條件、道路使用者互動）、感測器模組（無線電偵測及距離量測(RADAR)、光線偵測及距離量測(LiDARs)、攝影機），以及車

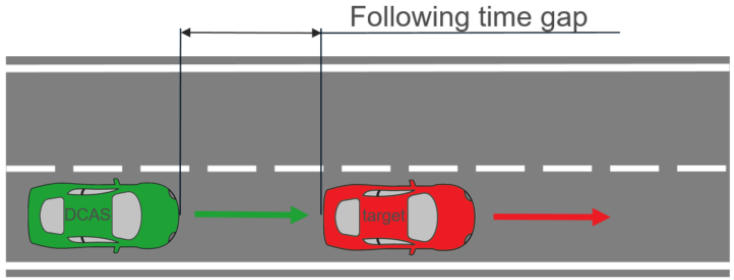
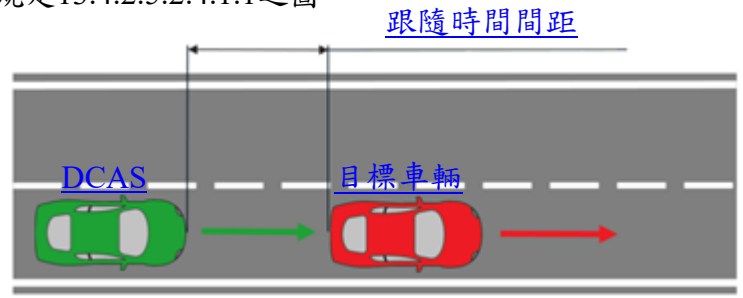
修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(LiDARs), Camera), vehicle model (steering, braking, powertrain);	(LiDARs), Camera), vehicle model (steering, braking, powertrain);	模型（轉向、煞車、傳動）；	輛模型（轉向、煞車、傳動）；
(ii) Validate vehicle system (vehicle dynamics model together with the environment model);	(ii) Validate vehicle system (vehicle dynamics model together with the environment model);	(ii) 確認車輛系統（車輛動態模型併同環境模型）；	(ii) 確認車輛系統(車輛動態模型併同環境模型)；
(iii) Validate sensor system (sensor model together with the environment model);	(iii) Validate sensor system (sensor model together with the environment model);	(iii) 確認感測器系統（感測器模型併同環境模型）；	(iii) 確認感測器系統（感測器模型併同環境模型）；
(iv) Validate integrated system (sensor model + environment model with influences form vehicle model).	(iv) Validate integrated system (sensor model + environment model with influences form vehicle model).	(iv) 確認已整合系統（感測器模型加上環境模型併同源於車輛模型之影響）。	(iv) 確認已整合系統（感測器模型加上環境模型併同源於車輛模型之影響）。
3.6.5.5. Accuracy requirement	3.6.5.5. Accuracy requirement	14.3.6.5.5 準確度要求	14.3.6.5.5 準確度要求
3.6.5.5.1. Requirement for the correlation threshold is defined during the M&S analysis. The validation should show that these KPIs are met. E.g., using the correlation methodologies.	3.6.5.5.1. Requirement for the correlation threshold is defined during the M&S analysis. The validation should show that these KPIs are met. E.g. using the correlation methodologies as defined in Annex II.	14.3.6.5.5.1 對相關值域之要求係於M&S分析期間進行定義。確認應顯示此等KPIs已經滿足，例如使用相關方法學。	14.3.6.5.5.1 對相關值域之要求係於M&S分析期間進行定義。確認應顯示此等KPIs已經滿足，例如使用規定13.所定義之相關方法學。
3.6.5.6. Validation scope (what part of the toolchain to be validated)	3.6.5.6. Validation scope (what part of the toolchain to be validated)	14.3.6.5.6 確認之適用範圍（即哪一部分之工具鏈尚待確認）	14.3.6.5.6 確認之適用範圍（即哪一部分之工具鏈尚待確認）
3.6.5.6.1. A toolchain consists of multiple tools, and each tool will use several models. The validation scope includes all tools and their relevant models.	3.6.5.6.1. A toolchain consists of multiple tools, and each tool will use several models. The validation scope includes all tools and their relevant models.	14.3.6.5.6.1 工具鏈由多樣工具所組成，且每一工具將使用數個模型。確認之適用範圍包含所有工具及其相關模型。	14.3.6.5.6.1 工具鏈由多樣工具所組成，且每一工具將使用數個模型。確認之適用範圍包含所有工具及其相關模型。
3.6.5.7. Internal validation results	3.6.5.7. Internal validation results	14.3.6.5.7 內部確認結果	14.3.6.5.7 內部確認結果
(a) The documentation should not only provide evidence of the M&S validation but also should provide sufficient information related to the processes and products that demonstrate the overall credibility of the toolchain used.	(a) The documentation should not only provide evidence of the M&S validation but also should provide sufficient information related to the processes and products that demonstrate the overall credibility of the toolchain used.	(a) 文件不應只提供M&S確認之證據，亦應提供顯示所使用工具鏈之整體可信度的過程及產品相關之足夠資訊。	(a) 文件不應只提供M&S確認之證據，亦應提供顯示所使用工具鏈之整體可信度的過程及產品相關之足夠資訊。
(b) Documentation/results may be carried over from previous credibility assessments.	(b) Documentation/results may be carried over from previous credibility assessments.	(b) 文件／結果可自前次可信度評估沿用。	(b) 文件／結果可自前次可信度評估沿用。

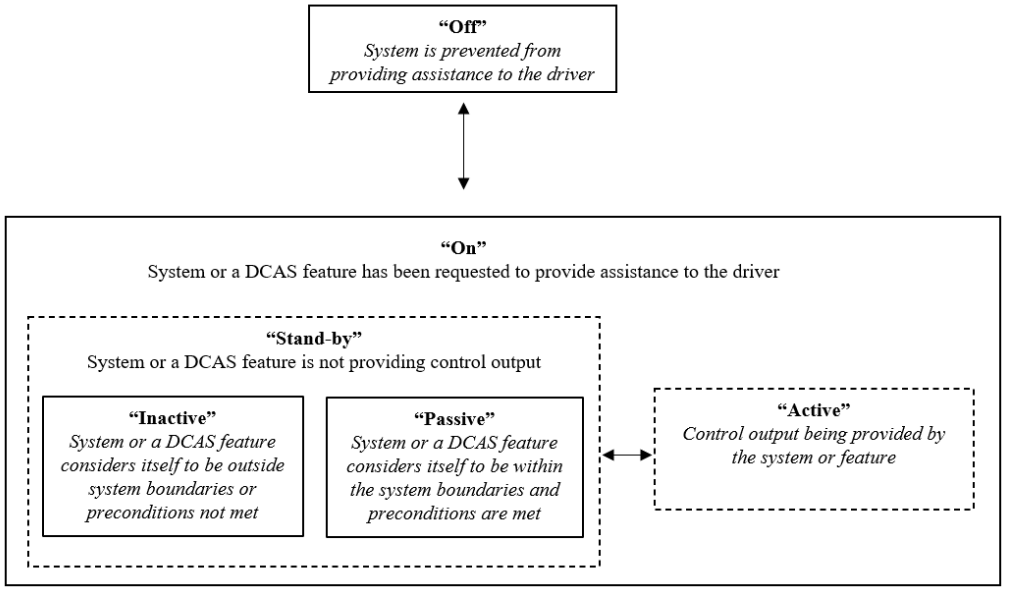
修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
3.6.5.8. Independent Validation of Results 3.6.5.8.1. The assessor should audit the documentation provided by the manufacturer and may carry out tests of the complete integrated tool. If the output of the virtual tests does not sufficiently replicate the output of physical tests, the assessor may request that the virtual and/or physical tests to be repeated. The outcome of the tests will be reviewed and any deviation in the results should be reviewed with the manufacturer. Sufficient explanation is required to justify why the test configuration caused deviation in results.	3.6.5.8. Independent Validation of Results 3.6.5.8.1. The assessor should audit the documentation provided by the manufacturer and may carry out tests of the complete integrated tool. If the output of the virtual tests does not sufficiently replicate the output of physical tests, the assessor may request that the virtual and/or physical tests to be repeated. The outcome of the tests will be reviewed and any deviation in the results should be reviewed with the manufacturer. Sufficient explanation is required to justify why the test configuration caused deviation in results.	14.3.6.5.8　結果之獨立確認 14.3.6.5.8.1　評估者應稽核由申請者所提供之文件，且可執行完整之已整合工具的試驗。若虛擬試驗之輸出不足以複製物理試驗之輸出，評估者可要求虛擬及／或物理試驗重複執行。試驗之結果將受到檢視並任何結果中之偏差與申請者一同檢視。需要充足解釋以證實為何試驗設置造成結果中之偏差。	14.3.6.5.8 結果之獨立確認 14.3.6.5.8.1 評估者應稽核由申請者所提供之文件，且可執行完整之已整合工具的試驗。若虛擬試驗之輸出不足以複製物理試驗之輸出，評估者可要求虛擬及／或物理試驗重複執行。試驗之結果將受到檢視並任何結果中之偏差與申請者一同檢視。需要充足解釋以證實為何試驗設置造成結果中之偏差。
3.6.5.9. Uncertainty characterisation 3.6.5.9.1. This section is concerned with characterizing the expected variability of the virtual toolchain results. The assessment should be made up of two phases. In a first phase the information collected from the “M&S Analysis and Description” section and the “Data/Input Pedigree” are used to characterise the uncertainty in the input data, in the model parameters and in the modelling structure. Then, by propagating all of the uncertainties through the virtual toolchain, the uncertainty of the model results is quantified. Depending on the uncertainty of the model results, proper safety margins will need to be introduced by the DCAS manufacturer in the use of virtual testing as part of the DCAS validation.	3.6.5.9. Uncertainty characterisation 3.6.5.9.1. This section is concerned with characterizing the expected variability of the virtual toolchain results. The assessment should be made up of two phases. In a first phase the information collected from the “M&S Analysis and Description” section and the “Data/Input Pedigree” are used to characterise the uncertainty in the input data, in the model parameters and in the modelling structure. Then, by propagating all of the uncertainties through the virtual toolchain, the uncertainty of the model results is quantified. Depending on the uncertainty of the model results, proper safety margins will need to be introduced by the DCAS manufacturer in the use of virtual testing as part of the DCAS validation.	14.3.6.5.9　不確定度特性化 14.3.6.5.9.1　本節與虛擬工具鏈結果之預期變異性的特性化相關。評估應以兩階度執行。於第一階段，自「M&S分析及說明」及「資料／輸入系譜」部分所收集資料係用於特性化輸入資料內、模型參數內，以及模型化結構內之不確定度。接著，透過虛擬工具鏈傳播所有不確定度，模型結果之不確定度即已被量化。依照模型結果之不確定度，於使用虛擬試驗作為DCAS確認之一部分，將會需要由申請者導入合適之安全邊緣。	14.3.6.5.9 不確定度特性化 14.3.6.5.9.1 本節與虛擬工具鏈結果之預期變異性的特性化相關。評估應以兩階度執行。於第一階段，自「M&S分析及說明」及「資料／輸入系譜」部分所收集資料係用於特性化輸入資料內、模型參數內，以及模型化結構內之不確定度。接著，透過虛擬工具鏈傳播所有不確定度，模型結果之不確定度即已被量化。依照模型結果之不確定度，於使用虛擬試驗作為DCAS確認之一部分，將會需要由申請者導入合適之安全邊緣。

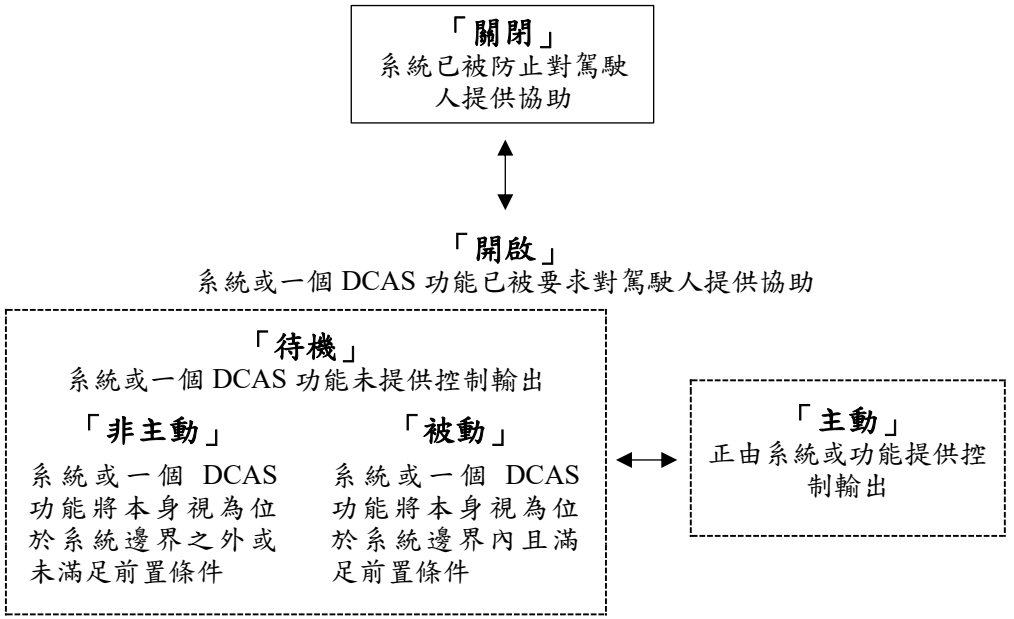
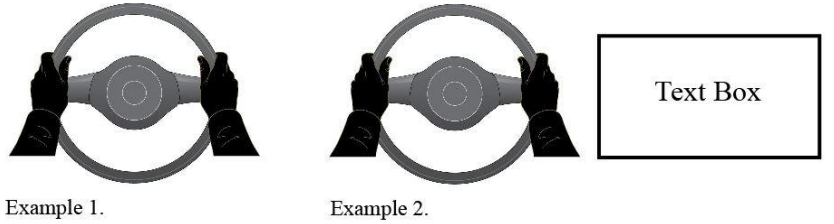
修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
3.6.5.9.2. Characterization of the uncertainty in the input data	3.6.5.9.2. Characterization of the uncertainty in the input data	14.3.6.5.9.2 於輸入資料內不確定度之特性化	14.3.6.5.9.2 於輸入資料內不確定度之特性化
The DCAS manufacturer should demonstrate they have estimated the model's critical inputs by means of robust techniques such as providing multiple repetitions for their assessment;	The DCAS manufacturer should demonstrate they have estimated the model's critical inputs by means of robust techniques such as providing multiple repetitions for their assessment;	申請者應展示其已藉由穩固技術如對其評估提供多次重現之方式，預估模型之關鍵輸入；	申請者應展示其已藉由穩固技術如對其評估提供多次重現之方式，預估模型之關鍵輸入；
3.6.5.9.3. Characterization of the uncertainty in the model parameters (following calibration).	3.6.5.9.3. Characterization of the uncertainty in the model parameters (following calibration).	14.3.6.5.9.3 於模型參數內不確定度之特性化（後續校正）	14.3.6.5.9.3 於模型參數內不確定度之特性化（後續校正）
The manufacturer should demonstrate that when a model's critical parameters cannot be fully determined they are characterized by means of a distribution and/or confidence intervals;	The manufacturer should demonstrate that when a model's critical parameters cannot be fully determined they are characterized by means of a distribution and/or confidence intervals;	申請者應展示於模型之關鍵參數無法被完全測定時，其係藉由分配及／或信賴度區間之方式進行特性化；	申請者應展示於模型之關鍵參數無法被完全測定時，其係藉由分配及／或信賴度區間之方式進行特性化；
3.6.5.9.4. Characterization of the uncertainty in the M&S structure	3.6.5.9.4. Characterization of the uncertainty in the M&S structure	14.3.6.5.9.4 於M&S結構內不確定度之特性化	14.3.6.5.9.4 於M&S結構內不確定度之特性化
The manufacturer should provide evidence that the modelling assumptions are given a quantitative characterization by assessing the generated uncertainty (e.g. comparing the output of different modelling approaches whenever possible).);	The manufacturer should provide evidence that the modelling assumptions are given a quantitative characterization by assessing the generated uncertainty (e.g. comparing the output of different modelling approaches whenever possible).);	申請者應提供模型化假設係由評估所產生不確定度(例如可行時,比較不同模型化方法之輸出）相關定量特性化指定之證據；	申請者應提供模型化假設係由評估所產生不確定度(例如可行時,比較不同模型化方法之輸出）相關定量特性化指定之證據；
3.6.5.9.5. Characterization of aleatory vs. epistemic uncertainty	3.6.5.9.5. Characterization of aleatory vs. epistemic uncertainty	14.3.6.5.9.5 偶然不確定度對認知不確定度之特性化	14.3.6.5.9.5 偶然不確定度對認知不確定度之特性化
The manufacturer should aim to distinguish between the aleatory component of the uncertainty (which can only be estimated but not reduced) and the epistemic uncertainty deriving from the lack of knowledge in the virtualization of the process.	The manufacturer should aim to distinguish between the aleatory component of the uncertainty (which can only be estimated but not reduced) and the epistemic uncertainty deriving from the lack of knowledge in the virtualization of the process.	申請者應使目標朝向過程視覺化中，將介於不確定度之偶然性部分(僅能預估，不能減少)以及從知識缺乏所推導之認知不確定度進行判別。	申請者應使目標朝向過程視覺化中，將介於不確定度之偶然性部分(僅能預估，不能減少)以及從知識缺乏所推導之認知不確定度進行判別。
4. Documentation structure	4. Documentation structure	14.4 文件結構	14.4 文件結構

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
4.1. This section will define how the aforementioned information will be collected and organized in the documentation provided by the manufacturer to the relevant authority.	4.1. This section will define how the aforementioned information will be collected and organized in the documentation provided by the manufacturer to the relevant authority.	14.4.1 本節將定義前述資訊將如何被收集並彙整於由申請者提供相關機構之文件中。	14.4.1 本節將定義前述資訊將如何被收集並彙整於由申請者提供相關機構之文件中。
(a) The manufacturer should produce a document (a “simulation handbook”) structured using this outline to provide evidence for the topics presented;	(a) The manufacturer should produce a document (a “simulation handbook”) structured using this outline to provide evidence for the topics presented;	(a) 申請者應產出使用本大綱進行架構之文件（一份「模擬手冊」），以對所呈現主題提供證據；	(a) 申請者應產出使用本大綱進行架構之文件（一份「模擬手冊」），以對所呈現主題提供證據；
(b) The documentation should be delivered together with the corresponding release of the toolchain and appropriate supporting data;	(b) The documentation should be delivered together with the corresponding release of the toolchain and appropriate supporting data;	(b) 文件應併同工具鏈之對應發佈以及合適支援資料檢送；	(b) 文件應併同工具鏈之對應發佈以及合適支援資料檢送；
(c) The manufacturer should provide clear reference that allows tracing the documentation to the corresponding parts of the toolchain and the data;	(c) The manufacturer should provide clear reference that allows tracing the documentation to the corresponding parts of the toolchain and the data;	(c) 申請者應提供明確參考，以使文件對工具鏈及資料之對應部分追蹤可行；	(c) 申請者應提供明確參考，以使文件對工具鏈及資料之對應部分追蹤可行；
(d) The documentation should be maintained throughout the whole lifecycle of the toolchain utilization. The assessor may audit the manufacturer through assessment of their documentation and/or by conducting physical tests.	(d) The documentation should be maintained throughout the whole lifecycle of the toolchain utilization. The assessor may audit the manufacturer through assessment of their documentation and/or by conducting physical tests.	(d) 文件應於工具鏈使用之整個生命週期受到維護。評估者可透過其文件之評估及／或藉由執行物理試驗以稽核申請者。	(d) 文件應於工具鏈使用之整個生命週期受到維護。評估者可透過其文件之評估及／或藉由執行物理試驗以稽核申請者。

圖表增訂部分

<table>
<tr><th>UN內容</th><th>基準內容</th></tr>
<tr><td>(UN) Table of paragraph 5.5.4.2.6.5.4
<table>
<tr><th>Vehicle Speed (km/h)</th><th>Latest EOR timing (s)</th></tr>
<tr><td>130 km/h</td><td>3.5</td></tr>
<tr><td>10 km/h to 60 km/h</td><td>5.0</td></tr>
</table></td><td>(基準) 規定5.5.4.2.6.5.4之表
<table>
<tr><th>車輛速度（公里／小時)</th><th>最晚 EOR 時間點</th></tr>
<tr><td>一百三十公里／小時</td><td>三點五</td></tr>
<tr><td>十公里／小時至六十公里／小時</td><td>五點零</td></tr>
</table></td></tr>
<tr><td>(UN)Figure of Annex 4, paragraph 4.2.5.2.4.1.1.
 
</td><td>(基準) 規定13.4.2.5.2.4.1.1之圖
 
</td></tr>
</table>

修訂內容	原內容
	(UN) Figure of paragraph 5.5.1 

修訂內容	原內容
	(基準) 規定5.5.1之圖 
	(UN) Figure of paragraph 5.5.4.2.3.1.1  Example 1. Example 2.

修訂內容	原內容
	(基準) 規定5.5.4.2.3.1.1之圖 範例一 範例二 解釋性文字

2(UN) Table 1 of paragraph 7.2.3.1

Frequency of Occurrence *(Total, with related hours of operation and distance travelled unless specified)*
1. Safety-critical occurrences known to the manufacturer
2. Number of vehicles equipped with the system, and aggregated distance driven with the system in ‘passive’ and ‘active’ mode
3. Number of events resulting in a driver unavailability response
4. Number of system-initiated deactivations of the system or its features due to:
4.a. Detected System failures
4.b. Exceeding system boundaries
4.c. Other (if applicable)
5. Percentage of total distance travelled with a driver-set speed limit above the system-determined speed limit while the system is in ‘active’ mode
6. Disablement of the system due to insufficient driver engagement.
6.a. Number of events where the system was disabled due to insufficient engagement by the driver according to paragraph 5.5.4.2.8.2.:
6.b. Number of events where the powertrain was deactivated less than 5 minutes after the system was disabled due to insufficient engagement by the driver.
6.c. Number of events where the system was disabled due to repeated EOR warnings, including a description of the number of warnings and the time interval defined by the manufacturer as per paragraph 5.5.4.2.8.3.
6.d. Number of events where the system was disabled due to repeated HOR warnings, including a description of the number of warnings and the time interval defined by the manufacturer as per paragraph 5.5.4.2.8.3.
7. Repeated HORs/EORs

(UN) Table 1 of paragraph 7.2.3.1

Frequency of Occurrence *(Total and related hours of operation or distance travelled unless specified)*
1. Safety-critical occurrences known to the manufacturer
2. Number of vehicles equipped with the system, and aggregated distance driven with the system in ‘passive’ and ‘active’ mode
3. Number of events resulting in a driver unavailability response
4. Number of system-initiated deactivations of the system or its features due to:
4.a. Detected System failures
4.b. Exceeding system boundaries
4.c. Other (if applicable)
5. Percentage of total distance travelled with a driver-set speed limit above the system-determined speed limit while the system is in ‘active’ mode

修訂內容	原內容
7.a. Number of events where 5 EORs are issued within a 10-minute period while the system is active. Once this event is recorded, counting of EOR is reset for the purpose of reporting. 7.b. Number of events where 5 HORs are issued within a 10-minute period while the system is active. Once this event is recorded, counting of HOR is reset for the purpose of reporting. 8. During phases of withholding HORs without driver override of the longitudinal control (if applicable). 8.a. Number of events where an upcoming boundary condition is detected and a HOR is given at least 5s in advance (see 5.5.4.2.6.5.1). 8.b. Number of events where an upcoming boundary condition is detected and a HOR is given but not at least 5s in advance (see 5.5.4.2.6.5.1). 8.c. Driving distance and time while the system is withholding HORs. 9. Number of aborted System-Initiated Manoeuvres (if applicable).	

修訂內容	原內容
(基準) 規定7.2.3.1之表一	(基準) 規定7.2.3.1之表一

事件發生之頻率 *（總數，包含除另有說明外之相關運作時數或所行駛距離）*
1. 申請者已知之安全關鍵的事件發生
2. 配有系統之車輛數，以及系統於「被動」及「主動」模式下所行駛之總計距離
3. 導致駕駛人無法參與回應之事件數
4. 因下述項目導致之系統或其功能的系統起始解除數：
4.a. 已偵測之系統故障
4.b. 超出系統邊界
4.c. 其他（依實際情形）
5. 於系統位於「啟動」模式下，駕駛人設定速度限制高於系統測定速度限制於已行駛總距離之百分比
6. 系統因駕駛人未充分參與之解除情形
6.a 系統依照規定 5.5.4.2.8.2，因駕駛人未充分參與而解除之事件數量：
6.b 於系統因駕駛人未充分參與而解除後，動力系統被解除少於五分鐘之事件數量。
6.c 系統因重複 EOR 警示而被解除之事件數量，其中包含規定 5.5.4.2.8.3 所述警示數量之說明以及申請者定義之時間區間。
6.d 系統因重複 HOR 警示而被解除之事件數量，其中包含規定 5.5.4.2.8.3 所述警示數量之說明以及申請者定義之時間區間。
7. 重複之 HOR/EOR
7.a 系統啟動下，於十分鐘內發出五個 EOR 之事件數量；一旦此事件受到紀錄，重置 EOR 之計算數以達成回報之目的
7.b 系統啟動下，於十分鐘內發出五個 HOR 之事件數量；一旦此事件受到紀錄，重置 HOR 之計算數以達成回報之目的
8. 於駕駛人未取代縱向控制之保留中 HOR 的階段期間（依實際狀況）
8.a 偵測到即將到來之邊界條件且 HOR 已提前至少五秒提供之事件數量（參考規定 5.5.4.2.6.5.1）
8.b 偵測到即將到來之邊界條件且雖已提供 HOR 惟未提前至少五秒之事件數量（參考規定 5.5.4.2.6.5.1）
8.c 系統保留 HOR 時之行駛距離及時間
9. 被放棄之系統起始操作數量（依實際狀況）

事件發生之頻率 *（除另說明外，總計及相關運作時數或所行駛距離）*
1. 申請者已知之安全關鍵的事件發生
2. 配有系統之車輛數，以及系統於「被動」及「主動」模式下所行駛之總計距離
3. 導致駕駛人無法參與回應之事件數
4. 因下述項目導致之系統或其功能的系統起始解除數：
4.a. 已偵測之系統故障
4.b. 超出系統邊界
4.c. 其他（依實際情形）
5. 於系統位於「啟動」模式下，駕駛人設定速度限制高於系統測定速度限制於已行駛總距離之百分比

修訂內容	原內容
	(UN) Table of paragraph 9.1.1

Feature	*System Minimum Speed*	*System Maximum Speed*	*Other relevant preconditions for activation (e.g., lane width, type of road, time of day, weather conditions)*
Positioning in the lane of travel			
Driver-initiated lane change (*Please specify variants if any*)			
Driver-confirmed lane change (*Please specify variants if any*)			
Other manoeuvres (*Please specify variants if any*)			
System-initiated lane change (*To be completed by the manufacturer*)			

修訂內容	原內容
	(基準) 規定9.1.1之表 *功能* | *系統最低速度* | *系統最高速度* | *啟動之其他相關前置條件（例如車道寬度、道路類型、時段、天氣條件）* 於所行駛車道中定位 駕駛人起始之變換車道 *（如有其他樣態請描述）* 駕駛人確認之變換車道 *（如有其他樣態請描述）* 其他操作 *（如有其他樣態請描述）* 系統起始之變換車道 *（待申請者完善相關內容）*
	(UN) Table of paragraph 9.1.2 *Feature* | *Non-Highway* | *Highway* Positioning in the lane of travel Driver-initiated lane change (*Please specify variants if any*) Driver-confirmed lane change (*Please specify variants if any)* Other manoeuvres (*Please specify variants if any*) System-initiated lane change (*To be completed by the manufacturer*)

修訂內容	原內容
	(基準) 規定9.1.2之表 *功能* *非高／快速公路* *高／快速公路* 於所行駛車道中定位 駕駛人起始之變換車道 *（如有其他樣態請描述）* 駕駛人確認之變換車道 *（如有其他樣態請描述）* 其他操作 *（如有其他樣態請描述）* 系統起始之變換車道 *（待申請者完善相關內容）*

<table>
<tr><th>修訂內容</th><th>原內容</th></tr>
<tr><td></td><td>(UN) Table of paragraph 9.1.8
<table>
<tr><th>Situation</th><th>Will the system continue to provide lateral control assistance in those situations? (yes/no)</th><th>Operating domain requirement</th></tr>
<tr><td>Lane marking(s) listed in UN Regulation No. 130</td><td></td><td>Highway</td></tr>
<tr><td>Lane marked with only a single marking</td><td></td><td>Non-Highway</td></tr>
<tr><td>Road edges</td><td></td><td>Non-Highway</td></tr>
<tr><td>Lane demarked by something other than a lane marking (parked cars, curb, construction infrastructure)</td><td></td><td>Non-Highway</td></tr>
<tr><td>(To be completed by the manufacturer)</td><td></td><td></td></tr>
</table></td></tr>
<tr><td></td><td>(基準) 規定9.1.8之表
<table>
<tr><th>情況</th><th>系統將會於相關情形中持續提供側向控制協助與否？（是／否）</th><th>運作區域要求</th></tr>
<tr><td>附件七十、車道偏離輔助警示系統所列之車道標線</td><td></td><td>高／快速公路</td></tr>
<tr><td>車道僅有單一標記</td><td></td><td>非高／快速公路</td></tr>
<tr><td>道路邊緣</td><td></td><td>非高／快速公路</td></tr>
<tr><td>由非屬車道標記之物消除標記的車道（停駐車輛、路緣、建設基礎設施）</td><td></td><td>非高／快速公路</td></tr>
<tr><td>（待申請者完善相關內容）</td><td></td><td></td></tr>
</table></td></tr>
</table>

(UN)Table of Annex 3, Appendix 4, paragraph 1

Scenario	*Max. operational speed up to which the system is able to avoid a collision with a deceleration demand not exceeding 5m/s²*	*Max. operational speed up to which the system/vehicle is able to avoid a collision requiring a deceleration demand exceeding 5m/s²*	*Operating domain*
Stationary vehicle ahead on a straight section of road (Annex 4, par. 4.2.5.2.1.1.)			Highway
Stationary vehicle ahead on a curved section of road (Annex 4, par. 4.2.5.2.2.1.)			Highway
Slower moving vehicle ahead on straight section of road (Annex 4, par. 4.2.5.2.3.1.)			Highway
Cut-out of lead vehicle (Annex 4, par. 4.2.5.2.5.1.)			Highway
Cut-in vehicle from adjacent lane – Type 1 (Annex 4, par. 4.2.5.2.6.1.)[8]	Yes/No	Yes/No	Highway
Cut-in vehicle from adjacent lane – Type 2 (Annex 4, par. 4.2.5.2.6.1.)[9]	Yes/No	Yes/No	Highway
Stationary pedestrian ahead in lane (Annex 4, par. 4.2.5.2.7.1.)			Non-Highway
Stationary bicycle ahead in lane Annex 4, par. 4.2.5.2.8.1.)			Non-Highway
Decelerating lead vehicle up to 4 ms^{-2} (Annex 4, par. 4.2.5.2.4.1.)			Highway and Non-Highway
Pedestrian target crossing into the path of the VUT (Annex 4, par. 4.2.5.2.9.1.)			Non-Highway
Bicycle target crossing into the path of the VUT (Annex 4, par. 4.2.5.2.10.1.)			Non-Highway
(*To be completed by the manufacturer*)			

[8] The manufacturer is expected to declare whether a system response can be expected.
[9] The manufacturer is expected to declare whether a system response can be expected.

(UN)Table of Annex 3, Appendix 4, paragraph 1

Scenario	*Max. operational speed up to which the system is able to avoid a collision with a deceleration demand not exceeding 5m/s²*	*Max. operational speed up to which the system/vehicle is able to avoid a collision requiring a deceleration demand exceeding 5m/s²*	*Operating domain*
Stationary vehicle ahead on a straight section of road (Annex 4, par. 4.2.5.2.1.1.)			Highway
Stationary vehicle ahead on a curved section of road (Annex 4, par. 4.2.5.2.2.1.)			Highway
Slower moving vehicle ahead on straight section of road (Annex 4, par. 4.2.5.2.3.1.)			Highway
Cut-out of lead vehicle (Annex 4, par. 4.2.5.2.5.1.)			Highway
Cut-in vehicle from adjacent lane – Type 1 (Annex 4, par. 4.2.5.2.6.1.)[8]	Yes/No	Yes/No	Highway
Cut-in vehicle from adjacent lane – Type 2 (Annex 4, par. 4.2.5.2.6.1.)[9]	Yes/No	Yes/No	Highway
Stationary pedestrian ahead in lane (Annex 4, par. 4.2.5.2.7.1.)			Non-Highway
Stationary bicycle ahead in lane Annex 4, par. 4.2.5.2.8.1.)			Non-Highway
Pedestrian target crossing into the path of the VUT (Annex 4, par. 4.2.5.2.9.1.)			Non-Highway
Bicycle target crossing into the path of the VUT (Annex 4, par. 4.2.5.2.10.1.)			Non-Highway
(*To be completed by the manufacturer*)			

[8] The manufacturer is expected to declare whether a system response can be expected.
[9] The manufacturer is expected to declare whether a system response can be expected.

修訂內容

（ 基準 ）規定12.9.1之表

情境	*最高運作速度至系統能夠以不超過五公尺／秒平方之減速要求迴避碰撞*	*最高運作速度至系統／車輛能夠以需要超過五公尺／秒平方之減速要求迴避碰撞*	*運作區域*
前方於道路直線區域上之靜態車輛（依規定 13.4.2.5.2.1.1）			高／快速公路
前方於道路彎道區域上之靜態車輛（依規定 13.4.2.5.2.2.1）			高／快速公路
前方於道路直線區域上之緩慢移動車輛（依規定 13.4.2.5.2.3.1）			高／快速公路
前導車輛之切出（依規定 13.4.2.5.2.5.1）			高／快速公路
自相鄰車道之切入車輛－類型一（依規定 13.4.2.5.2.6.1；申請者被預期宣告系統回應是否可被預期）	是／否	是／否	高／快速公路
自相鄰車道之切入車輛－類型二（依規定 13.4.2.5.2.6.1；申請者被預期宣告系統回應是否可被預期）	是／否	是／否	高／快速公路
前方於車道內之靜態行人（依規定 13.4.2.5.2.7.1）			非高／快速公路
前方於車道內之靜態自行車（依規定 13.4.2.5.2.8.1）			非高／快速公路
減速中前導車輛至最高四公尺／秒平方（依規定 13.4.2.5.2.4.1）			高／快速公路及非高／快速公路
穿越進入受測試車輛之路徑的行人目標（依規定 13.4.2.5.2.9.1）			非高／快速公路
穿越進入受測試車輛之路徑的自行車目標（依規定 13.4.2.5.2.10.1）			非高／快速公路
（待申請者完善相關內容）			

原內容

（ 基準 ）規定12.9.1之表

情境	*最高運作速度至系統能夠以不超過五公尺／秒平方之減速要求迴避碰撞*	*最高運作速度至系統／車輛能夠以需要超過五公尺／秒平方之減速要求迴避碰撞*	*運作區域*
前方於道路直線區域上之靜態車輛（依規定 13.4.2.5.2.1.1）			高速公路
前方於道路彎道區域上之靜態車輛（依規定 13.4.2.5.2.2.1）			高速公路
前方於道路直線區域上之緩慢移動車輛（依規定 13.4.2.5.2.3.1）			高速公路
前導車輛之切出（依規定 13.4.2.5.2.5.1）			高速公路
自相鄰車道之切入車輛－類型一（依規定 13.4.2.5.2.6.1；申請者被預期宣告系統回應是否可被預期）	是／否	是／否	高速公路
自相鄰車道之切入車輛－類型二（依規定 13.4.2.5.2.6.1；申請者被預期宣告系統回應是否可被預期）	是／否	是／否	高速公路
前方於車道內之靜態行人（依規定 13.4.2.5.2.7.1）			非高速公路
前方於車道內之靜態自行車（依規定 13.4.2.5.2.8.1）			非高速公路
穿越進入受測試車輛之路徑的行人目標（依規定 13.4.2.5.2.9.1）			非高速公路
穿越進入受測試車輛之路徑的自行車目標（依規定 13.4.2.5.2.10.1）			非高速公路
（待申請者完善相關內容）			

<table>
<tr><th>修訂內容</th><th>原內容</th></tr>
<tr><td></td><td>(UN)Table of Annex 3, Appendix 4, paragraph 2
<table>
<tr><td>Speed range(s)</td><td>Minimum Lateral Acceleration</td><td>Maximum lateral acceleration</td><td>Specific conditions (e.g., paragraph 6.1.1.)</td></tr>
<tr><td>(To be completed by the manufacturer)</td><td></td><td></td><td></td></tr>
</table></td></tr>
<tr><td></td><td>(基準) 規定12.9.2之表
<table>
<tr><td>速度範圍</td><td>最低側向加速度</td><td>最高側向加速度</td><td>特定條件（例如規定6.1.1）</td></tr>
<tr><td>（待申請者完善相關內容）</td><td></td><td></td><td></td></tr>
</table></td></tr>
</table>

修訂內容

(UN)Table of Annex 3, Appendix 4, paragraph 2.1

Road attribute	*Considered a system boundary for the system/specific features? (yes/no)*	*System will not be able to respond to this road attribute*	*System will be able to respond upon detection*	*System will be able to provide an early warning*	*Operating domain*
Toll station					Highway
End of highway					Highway
Permanent lane ending					Highway
Temporary lane ending (e.g. due to broken down car)					Highway
Long-Term Construction zone					Highway
Railway crossings					Non-Highway
Intersections					Non-Highway
Roundabouts					Non-Highway
Pedestrian crossing					Non-Highway
Stop sign					Non-Highway
Give-way sign					Non-Highway
Traffic lights					Non-Highway

原內容

(UN)Table of Annex 3, Appendix 4, paragraph 2.1

Road event	*Considered a system boundary for the system/specific features? (yes/no)*	*System will not be able to respond to this road event*	*System will be able to respond upon detection*	*System will be able to provide an early warning*	*Operating domain*
Toll station					Highway
End of highway					Highway
Permanent lane ending					Highway
Temporary lane ending (e.g. due to broken down car)					Highway
Long-Term Construction zone					Highway
Railway crossings					Non-Highway
Intersections					Non-Highway
Pedestrian crossing					Non-Highway
Traffic lights					Non-Highway

修訂內容

（ 基準 ）規定12.9.2.1之表

道路性質	*對系統／特定功能考量系統邊界與否?（是／否）*	*系統將不能對此道路性質回應*	*系統將能於偵測到時回應*	*系統將能提供較早之警示*	*運作區域*
收費站					高／快速公路
高／快速公路終點					高／快速公路
永久之道路終點					高／快速公路
暫時之道路終點（例如因損壞之車輛造成）					高／快速公路
長期施工區域					高／快速公路
鐵路穿越道					非高／快速公路
路口					非高／快速公路
圓環					非高／快速公路
行人穿越道					非高／快速公路
停止標誌					非高／快速公路
讓道標誌					非高／快速公路
交通號誌					非高／快速公路

原內容

（ 基準 ）規定12.9.2.1之表

道路事件	*對系統／特定功能考量系統邊界與否?（是／否）*	*系統將不能對此道路事件回應*	*系統將能於偵測到時回應*	*系統將能提供較早之警示*	*運作區域*
收費站					高速公路
高／快速公路終點					高速公路
永久之道路終點					高速公路
暫時之道路終點（例如因損壞之車輛造成）					高速公路
長期施工區域					高速公路
鐵路穿越道					非高速公路
路口					非高速公路
行人穿越道					非高速公路
交通號誌					非高速公路

<table>
<tr><th>修訂內容</th><th>原內容</th></tr>
<tr><td></td><td>(UN)Table of Annex 3, Appendix 4, paragraph 3
<table>
<tr><th></th><th>Rear (m)</th><th>Front (m)</th><th>Side (m)</th><th>Conditions</th></tr>
<tr><td>Range at which the system is able to respond to a motorcycle</td><td></td><td></td><td></td><td></td></tr>
<tr><td>Range at which the system is able to respond to a blocked target lane</td><td>Not applicable</td><td></td><td>Not applicable</td><td></td></tr>
<tr><td>Types of obstacles the vehicle is able to respond to (To be completed by the manufacturer)</td><td>Not applicable</td><td></td><td>Not applicable</td><td></td></tr>
</table></td></tr>
<tr><td></td><td>(基準) 規定12.9.3之表
<table>
<tr><th></th><th>後方（公尺）</th><th>前方（公尺）</th><th>側方（公尺）</th><th>條件</th></tr>
<tr><td>系統能夠對機車反應之範圍</td><td></td><td></td><td></td><td></td></tr>
<tr><td>系統能夠對受阻目標車道反應之範圍</td><td>不適用</td><td></td><td>不適用</td><td></td></tr>
<tr><td>車輛能夠對反應之障礙類型
（待申請者完善相關內容）</td><td>不適用</td><td></td><td>不適用</td><td></td></tr>
</table></td></tr>
</table>

修訂內容

(UN)Table of Annex 3, Appendix 4, paragraph 4

	Will the system be able to avoid a collision in this scenario?	*Preconditions under which the system will be able to avoid a collision*
Pedestrian target crossing into the path of the VUT in an intersection (Annex 4, par. 4.2.5.2.11.1.)		
Bicycle target crossing into the path of the VUT in an intersection (Annex 4, par. 4.2.5.2.12.1.)		
VUT turns across a path of an oncoming vehicle (Annex 4, par. 4.2.5.2.13.1.)		
VUT crosses the straight path of a vehicle target in an intersection (Annex 4, par. 4.2.5.2.14.1.)		
System-initiated manoeuvring around an obstruction in the lane (Annex 4, par. 4.2.5.2.15.)		

(基準) 規定12.9.4之表

	系統是否能於此情境下迴避碰撞？	*系統將能夠迴避碰撞之前置條件*
行人目標於路口穿越進入受測試車輛之路徑（依規定13.4.2.5.2.11.1）		
自行車目標於路口穿越進入受測試車輛之路徑（依規定13.4.2.5.2.12.1）		
受測試車輛轉向並通過一部迎面而來車輛之路徑（依規定13.4.2.5.2.13.1）		
受測試車輛於路口穿越一車輛目標之路徑（依規定13.4.2.5.2.14.1）		
由系統起始繞過車道內障礙之操作（依規定 13.4.2.5.2.15）		

原內容

(UN)Table of Annex 3, Appendix 4, paragraph 4

	Will the system be able to avoid a collision in this scenario?	*Preconditions under which the system will be able to avoid a collision*
Pedestrian target crossing into the path of the VUT in an intersection (Annex 4, par. 4.2.5.2.11.1.)		
Bicycle target crossing into the path of the VUT in an intersection (Annex 4, par. 4.2.5.2.12.1.)		
VUT turns across a path of an oncoming vehicle (Annex 4, par. 4.2.5.2.13.1.)		
VUT crosses the straight path of a vehicle target in an intersection (Annex 4, par. 4.2.5.2.14.1.)		

(基準) 規定12.9.4之表

	系統是否能於此情境下迴避碰撞？	*系統將能夠迴避碰撞之前置條件*
行人目標於路口穿越進入受測試車輛之路徑（依規定13.4.2.5.2.11.1）		
自行車目標於路口穿越進入受測試車輛之路徑（依規定13.4.2.5.2.12.1）		
受測試車輛轉向並通過一部迎面而來車輛之路徑（依規定13.4.2.5.2.13.1）		
受測試車輛於路口穿越一車輛目標之路徑（依規定13.4.2.5.2.14.1）		

<table>
<tr><th>修訂內容</th><th>原內容</th></tr>
<tr><td></td><td>(UN)Table of Annex 3, Appendix 4, paragraph 5
<table>
<tr><th>Potentially relevant traffic rule</th><th>Will the system be designed to obey this rule?</th></tr>
<tr><td>Duration of indication of the Lane Change Procedure</td><td></td></tr>
<tr><td>(To be completed by the manufacturer)</td><td></td></tr>
</table></td></tr>
<tr><td></td><td>(基準) 規定12.9.5之表
<table>
<tr><th>潛在相關交通規則</th><th>系統是否設計以遵循本項規則？</th></tr>
<tr><td>變換車道程序之指示的期間</td><td></td></tr>
<tr><td>（待申請者完善相關內容）</td><td></td></tr>
</table></td></tr>
<tr><td></td><td>(UN)Table of Annex 3, Appendix 4, paragraph 6
<table>
<tr><th>Potentially relevant traffic rule</th><th>Will the system be designed to obey this rule?</th></tr>
<tr><td>Not to unintentionally cross a solid lane marking during a system-initiated manoeuvre</td><td></td></tr>
<tr><td>Not to change lanes when prohibited by a dedicated sign</td><td></td></tr>
<tr><td>Yielding to other road users when turning left/right at an intersection as part of a system-initiated manoeuvre</td><td></td></tr>
<tr><td>Yielding to other road users when exiting a roundabout as part of a system-initiated manoeuvre</td><td></td></tr>
<tr><td>(To be completed by the manufacturer)</td><td></td></tr>
</table></td></tr>
</table>

<table>
<tr><th>修訂內容</th><th>原內容</th></tr>
<tr><td>(基準) 規定12.9.6之表
(相關段落及表格刪除)</td><td>(基準) 規定12.9.6之表
<table>
<tr><th>潛在相關交通規則</th><th>系統是否設計以遵循本項規則？</th></tr>
<tr><td>不會於系統起始操作期間無意間穿越車道標線</td><td></td></tr>
<tr><td>不會於受到專用號誌而禁止時變換車道</td><td></td></tr>
<tr><td>作為系統起始操作之一部分，於路口左轉／右轉時禮讓其他道路使用者</td><td></td></tr>
<tr><td>作為系統起始操作之一部分，於離開圓環時禮讓其他道路使用者</td><td></td></tr>
<tr><td>（待申請者完善相關內容）</td><td></td></tr>
</table></td></tr>
</table>

(UN)Table A4/1 of Annex 4, paragraph 4.1.1

Requirements or system aspect to be assessed	*Physical test scenario or audit*	*Reference in main text*
Driver Information, Driver Disengagement and Warnings to the Driver	Annex 3 4.1.1.	Paras. 5.1.1. and 5.5.4.
System Assurance of Absence of Driver Disengagement	Annex 3 4.1.1.	Paras. 5.1.2. and 5.5.4.2
Reasonably foreseeable misuse	Annex 3 4.1.1.	Para. 5.1.3.
System override	Annex 3 4.1.1.	Paras. 5.1.4. and 5.5.3.4.
Equivalent performance of other safety systems (UN Regulations Nos. 79, No. 130, No. 131 and No. 152)	4.2.5.2.1.1 4.2.5.2.2.1. 4.2.5.2.3.1. 4.2.5.2.4. 4.2.5.2.8.1. 4.2.5.2.9.1. 4.2.5.2.10.1. 4.2.5.2.11.1.	Para. 5.1.5.
Functional requirements	*	Para. 5.3.
Assessment and response to surroundings as required for the functionality	4.2.5.2.5.1. 4.2.5.2.6.1.	Para. 5.3.2., 5.3.7.1.2.
Vehicle behaviour in traffic (Avoid disruption of traffic flow, maintain appropriate distance from other road users, reduce risk of collision, deceleration/acceleration, traffic rules, headway distance)	4.3.1. 4.3.2.	Paras. 5.3.4., 5.3.7.2., 5.3.7.5., 5.4.2.,
Activating relevant vehicle systems	Annex 3 4.1.1.	Para. 5.3.3.
Detecting and Reaching DCAS boundaries	Annex 3 4.1.1.	Paras. 5.3.5., 5.3.7.1.4.
Controllability	Annex 3 4.1.1.	Para. 5.3.6.
Positioning in the lane of travel	4.2.4. 4.2.5.1.1.	Paras. 5.3.7.1., 6.1
Driver-initiated manoeuvres	4.2.5.1.2.	Para. 5.3.7.2.2.
Driver-confirmed manoeuvres	4.2.5.1.3.	Para. 5.3.7.2.3., 5.5.4.1.8.
System-initiated manoeuvres	4.2.4. 4.2.5.1.1	Para. 5.3.7.2.4., 5.5.4.1.9.

(UN)Table A4/1 of Annex 4, paragraph 4.1.1

Requirements or system aspect to be assessed	*Physical test scenario or audit*	*Reference in main text*
Driver Information, Driver Disengagement and Warnings to the Driver	Annex 3 4.1.1.	Paras. 5.1.1. and 5.5.4.
System Assurance of Absence of Driver Disengagement	Annex 3 4.1.1.	Paras. 5.1.2. and 5.5.4.2
Reasonably foreseeable misuse	Annex 3 4.1.1.	Para. 5.1.3.
System override	Annex 3 4.1.1.	Paras. 5.1.4. and 5.5.3.4.
Equivalent performance of other safety systems (UN Regulations No. 131, No. 152, No. 79 and No. 130)	4.2.5.2.1.1 4.2.5.2.2.1. 4.2.5.2.3.1. 4.2.5.2.4. 4.2.5.2.8.1. 4.2.5.2.9.1. 4.2.5.2.10.1. 4.2.5.2.11.1.	Para. 5.1.5.
Functional requirements	*	Para. 5.3.
Assessment and response to surroundings as required for the functionality	4.2.5.2.5.1. 4.2.5.2.6.1.	Para. 5.3.2., 5.3.7.1.2.
Vehicle behaviour in traffic (Avoid disruption of traffic flow, maintain appropriate distance from other road users, reduce risk of collision, deceleration/acceleration, traffic rules, headway distance)	4.3.1. 4.3.2.	Paras. 5.3.4., 5.3.7.2., 5.3.7.5., 5.4.2.,
Activating relevant vehicle systems	Annex 3 4.1.1.	Para. 5.3.3.
Detecting and Reaching DCAS boundaries	Annex 3 4.1.1.	Paras. 5.3.5., 5.3.7.1.4.
Controllability	Annex 3 4.1.1.	Para. 5.3.6.
Positioning in the lane of travel	4.2.4. 4.2.5.1.1.	Paras. 5.3.7.1., 6.1
Driver-initiated manoeuvres	4.2.5.1.2.	Para. 5.3.7.2.2.
Driver-confirmed manoeuvres	4.2.5.1.2.	Para. 5.3.7.2.3., 5.5.4.1.8.
System-initiated manoeuvres	4.2.4. 4.2.5.1.1	Para. 5.3.7.2.4., 5.5.4.1.9.

修訂內容			原內容		
	4.2.5.1.3.				
Driver unavailability response	*	Para. 5.3.7.3.	Driver unavailability response	*	Para. 5.3.7.3.
Speed limit assistance	4.3	Para. 5.3.7.4.	Speed limit assistance	4.3	Para. 5.3.7.4.
Failure response	*	Para. 5.4.	Failure response	*	Para. 5.4.
DCAS operation, driver interaction and driver information	*	Para. 5.5.	DCAS operation, driver interaction and driver information	*	Para. 5.5.
Lane change	*4.2.5.1.2.	Para. 6.2.	Lane change	*	Para. 6.2.
Driver-confirmed lane changes	*4.2.5.1.3.	Para. 6.2.9.1.	Driver-confirmed lane changes	*	Para. 6.2.9.1.
System-initiated Lane Change	4.2.4. 4.2.5.1.1. 4.2.5.1.3.	Para. 6.2.9.2.	System-initiated Lane Change	4.2.4. 4.2.5.1.1.	Para. 6.2.9.2.
Other manoeuvres	4.3.3.	Para. 6.3.	Other manoeuvres	4.3.3.	Para. 6.3.

(基準) 規定13.4.1.1之表

待評估之要求或系統層面	*物理試驗情境或稽核*	*參考節次*
駕駛人資訊、駕駛人未參與以及對駕駛人之警示	規定 12.4.1.1	規定 5.1.1 及規定 5.5.4
駕駛人未參與之存在的系統確認	規定 12.4.1.1	規定 5.1.2 及規定 5.5.4.2
合理可預見之誤用	規定 12.4.1.1	規定 5.1.3
系統取代	規定 12.4.1.1	規定 5.1.4 及規定 5.5.3.4.
其他安全系統之同等性能(附件四十七之四、附件七十、附件七十二，以及附件一百	規定 13.4.2.5.2.1.1 規定 13.4.2.5.2.2.1. 規定 13.4.2.5.2.3.1. 規定 13.4.2.5.2.4. 規定 13.4.2.5.2.7.1. 規定 13.4.2.5.2.8.1. 規定 13.4.2.5.2.9.1. 規定 13.4.2.5.2.10.1.	規定 5.1.5
功能要求	*	規定 5.3
如功能性所需之對環境的評估及回應	規定 13.4.2.5.2.5.1. 規定 13.4.2.5.2.6.1.	規定 5.3.2、規定 5.3.7.1.2
於交通中之車輛行為（避免干擾車流、與其他道路使用者維持適當距離、減少碰撞風險、減速／加速、交通規則、車前距離）	規定 13.4.3.1. 規定 13.4.3.2.	規定 5.3.4、 規定 5.3.7.2、 規定 5.3.7.5、 規定 5.4.2
啟動相關車輛系統	規定 12.4.1.1	規定 5.3.3
偵測且達到 DCAS 邊界	規定 12.4.1.1	規定 5.3.5、規定 5.3.7.1.4.
控制能力	規定 12.4.1.1	規定 5.3.6
行駛車道中之定位	規定 13.4.2.4. 規定 13.4.2.5.1.1.	規定 5.3.7.1、 規定 6.1
駕駛人起始之操作	規定 13.4.2.5.1.2.	規定 5.3.7.2.2
駕駛人確認之操作	規定 13.4.2.5.1.3.	規定 5.3.7.2.3、 規定 5.5.4.1.8.
系統起始之操作	規定 13.4.2.4. 規定 13.4.2.5.1.1	規定 5.3.7.2.4、 規定 5.5.4.1.9.

(基準) 規定13.4.1.1之表

待評估之要求或系統層面	*物理試驗情境或稽核*	*參考節次*
駕駛人資訊、駕駛人未參與以及對駕駛人之警示	規定 12.4.1.1	規定 5.1.1 及規定 5.5.4
駕駛人未參與之存在的系統確認	規定 12.4.1.1	規定 5.1.2 及規定 5.5.4.2
合理可預見之誤用	規定 12.4.1.1	規定 5.1.3
系統取代	規定 12.4.1.1	規定 5.1.4 及規定 5.5.3.4.
其他安全系統之同等性能（附件七十二、附件一百、附件四十七之四，以及附件七十	規定 13.4.2.5.2.1.1 規定 13.4.2.5.2.2.1. 規定 13.4.2.5.2.3.1. 規定 13.4.2.5.2.4. 規定 13.4.2.5.2.7.1. 規定 13.4.2.5.2.8.1. 規定 13.4.2.5.2.9.1. 規定 13.4.2.5.2.10.1.	規定 5.1.5
功能要求	*	規定 5.3
如功能性所需之對環境的評估及回應	規定 13.4.2.5.2.5.1. 規定 13.4.2.5.2.6.1.	規定 5.3.2、規定 5.3.7.1.2
於交通中之車輛行為（避免干擾車流、與其他道路使用者維持適當距離、減少碰撞風險、減速／加速、交通規則、車前距離）	規定 13.4.3.1. 規定 13.4.3.2.	規定 5.3.4、 規定 5.3.7.2、 規定 5.3.7.5、 規定 5.4.2
啟動相關車輛系統	規定 12.4.1.1	規定 5.3.3
偵測且達到 DCAS 邊界	規定 12.4.1.1	規定 5.3.5、規定 5.3.7.1.4.
控制能力	規定 12.4.1.1	規定 5.3.6
行駛車道中之定位	規定 13.4.2.4. 規定 13.4.2.5.1.1.	規定 5.3.7.1、 規定 6.1
駕駛人起始之操作	規定 13.4.2.5.1.2.	規定 5.3.7.2.2
駕駛人確認之操作	規定 13.4.2.5.1.2.	規定 5.3.7.2.3、 規定 5.5.4.1.8.
系統起始之操作	規定 13.4.2.4. 規定 13.4.2.5.1.1	規定 5.3.7.2.4、 規定 5.5.4.1.9.

修訂內容

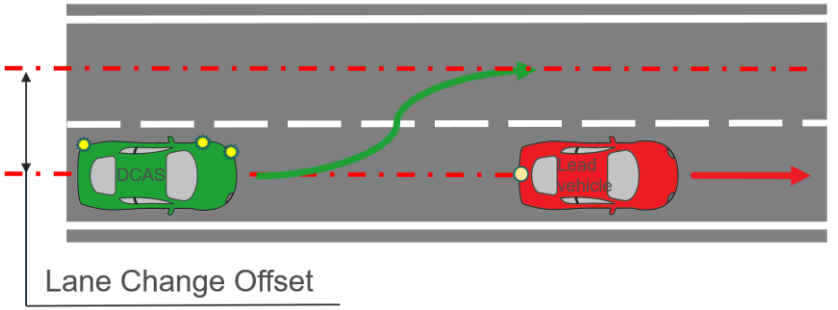
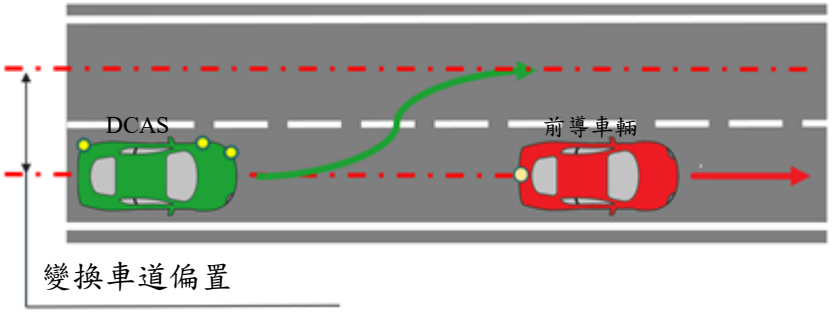
	規定 13.4.2.5.1.3	
駕駛人無法參與回應	*	規定 5.3.7.3、
速度限制輔助	規定 13.4.3	規定 5.3.7.4
故障反應	*	規定 5.4
DCAS 運作、駕駛人互動，以及駕駛人資訊	*	規定 5.5
變換車道	*規定 13.4.2.5.1.2.	規定 6.2
駕駛人確認之變換車道	*規定 13.4.2.5.1.3.	規定 6.2.9.1
系統起始之變換車道	規定 13.4.2.4. 規定 13.4.2.5.1.1. 規定 13.4.2.5.1.3	規定 6.2.9.2
其他操作	規定 13.4.3.3.	規定 6.3

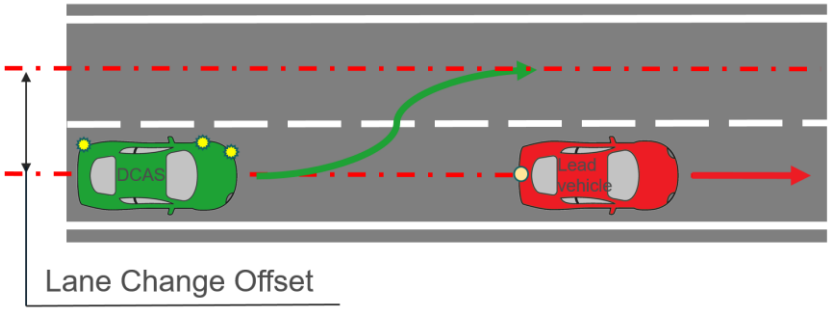
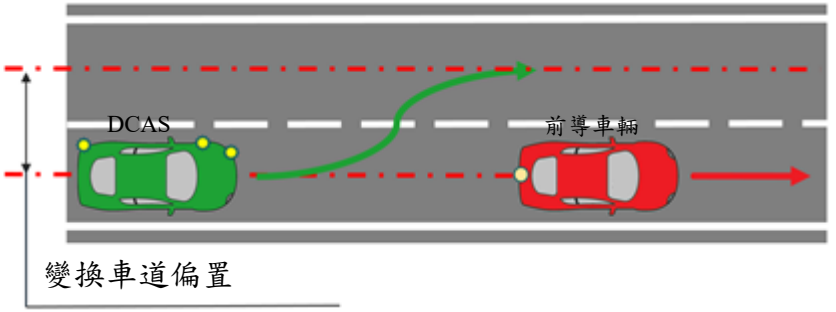
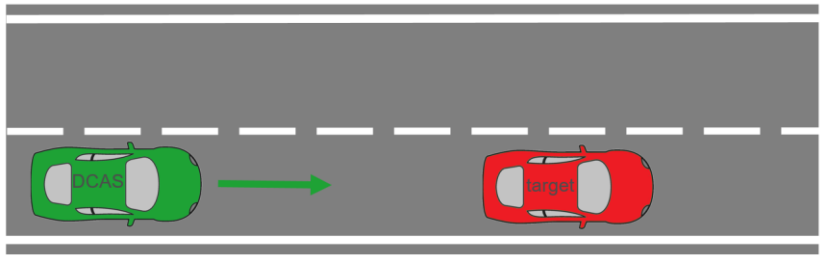
原內容

駕駛人無法參與回應	*	規定 5.3.7.3、
速度限制輔助	規定 13.4.3	規定 5.3.7.4
故障反應	*	規定 5.4
DCAS 運作、駕駛人互動，以及駕駛人資訊	*	規定 5.5
變換車道	*	規定 6.2
駕駛人確認之變換車道	*	規定 6.2.9.1
系統起始之變換車道	規定 13.4.2.4. 規定 13.4.2.5.1.1.	規定 6.2.9.2
其他操作	規定 13.4.3.3.	規定 6.3

(UN)Table of Annex 4, paragraph 4.2.4.1

	Clothoid parameter	*Radius (m)*	*Length (m)*
First turn (Any direction)	153.7	-	30.0
	-	787	57.1
	105.0	-	14.0
Second turn (Opposite direction to the 1st turn)	98.6	-	26
	-	374	5.1
	120.8	-	39

修訂內容	原內容
	(基準) 規定13.4.2.4.1之表 *第一次轉向（任意方向）* *第二次轉向（與第一次轉向相反之方向）* *克羅梭參數* / *半徑（公尺）* / *長度（公尺）* 一百五十三點七 / - / 三十點零 - / 七百八十七 / 五十七點一 一百零五點零 / - / 十四點零 九十八點六 / - / 二十六 - / 三百七十四 / 五點一 一百二十點八 / - / 三十九
	(UN)Figure of Annex 4, paragraph 4.2.5.1.2.1.3 
	(基準) 規定13.4.2.5.1.2.1.3之圖 

修訂內容	原內容
	(UN)Figure of Annex 4, paragraph 4.2.5.1.4.1.2 
	(基準) 規定13.4.2.5.1.4.1.2之圖 
	(UN)Figure of Annex 4, paragraph 4.2.5.2.1.2 

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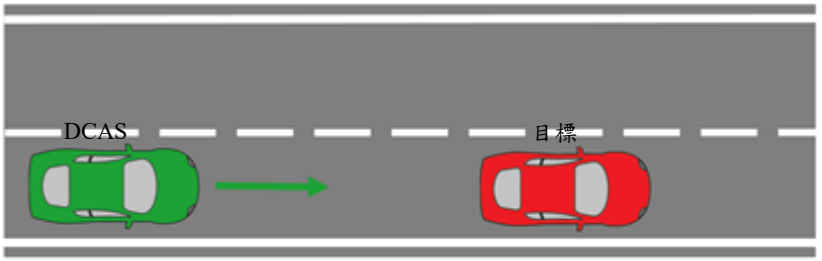
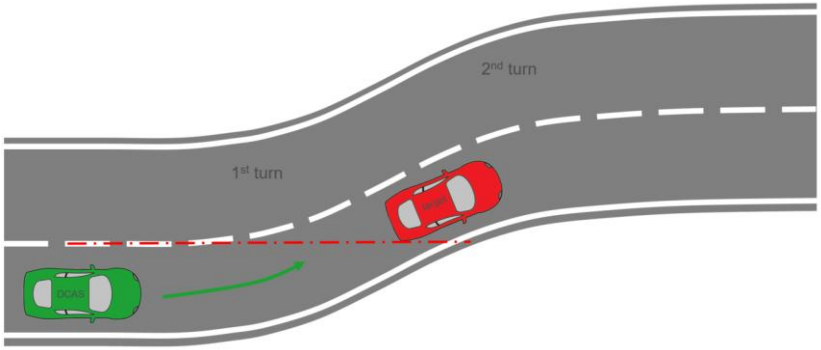
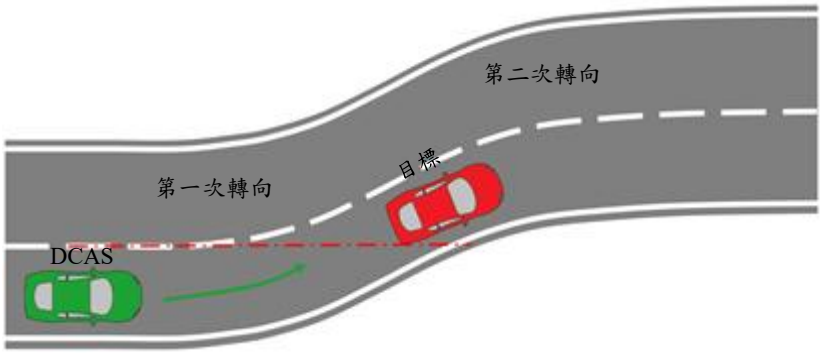
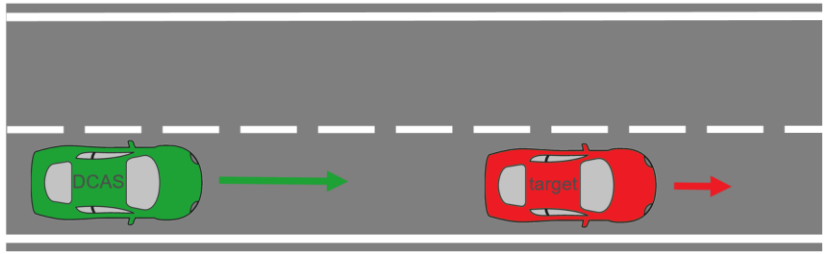
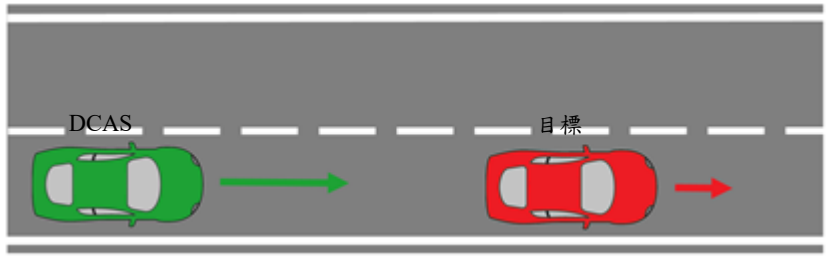
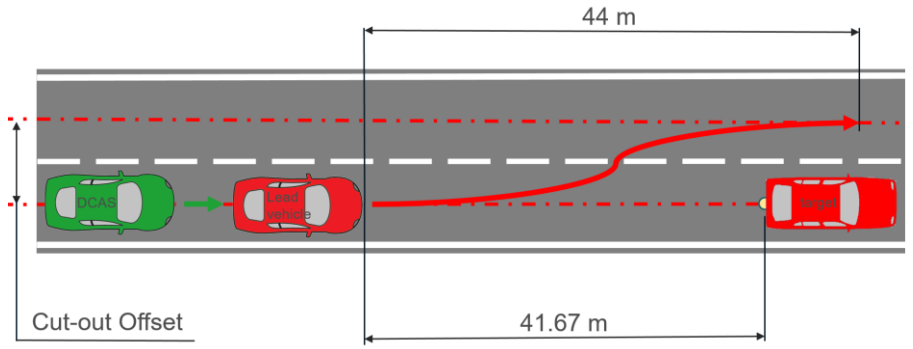
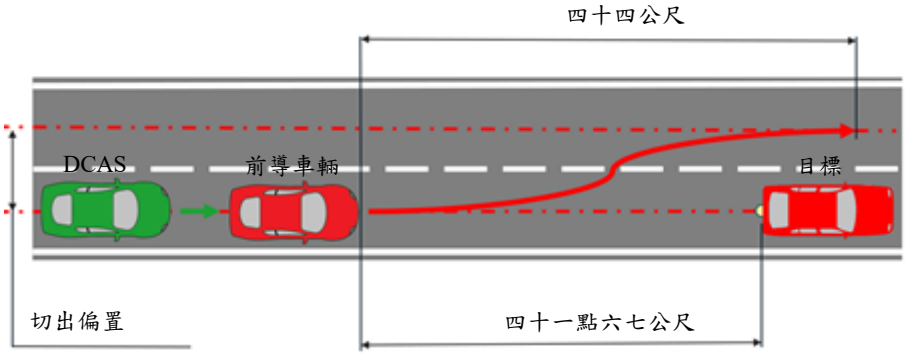
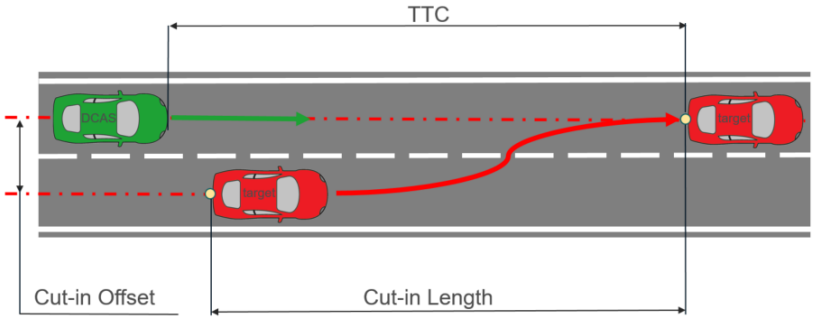
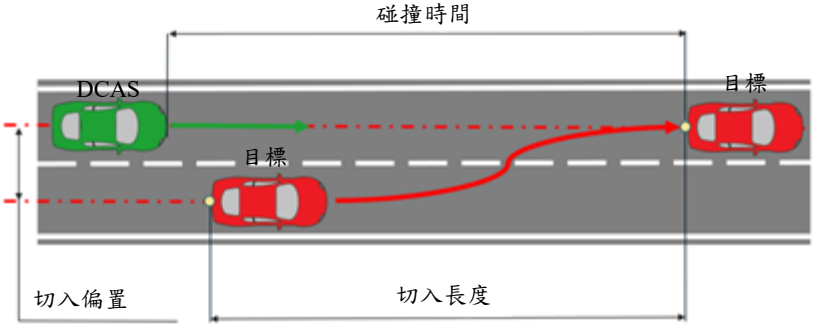
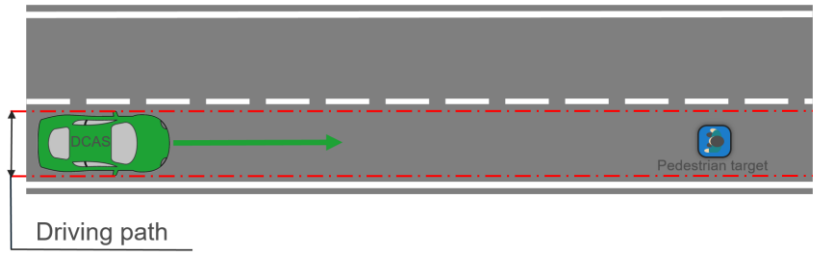
	(基準) 規定13.4.2.5.2.1.2之圖 
	(UN)Figure of Annex 4, paragraph 4.2.5.2.2.1.2 

修訂內容	原內容
	(基準) 規定13.4.2.5.2.2.1.2之圖 
	(UN)Figure of Annex 4, paragraph 4.2.5.2.3.1.2 
	(基準) 規定13.4.2.5.2.3.1.2之圖 

修訂內容	原內容
	(UN)Table of Annex 4, paragraph 4.2.5.2.5.1.3 <table><tr><th rowspan="2">Cut-out test</th><th rowspan="2">VUT</th><th rowspan="2">Lead vehicle (M1 Category)</th><th colspan="3">Lane change manoeuvre of SOV</th></tr><tr><th>Lateral acceleration</th><th>Lane change length</th><th>Radius of turning segment</th></tr><tr><td>Cut-out at TTC = 3 s</td><td>70 km/h</td><td>50 km/h</td><td>1.5 m/s^2</td><td>44 m</td><td>130 m</td></tr></table>
	(基準) 規定13.4.2.5.2.5.1.3之表 <table><tr><th rowspan="2">切出試驗</th><th rowspan="2">受測試車輛</th><th rowspan="2">前導車輛（M1 類）</th><th colspan="3">SOV 之變換車道操作</th></tr><tr><th>側向加速度</th><th>變換車道長度</th><th>轉向部分之半徑</th></tr><tr><td>於 TTC 等於三秒時切出</td><td>七十公里／小時</td><td>五十公里／小時</td><td>一點五公尺／秒平方</td><td>四十四公尺</td><td>一百三十公尺</td></tr></table>
	(UN)Figure of Annex 4, paragraph 4.2.5.2.5.1.3 

修訂內容	原內容
	(基準) 規定13.4.2.5.2.5.1.3之圖 
	(UN)Table of Annex 4, paragraph 4.2.5.2.6.1.3 *Cut-in test (Paragraph 4.2.5.2.6.1.2.)* | *VUT* | *Global Vehicle Target (GVT)* | *Lane change manoeuvre of the GVT* |	| |			*Lateral acceleration* | *Lane change length* | *Radius of turning segment* Type 1- Cut-in at TTC = 0 s | 50 km/h | 10 km/h | 0.5 m/s^2 | 14 m | 15 m Type 2 - Cut-in at TTC = 1.5 s | 120 km/h | 70 km/h | 1.5 m/s^2 | 60 m | 250 m
	(基準) 規定13.4.2.5.2.6.1.3之表 *切入試驗（規定 13.4.2.5.2.6.1.2）* | *受測試車輛* | *全球車輛目標(GVT)* | *GVT 之變換車道操作* |	| |			*側向加速度* | *變換車道長度* | *轉向部分之半徑* 型式一：於 TTC 等於零秒時切入 | 五十公里／小時 | 十公里／小時 | 零點五公尺／秒平方 | 十四公尺 | 十五公尺 型式二：於 TTC 等於一點五秒時切入 | 一百二十公里／小時 | 七十公里／小時 | 一點五公尺／秒平方 | 六十公尺 | 二百五十公尺

修訂內容	原內容
	(UN)Figure of Annex 4, paragraph 4.2.5.2.6.1.3 
	(基準) 規定13.4.2.5.2.6.1.3之圖 
	(UN)Figure of Annex 4, paragraph 4.2.5.2.8.1.2 

修訂內容	原內容
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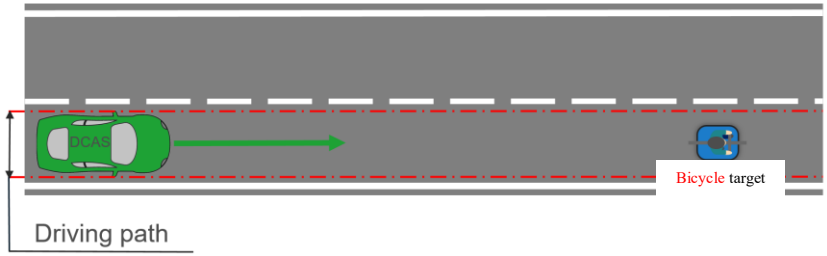
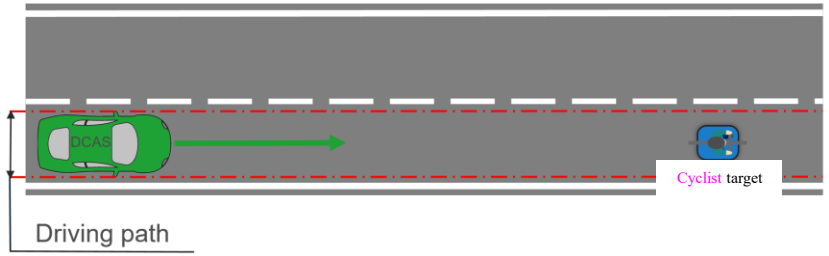
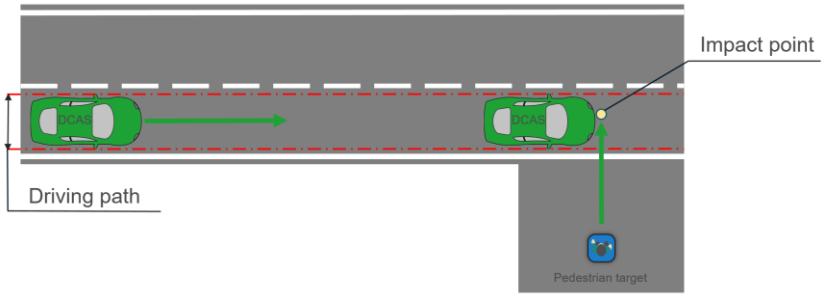
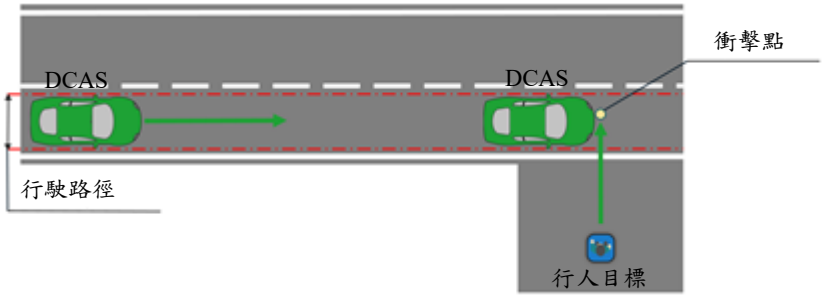
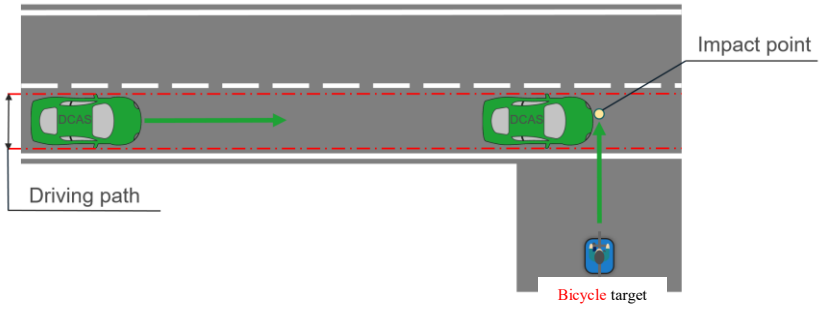
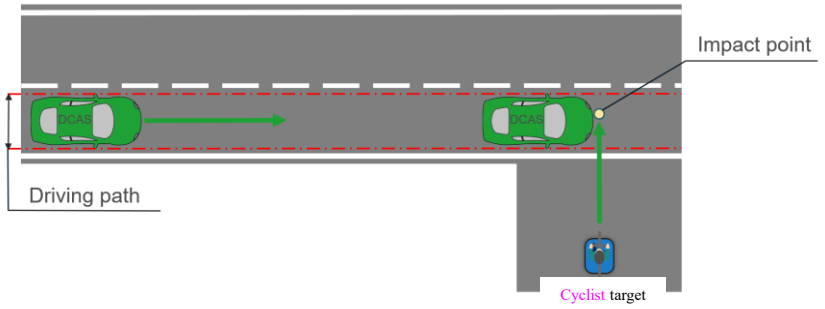
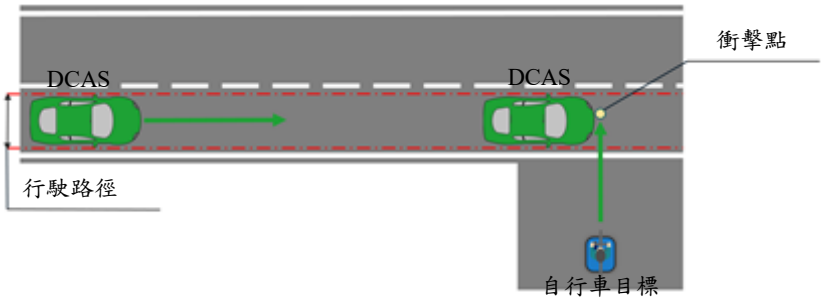
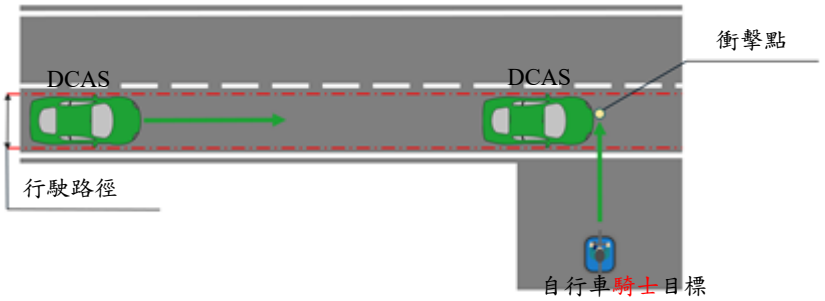
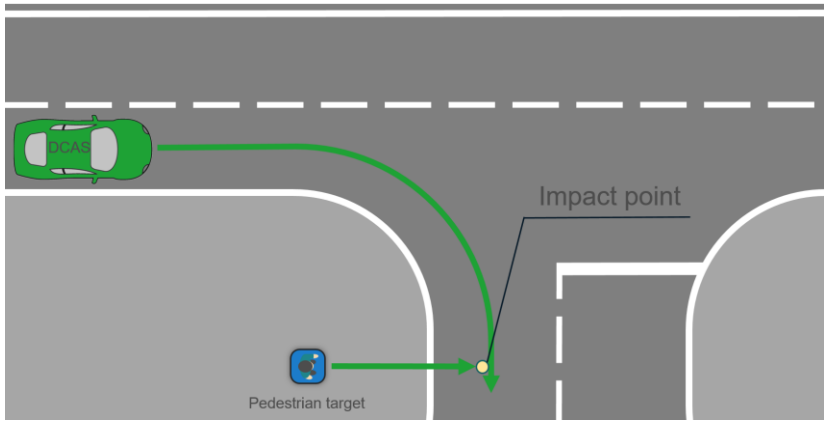
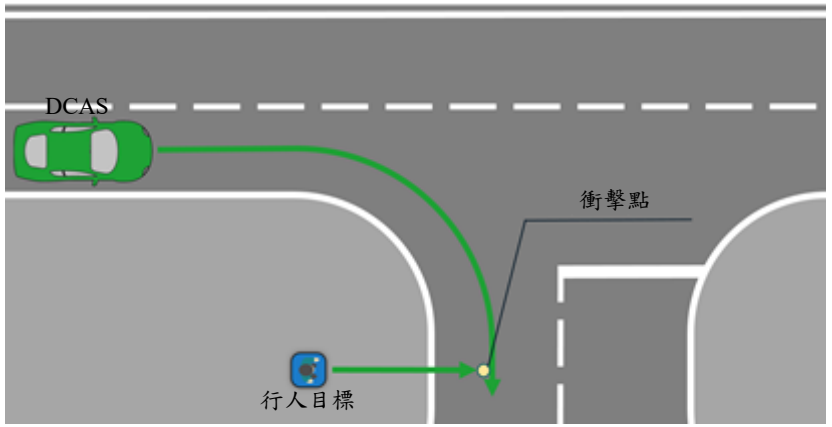
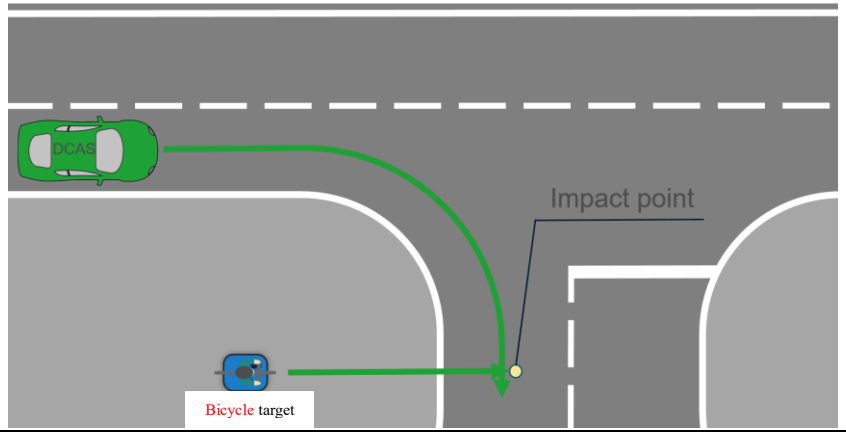
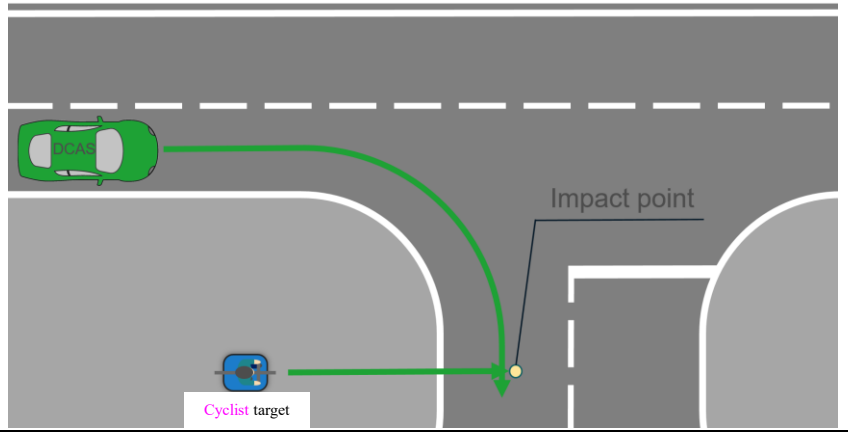
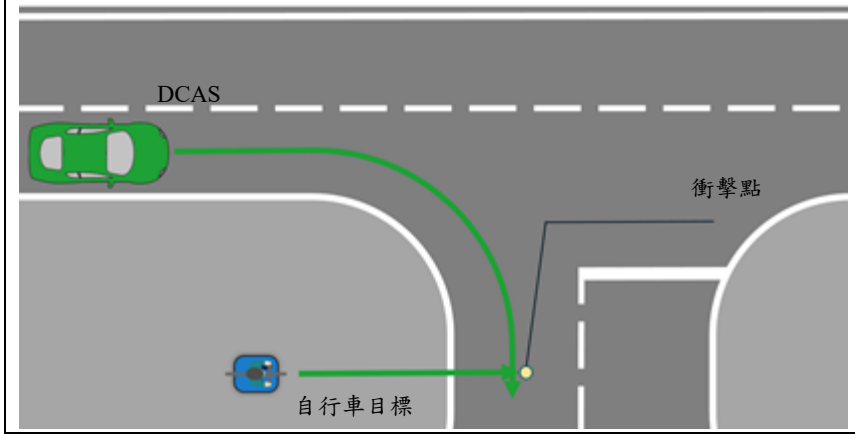
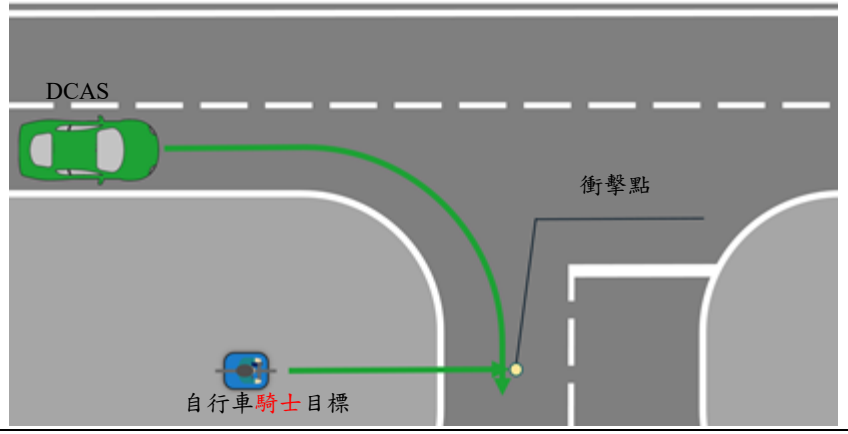
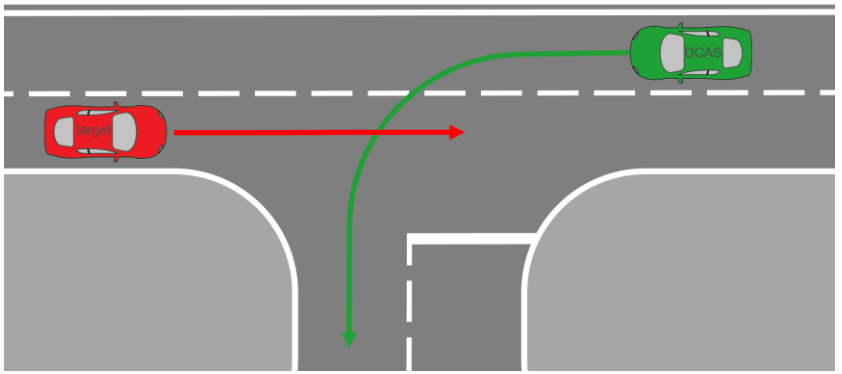
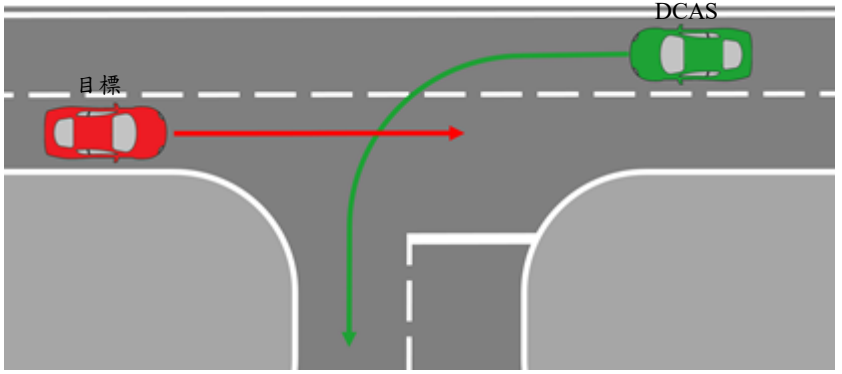
(UN)Figure of Annex 4, paragraph 4.2.5.2.9.1.2  	(UN)Figure of Annex 4, paragraph 4.2.5.2.9.1.2 
(基準) 規定13.4.2.5.2.8.1.2之圖 	(基準) 規定13.4.2.5.2.8.1.2之圖

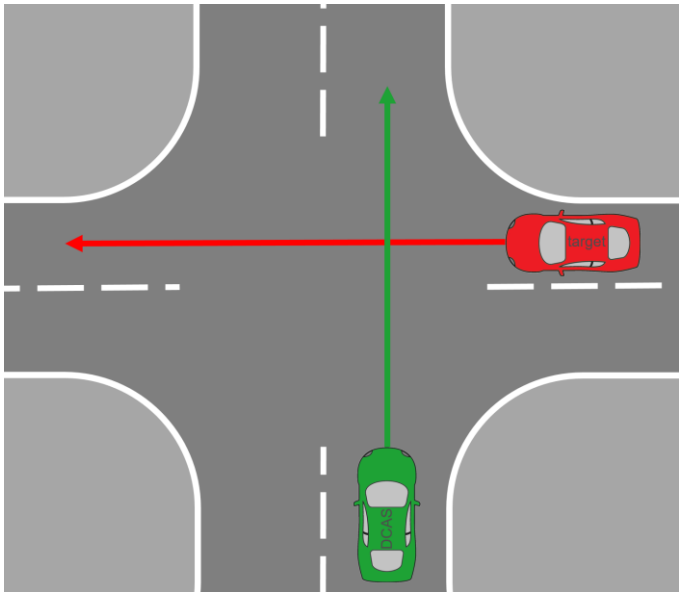
修訂內容	原內容
	(UN) Figure of Annex 4, paragraph 4.2.5.2.10.1.3 
	(基準) 規定13.4.2.5.2.9.1.3之圖 

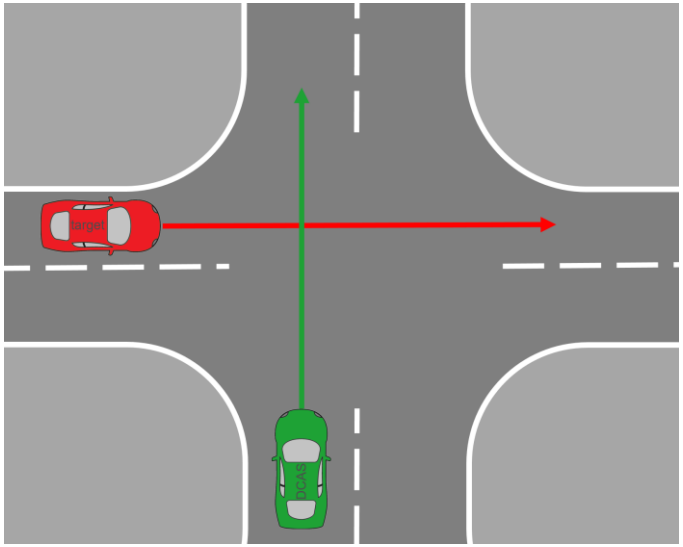
修訂內容	原內容
(UN) Figure of Annex 4, paragraph 4.2.5.2.11.1.1  	(UN) Figure of Annex 4, paragraph 4.2.5.2.11.1.1 
(基準) 規定13.4.2.5.2.10.1.1之圖  	(基準) 規定13.4.2.5.2.10.1.1之圖 

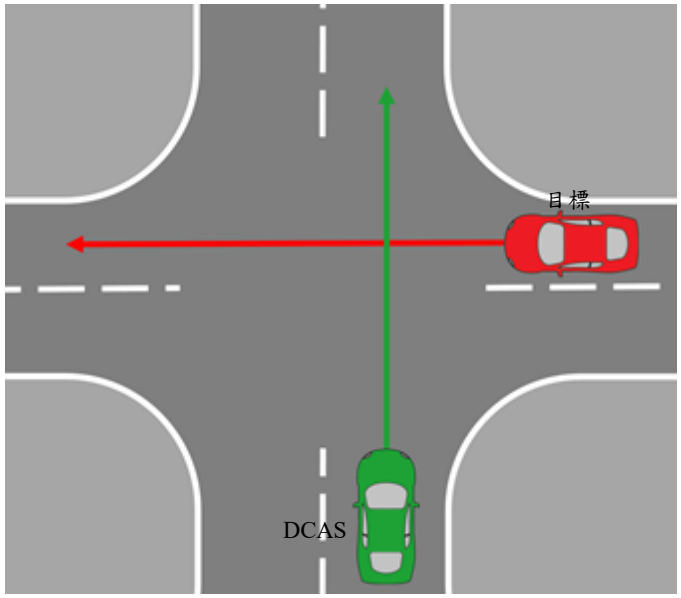
修訂內容	原內容
	(UN) Figure of Annex 4, paragraph 4.2.5.2.12.1.1 
	(基準) 規定13.4.2.5.2.11.1.1之圖 

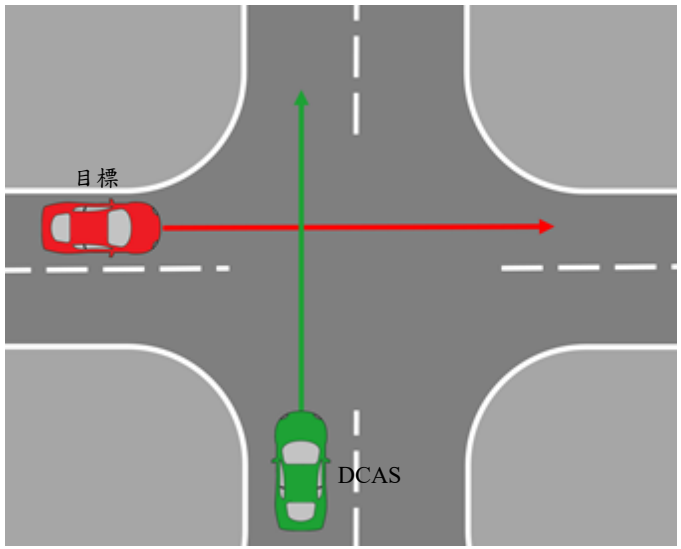
修訂內容	原內容
(UN) Figure of Annex 4, paragraph 4.2.5.2.13.1.1 	(UN) Figure of Annex 4, paragraph 4.2.5.2.13.1.1 
(基準) 規定13.4.2.5.2.12.1.1之圖 	(基準) 規定13.4.2.5.2.12.1.1之圖 

修訂內容	原內容
	(UN) Figure of Annex 4, paragraph 4.2.5.2.14.1.1 
	(基準) 規定13.4.2.5.2.13.1.1之圖 

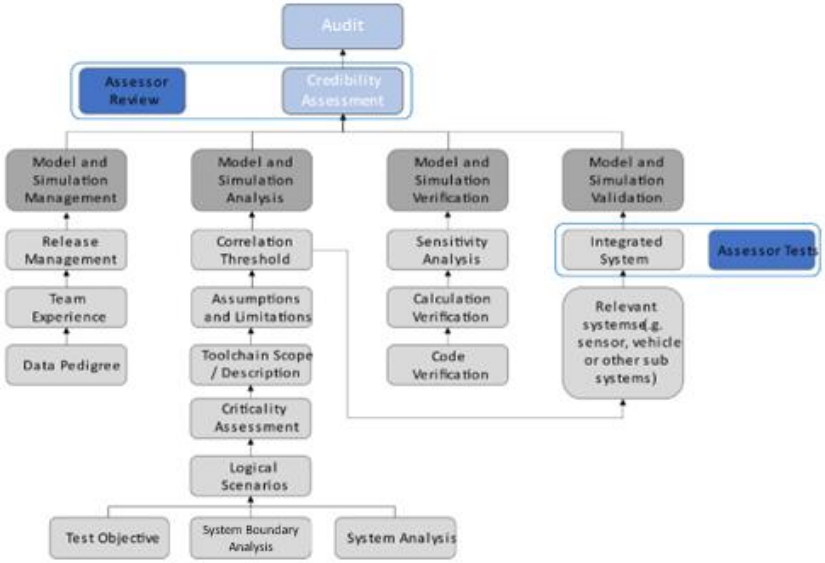
	(UN) Figure of Annex 4, paragraph 4.2.5.2.15.1.2 

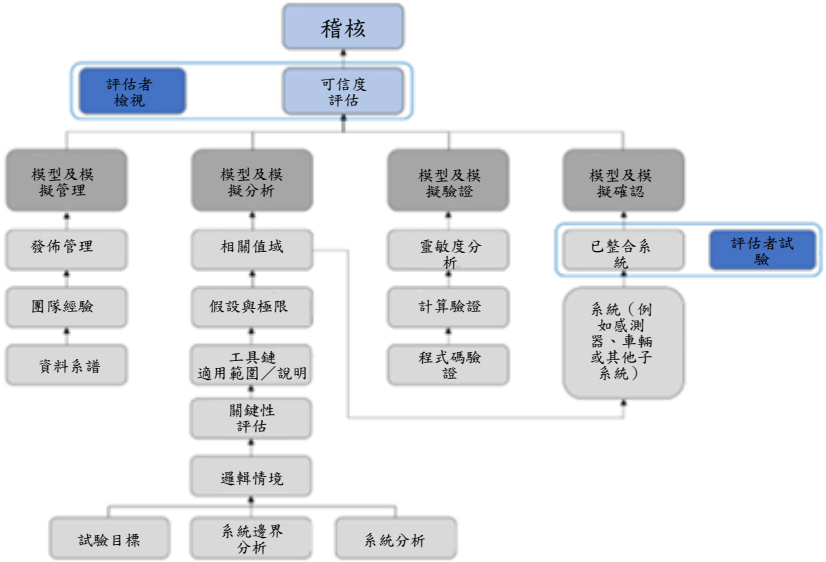
修訂內容	原內容
	

	(基準) 規定13.4.2.5.2.14.1.2之圖 

修訂內容	原內容
	

修訂內容	原內容
	(UN) Table of Annex 4, paragraph 4.3.3.2 *Category* / *Type of scenario* / *Specific reference requirements (non-exhaustive list)* Other manoeuvres: Lead the vehicle to select a lane; Enter into a roundabout or take an exit when navigating through a roundabout; Lead the vehicle to leave its lane of travel when this manoeuvre is not a lane change; Lead the vehicle to take a turn; Lead the vehicle to depart or arrive at a parked position — Paras. 6.3.1. – 6.3.9.4. Other system-initiated manoeuvres: Lead the vehicle to select a lane; Enter into a roundabout or take a specific exit when navigating through a roundabout; Lead the vehicle to leave its lane of travel when this manoeuvre is not a lane change; Lead the vehicle to take a turn; Lead the vehicle to depart or arrive at a parked position — (Reserved)
	(基準) 規定13.4.3.3.2之表 *類別* / *情境之類型* / *特定參考要求（未詳盡列表）* 其他操作: 引導車輛以選擇車道; 進入圓環或透過圓環導航時前往出口; 於該操作非為變換車道時，引導車輛以離開其行駛車道; 引導車輛轉彎; 引導車輛以離開或抵達停駐位置 — 規定 6.3.1 至規定 6.3.9.4 其他系統起始之操作: 引導車輛以選擇車道; 進入圓環或透過圓環導航時前往特定出口; 於該操作非為變換車道時，引導車輛以離開其行駛車道; 引導車輛轉彎; 引導車輛以離開或抵達停駐位置 — （保留）

修訂內容	原內容
(UN) Figure A5/1 of Annex 5, paragraph 1.1	

修訂內容	原內容
	(基準) 規定14.1.1之表 
	(UN) Table A5/1 of Annex 5, paragraph 3.5.5.2 <table><tr><td rowspan="4">Influence on DCAS</td><td>Significant</td><td rowspan="2">N/A</td><td></td><td></td><td></td></tr><tr><td>Moderate</td><td></td><td></td><td></td></tr><tr><td>Minor</td><td></td><td></td><td></td><td></td></tr><tr><td>Negligible</td><td></td><td></td><td colspan="2">N/A</td></tr><tr><td></td><td></td><td>Negligible</td><td>Minor</td><td>Moderate</td><td>Significant</td></tr><tr><td></td><td></td><td colspan="4">Decision consequence</td></tr></table>
	(基準) 規定14.3.5.5.2之表 <table><tr><td rowspan="4">對 DCAS 之影響</td><td>重大</td><td rowspan="2">不適用</td><td></td><td></td><td></td></tr><tr><td>中度</td><td></td><td></td><td></td></tr><tr><td>輕微</td><td></td><td></td><td></td><td></td></tr><tr><td>可忽略</td><td></td><td></td><td colspan="2">不適用</td></tr><tr><td></td><td></td><td>可忽略</td><td>輕微</td><td>中度</td><td>重大</td></tr><tr><td></td><td></td><td colspan="4">決策後果</td></tr></table>

UN R100 ELECTRIC POWER TRAIN 03-S1、03-S2、03-S3、03-S5 電池動力車輛結構及功能安全

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
03-S5	03		
		附件六十四之二、電動汽車之電氣安全	附件六十四之二、電動汽車之電氣安全
1. Scope	**1. Scope**	1. 實施時間及適用範圍：	1. 實施時間及適用範圍：
1.1. Part I: Safety requirements with respect to the electric power train of road vehicles of categories M and N[1], with a maximum design speed exceeding 25 km/h, equipped with electric power train, excluding vehicles permanently connected to the grid.	1.1. Part I: Safety requirements with respect to the electric power train of road vehicles of categories M and N[1], with a maximum design speed exceeding 25 km/h, equipped with electric power train, excluding vehicles permanently connected to the grid.	1.1 中華民國一百十七年一月一日起，新型式之下列車輛及中華民國一百十九年一月一日起各型式之下列車輛，應符合本項規定。	1.1 中華民國○年○月○日起，新型式之下列車輛及中華民國○年○月○日起各型式之下列車輛，應符合本項規定。
Part I of this regulation does not cover;	Part I of this regulation does not cover;	1.1.1 配備電能動力傳動，不包括永久連接至電網之 M 及 N 類電動車輛。	1.1.1 配備電能動力傳動，不包括永久連接至電網之 M 及 N 類電動車輛。
(a) Post-crash safety requirements of road vehicles.	(a) Post-crash safety requirements of road vehicles.	1.1.2 本規定不適用於未通電連結至電能動力傳動之高電壓匯流排的高電壓組件或系統之 M 及 N 類電動車輛。	1.1.2 本規定不適用於未通電連結至電能動力傳動之高電壓匯流排的高電壓組件或系統之 M 及 N 類電動車輛。
(b) High voltage components and systems which are not galvanically connected to the high voltage bus of the electric power train.	(b) High voltage components and systems which are not galvanically connected to the high voltage bus of the electric power train.	1.2 本規定不適用於設計速度小於或等於二十五公里／小時之車輛。亦不適用於主要供應啟動引擎及／或燈光及／或其他車輛輔助系統之電池。	1.2 本規定不適用於設計速度小於或等於二十五公里/小時之車輛。亦不適用於主要供應啟動引擎及/或燈光及/或其他車輛輔助系統之電池。
1.2. Part II: Safety requirements with respect to the Rechargeable Electrical Energy Storage System (REESS), of road vehicles of categories M and N equipped with electric power train, excluding vehicles permanently connected to the grid.	1.2. Part II: Safety requirements with respect to the Rechargeable Electrical Energy Storage System (REESS), of road vehicles of categories M and N equipped with electric power train, excluding vehicles permanently connected to the grid.	1.3 同一申請者同一年度同型式規格車輛，申請少量車型安全審驗且總數未逾三輛者，得免符合 4.1.3 絕緣電阻及／或 9.車載絕緣電阻監控系	1.3 同一申請者同一年度同型式規格車輛，申請少量車型安全審驗且總數未逾三輛者，得免符合 4.1.3 絕緣電阻及/或 9.車載絕緣電阻監控系統
Part II of this Regulation does not apply to a	Part II of this Regulation does not apply to a		

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
battery whose primary use is to supply power for starting the engine and/or lighting and/or other vehicle auxiliaries' systems.	battery whose primary use is to supply power for starting the engine and/or lighting and/or other vehicle auxiliaries' systems.	統之功能確認及 12.之規定；惟屬 M2 或 M3 類之電動車輛者，仍應符合 12.之規定。 1.4 同一申請者同一年度同型式規格車輛，申請逐車少量車型安全審驗且總數未逾二十輛者，得免符合 4.1.3 絕緣電阻及／或 9.車載絕緣電阻監控系統之功能確認及 12.之規定；惟屬 M2 或 M3 類之電動車輛者，仍應符合 12.之規定。 1.5 申請少量車型安全審驗或逐車少量車型安全審驗者，得免符合表二及表三之規定。 1.6 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 R100 03 系列及其後續相關修正規範進行測試。 1.7 若申請者已取得經濟部標準檢驗局核可之 CNS 16160「道路車輛動力用二次鋰電池組(限檢驗 4 輪以上車輛電池容量 100kWh 以下者)」，得以該國家標準替代規定 12.。	之功能確認及 12.之規定；惟屬 M2 或 M3 類之電動車輛者，仍應符合 12.之規定。 1.4 同一申請者同一年度同型式規格車輛，申請逐車少量車型安全審驗且總數未逾二十輛者，得免符合 4.1.3 絕緣電阻及/或 9.車載絕緣電阻監控系統之功能確認及 12.之規定；惟屬 M2 或 M3 類之電動車輛者，仍應符合 12.之規定。 1.5 申請少量車型安全審驗或逐車少量車型安全審驗者，得免符合表二及表三之規定。 1.6 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 R100 03 系列及其後續相關修正規範進行測試。
2. Definitions	**2. Definitions**	2. 名詞釋義：	2. 名詞釋義：

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
…	For the purpose of this Regulation the following definitions apply: 2.1. "*Active driving possible mode*" means the vehicle mode when application of pressure to the accelerator pedal (or activation of an equivalent control) or release of the brake system will cause the electric power train to move the vehicle. 2.2. "*Aqueous electrolyte*" means an electrolyte based on water solvent for the compounds (e.g. acids, bases) providing conducting ions after its dissociation. 2.3. "Automatic disconnect" means a device that when triggered, conductively separates the electric energy sources from the rest of the high voltage circuit of the electric power train. 2.4. "Breakout harness" means connector wires that are connected for testing purposes to the REESS on the traction side of the automatic disconnect. 2.5. "*Cell*" means a single encased electrochemical unit containing one positive and one negative terminals, which exhibits a	…	2.1 可行車模式(Active driving possible mode)：指踩下加速踏板（或相當之控制動作）即可藉由電能動力傳動帶動車輛之車輛狀態。 2.2 水性電池液(Aqueous electrolyte)：係指基於水溶劑用於化合物（如酸、鹼）之電池液，其解離後提供導電離子。 2.3 自動斷路(Automatic disconnect)：當觸發該裝置時可以導電絕緣方式將電源與其他電能動力傳動系統之高電壓電路予以分隔之裝置。 2.4 中斷導線(Breakout harness)：係指為了試驗目的而連接至REESS牽引側自動斷電之連接器電線。 2.5 單電池(Cell)：係指單一封閉之電化學元件，包含一個正極及負極，且兩極間具有電位差及作為可充電式

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
	voltage differential across its two terminals and used as rechargeable electrical energy storage device. 2.6. "*Conductive connection*" means the connection using connectors to an external power supply when the rechargeable electrical energy storage system (REESS) is charged. 2.7. "*Connector*" means the device that provides mechanical connection and disconnection of high voltage electrical conductors to a suitable mating component including its housing. 2.8. "*Coupling system for charging the Rechargeable Electrical Energy Storage System (REESS)*" means the electrical circuit used for charging the REESS from an external electric power supply including the vehicle inlet. 2.9. "*C Rate*" *of* "*n C*" is defined as the constant current of the tested-device, which takes 1/n hours to charge or discharge the tested-device between 0 per cent of the state of charge and 100 per cent of the state of		電能儲存裝置。 2.6 導電連接(Conductive connection)：當 REESS 充電時，使用充電器與外部電源供應器進行連接。 2.7 連接器(Connector)：係指提供高電壓導體機械連接及斷電與適合之相連組件（包括其外殼）之裝置。 2.8 REESS 充能耦合系統(Coupling system for charging the rechargeable energy storage system (REESS))：指充能系統使用外部電源供應器之電路來充電。 2.9 n C 的 C 比率(C Rate" of "n C)：定義為待測件之恆定電流，其對待測件於電量狀態百分之零及百分之一百間之充電或放電時間需要 1/n 個小時。

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
	charge. 2.10. "*Direct contact*" means the contact of persons with high voltage live parts. 2.11. "*Electric energy conversion system*" means a system (e.g. fuel cell) that generates and provides electric energy for electric propulsion. 2.12. "*Electric power train*" means the electrical circuit which includes the traction motor(s), and may include the REESS, the electric energy conversion system, the electronic converters, the associated wiring harness and connectors, and the coupling system for charging the REESS. 2.13. "*Electrical chassis*" means a set made of conductive parts electrically linked together, whose potential is taken as reference. 2.14. "*Electrical circuit*" means an assembly of connected live parts which is designed to be electrically energized in normal operation. 2.15. "*Electrical protection barrier*" means the part that provides protection against direct contact with the high voltage live		2.10 直接接觸(Direct contact)：指人與高電壓帶電體之接觸。 2.11 電能轉換系統(Electric energy conversion system)：用來產生及提供電能以供電動推進之系統（如燃料電池）。 2.12 電能動力傳動(Electric power train)：包含電動推進馬達、REESS（若有的話）、電能轉換系統、電能轉換器、電線連接線束與連接器以及 REESS 充能耦合系統之電路。 2.13 電路介面(Electrical chassis)：指由導電的元件所組成連結之裝置，其應參考其電位。 2.14 電路(Electrical circuit)：指由連接之帶電體所構成，在一般操作情況下可導通電流。 2.15 電氣保護屏障(Electrical protection barrier)：提供可避免直接接觸帶電體之保護裝置。

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
	parts. 2.16. "Electrolyte leakage" means the escape of electrolyte from the REESS in the form of liquid. 2.17. "*Electronic converter*" means a device capable of controlling and/or converting electric power for electric propulsion. 2.18. "*Enclosure*" means the part enclosing the internal units and providing protection against any direct contact. 2.19. "*Explosion*" means the sudden release of energy sufficient to cause pressure waves and/or projectiles that may cause structural and/or physical damage to the surrounding of the tested-device. 2.20. "*Exposed conductive part*" means the conductive part which can be touched under the provisions of the protection degree IPXXB, and which is not normally energized, but which can become electrically energized under isolation failure conditions. This includes parts under a cover that can be removed without using tools. 2.21. "*External electric power supply*" means		2.16 電池液洩漏(Electrolyte leakage)：係指電池液以液體形式從REESS洩露。 2.17 電能轉換器(Electronic converter)：指能控制及／或轉換電力之裝置以供電動推進之系統。 2.18 外殼(Enclosure)：用來圍住內部零件且能提供保護，以避免遭遇任何直接接觸之部分。 2.19 爆裂(Explosion)：指足以引發壓力波及/或物體散射，致使待測件周圍結構及／或實體受損之能量突然釋放。 2.20 外露可導電元件(Exposed conductive part)：符合IPXXB規範之可被接觸之可導電元件，且正常不帶電，惟在絕緣失效之情況下才會帶電。包含不使用工具時即能移除其外殼之元件。

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
	an alternating current (AC) or direct current (DC) electric power supply outside of the vehicle. 2.22. "*Fire*" means the emission of flames from a tested-device. Sparks and arcing shall not be considered as flames. 2.23. "*Flammable electrolyte*" means an electrolyte that contains substances classified as Class 3 "flammable liquid" under "UN Recommendations on the Transport of Dangerous Goods - Model Regulations (Revision 17 from June 2011), Volume I, Chapter 2.3"[2] 2.24. "*High Voltage*" means the classification of an electric component or circuit, if its working voltage is > 60 V and ≤ 1500 V DC or > 30 V and ≤ 1000 V AC root mean square (rms). 2.25. "*High voltage bus*" means the electrical circuit, including the coupling system for charging the REESS that operates on high voltage. In case of electrical circuits, that are galvanically connected to each other and		2.21 外部電源供應器(External electric power supply)：車輛本身以外之交流電或直流電電力供應裝置。 2.22 起火(Fire)：指從待測件散放出火焰。火花及電弧應不得視為火焰。 2.23 可燃性電解液(Flammable electrolyte)：指包含可燃物質之電解液。 2.24 高電壓(High Voltage)：電子零件或電路之分類，若其工作電壓大於六十伏特且小於或等於一千五百伏特（直流電）、或是大於三十伏特且小於或等於一千伏特（交流電真均方根值(rms)）者。 2.25 高電壓匯流排(High voltage bus)：包含使用高電壓之REESS充能耦合系統之電路。若係相互通電連結及符合2.41規定電壓條件之電路，於此電路當中僅作動於高電壓之組件

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
	fulfilling the voltage condition specified in paragraph 2.42., only the components or parts of the electric circuit that operate on high voltage are classified as a high voltage bus. 2.26. "*Indirect contact*" means the contact of persons with exposed conductive parts. 2.27. "*Live parts*" means the conductive part(s) intended to be electrically energized under normal operating conditions. 2.28. "*Luggage compartment*" means the space in the vehicle for luggage accommodation, bounded by the roof, hood, floor, side walls, as well as by the barrier and enclosure provided for protecting the occupants from direct contact with high voltage live parts, being separated from the passenger compartment by the front bulkhead or the rear bulk head. 2.30. "*Non-aqueous electrolyte*" means an electrolyte not based on water as the solvent. 2.31. "Normal operating conditions" includes operating modes and conditions that can		或零件被歸類為高電壓匯流排。 2.26 間接接觸(Indirect contact)：指人或家畜與外露之可導電元件之接觸。 2.27 帶電體(Live parts)：指在一般正常操作條件下帶電之可導電元件。 2.28 行李廂(Luggage compartment)：車輛內由車頂、行李廂蓋(Hood)、地板、側板及可保護避免高電壓帶電體與乘員直接接觸之屏障與外殼等所圍成用來放置行李之空間，其係與車室空間之前方隔板或後方隔板相分隔。 2.29 非水性電池液(Non-aqueous electrolyte)：係指不基於水作為溶劑之電池液。 2.30 正常操作條件(Normal operating conditions)：包括於車輛之典型操作

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
	reasonably be encountered during typical operation of the vehicle including driving at legally posted speeds, parking and standing in traffic, as well as, charging using chargers that are compatible with the specific charging ports installed on the vehicle. It does not include conditions where the vehicle is damaged, either by a crash, road debris or vandalization, subjected to fire or water submersion, or in a state where service and or maintenance is needed or being performed.		過程中可合理遇到之操作模式及條件，包括以合法標示速度行駛、停車及行進中，以及使用安裝於車輛之特定充電埠(Specific charging ports)相容之充電器進行充電。其不包括車輛因撞擊、道路碎屑或故意破壞而遭受損壞、遭受火或滲水或處於需維修或進行保養之狀態。
	2.32. "*On-board isolation resistance monitoring system*" means the device which monitors the isolation resistance between the high voltage buses and the electrical chassis.		2.31 車載絕緣電阻監控系統(On-board isolation resistance monitoring system)：用來監控高電壓匯流排與電路介面間之絕緣電阻之裝置。
	2.33. "*Open type traction battery*" means a type of battery requiring filling with liquid and generating hydrogen gas that is released to the atmosphere.		2.32 開放式主電池(Open type traction battery)：指需要注入液體及會產生氫氣之電池型式。
	2.34. "*Passenger compartment*" means the space for occupant accommodation, bounded by the roof, floor, side walls, doors,		2.33 車室(Passenger compartment)：指車輛內由車頂、地板、側板、車門、外部玻璃、前方隔板、後方隔板、後

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
	outside glazing, front bulkhead and rear bulkhead, or rear gate, as well as by the electrical protection barriers and enclosures provided for protecting the occupants from direct contact with high voltage live parts.		方閘門等可保護避免高電壓帶電體與乘員直接接觸之電氣保護屏障與外殼等所圍成供乘員使用之空間。
	2.35. "*Protection degree IPXXB*" means protection from contact with high voltage live parts provided by either an electrical protection barrier or an enclosure and tested using a Jointed Test Finger (IPXXB) as described in Annex 3.		2.34 IPXXB 保護等級(Protection degree IPXXB)：指藉由 IPXXB 關節測試指(如 5.所述)驗證電氣保護屏障或外殼所具備對於高電壓帶電體之保護程度。
	2.36. "Protection degree IPXXD" means protection from contact with high voltage live parts provided by either an electrical protection barrier or an enclosure and tested using a Test Wire (IPXXD) as described in Annex 3.		2.35 IPXXD 保護等級(Protection degree IPXXD)：指藉由 IPXXD 測試線(如 5.所述)驗證電氣保護屏障或外殼所具備對於高電壓帶電體之保護程度。
	2.37. "*Rechargeable Electrical Energy Storage System (REESS)*" means the rechargeable energy storage system that provides electric energy for electrical propulsion. A battery whose primary use is to supply power for starting the engine and/or lighting		2.36 可充電式電能儲存系統(Rechargeable electrical energy storage system (REESS))：用來提供電動推進所需電能之可充能之能量儲存系統。 主要供應啟動引擎及／或燈光及／或其他車輛輔助系統提供電源之電池

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/or other vehicle auxiliaries' systems is not considered as a REESS. The REESS may include the necessary systems for physical support, thermal management, electronic controls and casing. 2.38. "REESS subsystem" means any assembly of REESS components which stores energy. A REESS subsystem may or may not include the entire management system of the REESS. 2.39. "*Rupture*" means opening(s) through the casing of any functional cell assembly created or enlarged by an event, large enough for a 12 mm diameter test finger (IPXXB) to penetrate and make contact with live parts (see Annex 3). 2.40. "*Service disconnect*" means the device for deactivation of the electrical circuit when conducting checks and services of the REESS, fuel cell stack, etc. 2.41. "*Solid insulator*" means the insulating coating of wiring harnesses provided in order to cover and prevent the high voltage live parts from any direct contact.		不視為 REESS。 該 REESS 可包括實體支撐(Physical support)、熱管理、微電子控制及外殼之必要系統。 2.37 REESS 子系統(REESS subsystem)：係指任何存儲能量之 REESS 組件總成。REESS 子系統可包括或可不包括整個 REESS 管理系統。 2.38 破裂(Rupture)：係指因某種事件而在任何功能性電池總成之保護罩上產生開口或擴大開口，其足以讓直徑十二公釐關節測試指(IPXXB)穿入碰觸帶電體（如 5.所示）。 2.39 維修斷電(Service disconnect)：當執行 REESS、燃料電池等之檢查或維護時可用來將電路暫時中斷供電之裝置。 2.40 固體絕緣體(Solid insulator)：用來覆蓋及保護電線連接線束之絕緣塗層，以避免高電壓帶電體從任何方向遭遇直接接觸。

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
2.42. "*Specific voltage condition*" means the condition that the maximum voltage of a galvanically connected electric circuit between a DC live part and any other live part (DC or AC) is ≤ 30 V AC (rms) and ≤ 60 V DC. Note 1: When a DC live part of such an electric circuit is connected to electrical chassis and the specific voltage condition applies, the maximum voltage between any live part and the electrical chassis is ≤ 30 V AC (rms) and ≤ 60 V DC. Note 2: For pulsating DC voltages (alternating voltages without change of polarity) the DC threshold shall be applied. …	2.42. "*Specific voltage condition*" means the condition that the maximum voltage of a galvanically connected electric circuit between a DC live part and any other live part (DC or AC) is ≤ 30 V AC (rms) and ≤ 60 V DC. *Note:* When a DC live part of such an electric circuit is connected to electrical chassis and the specific voltage condition applies, the maximum voltage between any live part and the electrical chassis is ≤ 30 V AC (rms) and ≤ 60 V DC. 2.43. "*State of Charge (SOC)*" means the available electrical charge in a tested-device expressed as a percentage of its rated capacity. 2.44. "*Tested-Device*" means either complete REESS or REESS subsystem that is subjected to the tests prescribed by this Regulation. 2.45. "*Thermal event*" means the condition	2.41 特定電壓條件(Specific voltage condition)：係指直流電帶電體與任何其他帶電體(直流電或交流電)之間之相互通電連結電路，該最大電壓為小於等於三十伏特交流電(rms)及小於等於六十伏特直流電。 備註1：當此類電路之直流電帶電體連結至導電車架及適用特定電壓條件時，任何帶電體與電路介面之間之最大電壓為小於等於三十伏特交流電(rms)及小於等於六十伏特直流電。 備註2：對於直流脈衝電壓(交流電壓之極性不改變)，應採用直流臨界(閾)值。 …	2.41 特定電壓條件(Specific voltage condition)：係指直流電帶電體與任何其他帶電體(直流電或交流電)之間之相互通電連結電路，該最大電壓為小於等於三十伏特交流電(rms)及小於等於六十伏特直流電。 備註：當此類電路之直流電帶電體連結至導電車架及適用特定電壓條件時，任何帶電體與電路介面之間之最大電壓為小於等於三十伏特交流電(rms)及小於等於六十伏特直流電。 2.42 電量狀態(State of charge；SOC)：指待測件內之可用電量，其以額定容量之百分比表示。 2.43 待測件(Tested-device)：指依照本規範接受試驗之完整 REESS，或 REESS 子系統。 2.44 熱事件(Thermal event)：係指當

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
	when the temperature within the REESS is significantly higher (as defined by the manufacturer) than the maximum operating temperature.		REESS 內之溫度明顯高於（由申請者定義）最高工作溫度時之條件。
	2.46. "Thermal runaway" means an uncontrolled increase of cell temperature caused by exothermic reactions inside the cell.		2.45 熱失控(Thermal runaway)：係指由單電池內部放熱反應引起單電池溫度不受控制之升高。
	2.47. "Thermal propagation" means the sequential occurrence of thermal runaway within a REESS triggered by thermal runaway of a cell in that REESS.		2.46 熱傳播(Thermal propagation)：係指由該REESS中單電池之熱失控觸發 REESS 內熱失控之連續發生。
	2.48. "*Type of REESS*" means systems which do not differ significantly in such essential aspects as:		2.47 可充電式電能儲存系統(REESS)特性包含：
	(a) The manufacturer's trade name or mark;		2.47.1 REESS 廠牌。
	(b) The chemistry, capacity and physical dimensions of its cells;		2.47.2 電池之化學性質、電容量及實體尺寸。
	(c) The number of cells, the mode of connection of the cells and the physical support of the cells;		2.47.3 電池之數量、連接模式及實體支撐。
	(d) The construction, materials and physical dimensions of the casing and		2.47.4 外殼(Casing)之構造、材質及其實體尺寸。
	(e) The necessary ancillary devices for		2.47.5 作為實體支撐、熱管理及微電

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	physical support, thermal management and electronic control. 2.49. "*Vehicle connector*" means the device which is inserted into the vehicle inlet to supply electric energy to the vehicle from an external electric power supply. 2.50. "Vehicle inlet" means the device on the externally chargeable vehicle into which the vehicle connector is inserted for the purpose of transferring electric energy from an external electric power supply. 2.52. "*Venting*" means the release of excessive internal pressure from cell or REESS subsystem or REESS in a manner intended by design to preclude rupture or explosion. 2.53. "*Working voltage*" means the highest value of an electrical circuit voltage root-mean-square (rms), specified by the manufacturer, which may occur between any conductive parts in open circuit conditions or under normal operating condition. If the electrical circuit is divided by galvanic isolation, the working voltage is defined for each divided circuit,		子控制之必要輔助系統。 2.47.6 限制之適用車型。 2.48 車輛連接器(Vehicle connector)：係指從外部電源向車輛插入車輛插座以提供電能之裝置。 2.49 車輛插座(Vehicle inlet)：係指車輛外部充電之裝置，其車輛連接器插入其中，目的為從外部電源傳輸電能。 2.50 排氣(Venting)：係指從單電池或 REESS 子系統或 REESS 釋放內部過量之壓力，藉此設計來防止破裂或爆炸之情況。 2.51工作電壓(Working voltage)：指由製造廠定義之電路電壓的最高均方根值(rms)，可在任何可導電元件間且在短路或一般運作的情況下發生。若電路係以電流絕緣分隔，則應對分隔之電路個別定義其工作電壓。

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
2.56. "*Common space*" means an area on which two or more information functions (e.g. symbol) may be displayed but not simultaneously.	respectively.	2.54 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。	
			3. 電動汽車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 車種代號相同。 3.1.2 大客車車身式樣相同。 3.1.3 車輛廠牌及車輛型式系列相同。 3.1.4 車輛推進動力來源種類(內燃機或純電動馬達或混合動力）相同。 3.1.5 電能動力傳動及通電連接之高電壓匯流排之配置相同。 3.1.6 電能動力傳動及高電壓零組件之型式系列相同。 3.1.7 可充電式電能儲存系統特性相同。 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

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			其範圍認定原則： 3.2.1 適用車種代號相同。 3.2.2 底盤車廠牌相同。 3.2.3 底盤車製造廠宣告之底盤車型式系列相同。 3.2.4 車輛推進動力來源種類（內燃機或純電動馬達或混合動力）相同。 3.2.5 電能動力傳動及通電連接之高電壓匯流排之配置相同。 3.2.6 電能動力傳動及高電壓零組件之型式系列相同。 3.2.7 可充電式電能儲存系統特性相同。
3. Application for approval …	**3. Application for approval** 3.1. Part I: Approval of a vehicle type with regard to specific requirements for the electric power train. 3.1.1. The application for approval of a vehicle type with regard to specific requirements for the electric power train shall be submitted by the vehicle manufacturer or by his duly accredited representative. 3.1.2. It shall be accompanied by the under-mentioned documents in triplicate and	(不影響基準內容)	(不影響基準內容)

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
	following particulars: 3.1.2.1. Detailed description of the vehicle type with regards to the electric power train and the high voltage bus galvanically connected to it. 3.1.2.2. For vehicles with REESS, additional evidence showing that the REESS is in compliance with the requirements of paragraph 6. of this Regulation. 3.1.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Technical Service responsible for conducting the approval tests and, if applicable, at the manufacturer's discretion with the agreement of the Technical Service, either additional vehicle(s), or those parts of the vehicle regarded by the Technical Service as essential for the test(s) referred to in the paragraph 6. of this Regulation. 3.2. Part II: Approval of a Rechargeable Electrical Energy Storage System (REESS) 3.2.1. The application for approval of a type of REESS with regard to the safety requirements of the REESS shall be		

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
3.4. In cases where information is shown to be covered by intellectual property rights or to	submitted by the REESS manufacturer or by his duly accredited representative. 3.2.2. It shall be accompanied by the under-mentioned documents in triplicate and comply with the following particulars: 3.2.2.1. Detailed description of the type of REESS as regards the safety of the REESS. 3.2.3. A component(s) representative of the type of REESS to be approved plus, at the manufacturer's discretion, and with the agreement of the Technical Service, those parts of the vehicle regarded by the Technical Service as essential for the test, shall be submitted to the Technical Service responsible for conducting the approval tests. 3.3. The Type Approval Authority shall verify the existence of satisfactory arrangements for ensuring effective control of the conformity of production before type approval is granted.		

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
constitute specific know-how of the manufacturer or of their suppliers, the manufacturer or their suppliers shall make available sufficient information to enable the checks referred to in this Regulation to be made properly. Such information shall be treated on a confidential basis. 3.5. Documentation shall be made available in two parts: (a) The formal documentation package for the approval, containing the material specified in Annex 1, Appendix 1 or Appendix 2 which shall be supplied to the Approval Authority or its Technical Service at the time of submission of the type approval application. This documentation package shall be used by the Approval Authority or its Technical Service as the basic reference for the approval process. The Approval Authority or its Technical Service shall ensure that this documentation package remains available for at least 10 years counted from the time when production of the vehicle/REESS type is definitively discontinued. (b) Additional material relevant to the requirements of this Regulation may be retained by the manufacturer, but shall be made open for inspection at the time of type			

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approval. The manufacturer shall ensure that any material made open for inspection at the time of type approval remains available for at least a period of 10 years counted from the time when production of the vehicle/REESS type is definitively discontinued.			
	4. Approval 4.1. An approval number shall be assigned to each approved type in accordance with Schedule 4 of the Agreement (E/ECE/TRANS/505/Rev.3). 4.2. Notice of approval or of refusal or of extension or withdrawal of approval or production definitively discontinued of a vehicle type 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, Part 1 or 2 as appropriate to this Regulation. 4.3. There shall be affixed, conspicuously and in a readily accessible place specified on the approval form, to every vehicle or REESS conforming to a type approved under this		(不影響基準內容)

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
	Regulation an international approval mark consisting of: 4.3.1. A circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval[3]. 4.3.2. The number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the circle described in paragraph 4.3.1. 4.3.3. In the case of an approval of a REESS the "R" shall be followed by the symbol "ES". 4.4. If the vehicle or REESS conforms to a type approved under one or more other Regulations annexed to the Agreement in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.3.1. need not be repeated; in this case the Regulation and approval numbers and the additional symbols of all the Regulations under which approval has been granted in the country which has granted approval under this Regulation shall be placed in vertical		

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	columns to the right of the symbol prescribed in paragraph 4.3.1. 4.5. The approval mark shall be clearly legible and shall be indelible. 4.5.1. In the case of a vehicle, the approval mark shall be placed on or close to the vehicle data plate affixed by the manufacturer. 4.5.2. In the case of a REESS, the approval mark shall be affixed on the major element of the REESS by the manufacturer. 4.6. Annex 2 to this Regulation gives examples of the arrangements of the approval mark.		
5. Part I: Requirements of a vehicle with regard to specific requirements for the electric power train …	**5. Part I: Requirements of a vehicle with regard to specific requirements for the electric power train** 5.1. Protection against electrical shock	4. 電能動力傳動之車輛電氣安全要求 …	4. 電能動力傳動之車輛電氣安全要求 申請者於申請認證測試時應至少提供一部代表車及車輛電氣規格基本特性資料（至少包含表二），或為符合8.之 REESS 可充電式電能儲存系統基本特性資料（至少包含表三），並納入實車安裝說明文件。 4.1 觸電保護：此電氣安全規範適用

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
	These electrical safety requirements apply to high voltage buses of electric power train and electrical components which are galvanically connected to the high voltage bus of electric power train under conditions where they are not connected to external high voltage power supplies.		於當電能動力傳動之高電壓匯流排及電能動力傳動之高電壓匯流排通電連結之電氣組件未與額外之高電壓電源供應裝置連接時。
	5.1.1. Protection against direct contact Live parts shall comply with paragraphs 5.1.1.1. and 5.1.1.2. for protection against direct contact. Electrical protection barriers, enclosures, solid insulators and connectors shall not be able to be opened, separated, disassembled or removed without the use of tools or, for vehicles of categories N2, N3, M2 and M3, an operator controlled activation/deactivation device or equivalent.		4.1.1 直接接觸保護： 帶電體應符合 4.1.1.1 及 4.1.1.2 直接接觸保護之規定。電氣保護屏障、外殼、固體絕緣及連接器不得在未使用工具之情形下被打開、分離、拆開或移除，或者對於 N2、N3、M2 及 M3 類車輛，操作者控制之啟動/中斷裝置或等效裝置。
	However, connectors (including the vehicle inlet) are allowed to be separated without the use of tools, if they meet one or more of the following requirements: (a) They comply with paragraphs 5.1.1.1. and 5.1.1.2. when separated, or (b) They are provided with a locking		若連接器（含車輛插座）符合下述一項或多項條件，則允許於未使用工具之情形下被分離： (a)分離時能符合 4.1.1.1 及 4.1.1.2 之規定；或 (b)有鎖定機構（至少需要兩個不同動

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
	mechanism (at least two distinct actions are needed to separate the connector from its mating component). Additionally, other components, not being part of the connector, shall be removable only with the use of tools or, for vehicles of categories N2, N3, M2 and M3, an operator controlled activation/deactivation device or equivalent in order to be able to separate the connector, or		作將連接器與其相連組件分開)。此外，在分離連接器前有須先以工具方能移除之其他裝置（非為連接器之一部分)，或者對於 N2、N3、M2 及 M3 類車輛，操作者控制之啟動／中斷裝置或等效裝置；或
	(c) The voltage of the live parts becomes equal or below 60 V DC or equal or below 30 V AC (rms) within 1 s after the connector is separated.		(c)在連接器分離後之一秒內，帶電體之電壓變成小於或等於直流電六十伏特、或是小於或等於交流電三十伏特（真均方根值(rms)）。
	For vehicles of categories N2, N3, M2 and M3, conductive connection devices not energized except during charging of the REESS are exempted from this requirement if located on the roof of the vehicle out of reach for a person standing outside of the vehicle and, for vehicles of category M2 and M3, the minimum wrap around distance from the instep of the vehicle to the roof mounted charging devices is 3 m. In case of		對於 N2、N3、M2 及 M3 類車輛，除於 REESS 充電期間未通電之導電連接裝置之外，若位於車頂，站在車外之人觸碰不到，則不受此要求之限制，並且對於 M2 及 M3 類車輛，從車輛底部(instep)至車頂安裝充電裝置之最小環繞距離為三公尺。若由於車輛內部之地板升高而出現多個階梯，則環繞距離係從入口處最底部階梯開始測量，如圖一所示。

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
	multiple steps due to an elevated floor inside the vehicle, the wrap around distance is measured from the bottom most step at entry, as illustrated in Figure 1.		
	Figure 1: Schematic to Measure Wrap-Around Distance		圖一：測量環繞距離之示意圖
	5.1.1.1. For high voltage live parts inside the passenger compartment or luggage compartment, the protection degree IPXXD shall be provided.		4.1.1.1 在車室或載貨空間之高電壓帶電體應有 IPXXD 等級之保護。
	5.1.1.2. For high voltage live parts in areas other than the passenger compartment or luggage compartment, the protection degree IPXXB shall be provided.		4.1.1.2 車輛在車室或載貨空間以外之其他空間高電壓帶電體應至少有 IPXXB 等級之保護。
	5.1.1.3. Service disconnect For a high voltage service disconnect which can be opened, disassembled or removed without tools, or for vehicles of categories N2, N3, M2 and M3, an operator controlled activation/deactivation device or equivalent,-*/protection degree IPXXB shall be satisfied when it is opened, disassembled or removed.		4.1.1.3 維修斷電：對於無須工具即可打開、拆開或移除之高電壓維修斷電，或者對於 N2、N3、M2 及 M3 類車輛，操作者控制之啟動／中斷裝置或等效裝置，當其打開、拆開或移除時應有 IPXXB 等級之保護。
	5.1.1.4. Marking		4.1.1.4 標識

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
	5.1.1.4.1. The symbol shown in Figure 2 shall be present on or near the REESS having high voltage capability. The symbol background shall be yellow, the bordering and the arrow shall be black. This requirement shall also apply to a REESS which is part of a galvanically connected electrical circuit where the specific voltage condition is not fulfilled, independent of the maximum voltage of the REESS. **Figure 2: Marking of High Voltage Equipment** 5.1.1.4.2. The symbol shall also be visible on enclosures and electrical protection barriers, which, when removed, expose live parts of high voltage circuits. This provision is optional to any connector for high voltage buses. This provision shall not apply to any of the following cases: (a) Where electrical protection barriers or enclosures cannot be physically accessed, opened, or removed; unless other vehicle components are removed with the use of tools;		4.1.1.4.1 圖二之標識應標示於具有高電壓性能之 REESS 或其附近。此標識之底色應為黃色，邊線及箭頭應為黑色。 該要求亦應適用於不符合特定電壓條件之相互通電連接電路一部分之 REESS，與 REESS 之最大電壓無關。 4.1.1.4.2 若移除外殼及電氣保護屏障處時則帶電體有接觸高電壓線路之可能時，則亦應於該處可見此標識。對於任何高電壓匯流排之連接器而言，此條文可選擇性適用。 然此項規定不適用下述任一情況： (a)除非經以工具拆除車輛之其他零組件後，否則無法接近其電氣保護屏障或外殼。

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
	(b) Where electrical protection barriers or enclosures are located underneath the vehicle floor.		(b)該電氣保護屏障或外殼位於車輛地板以下。
	(c) Electrical protection barriers or enclosures of conductive connection device for vehicles of categories N2, N3, M2 and M3 which satisfies the conditions prescribed in paragraph 5.1.1.		(c)對於符合 4.1.1 規定條件之 N2、N3、M2 及 M3 類車輛之導電連接裝置之電氣保護屏障或外殼。
	5.1.1.4.3. Cables for high voltage buses which are not located within enclosures shall be identified by having an outer covering with the colour orange.		4.1.1.4.3 非位於外殼內之高電壓匯流排之電纜，其外包覆應為橘色以利辨識。
	5.1.2. Protection against indirect contact		4.1.2 間接接觸保護
	5.1.2.1. For protection against electrical shock which could arise from indirect contact, the exposed conductive parts, such as the conductive electrical protection barrier and enclosure, shall be galvanically connected securely to the electrical chassis by connection with electrical wire or ground cable, or by welding, or by connection using bolts, etc. so that no dangerous potentials are produced.		4.1.2.1 為保護因間接接觸而產生之電擊，外露可導電元件（例如導電電氣保護屏障及外殼）應以電線、接地線、焊接或以螺栓等方式牢固的與電路介面連接，以避免產生危險之電位。
	5.1.2.2. The resistance between all exposed		4.1.2.2 在所有外露可導電元件與電

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	conductive parts and the electrical chassis shall be lower than 0.1 ohms when there is current flow of at least 0.2 amperes. The resistance between any two simultaneously reachable exposed conductive parts of the electrical protection barriers that are less than 2.5 m from each other shall not exceed 0.2 ohms. This resistance may be calculated using the separately measured resistances of the relevant parts of electric path. This requirement is satisfied if the galvanic connection has been established by welding. In case of doubt or if the connection is established by other means than welding, a measurement shall be made by using one of the test procedures described in Annex 4. 5.1.2.3. In the case of motor vehicles which are intended to be connected to the grounded external electric power supply through the conductive connection between vehicle inlet and vehicle connector, a device to enable the galvanical connection of the electrical chassis to the earth ground for the external		路介面間之電阻，當電流至少為零點二安培時其應低於零點一歐姆。 電氣保護屏障之任何兩個可同時到達外露可導電元件之間的電阻小於二點五公尺時，不應超過零點二歐姆。該電阻可使用單獨測量電氣路徑之相關元件的電阻來計算。 若係以焊接方式通電則視為符合本項規範。若有疑問或係以焊接以外之其他方式通電，則應使用規定 6.描述試驗程序之一進行量測。 4.1.2.3 對於經由車輛插座與車輛連接器間導電連接而與一接地的外部電源供應器連接之車輛，對於外部電源供應器應提供一可使導電車架接地之通電裝置。

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	electric power supply shall be provided. The device should enable connection to the earth ground before exterior voltage is applied to the vehicle and retain the connection until after the exterior voltage is removed from the vehicle. Compliance to this requirement may be demonstrated either by using the connector specified by the vehicle manufacturer, by visual inspection or drawings. The above requirements are only applicable for vehicles when charging from a stationary charging point, with a charging cable of finite length, through a vehicle coupler comprising a vehicle connector and a vehicle inlet.		該裝置應能在外來的電壓作用於車輛前接地，且持續接地直到該外來電壓自車上移除。 為符合此項規定，可使用申請者宣告之連接器進行測試以目視檢查或圖示方式進行。 上述要求僅適用於當車輛通過包括車輛連接器及車輛插座之車輛耦合器，並從固定充電點使用有限長度之充電電纜進行充電之車輛。
5.1.3. Isolation resistance …	5.1.3. Isolation resistance This paragraph shall not apply to electrical circuits that are galvanically connected to each other, where the DC part of these circuits is connected to the electrical chassis and the specific voltage condition is fulfilled.	4.1.3 絕緣電阻 …	4.1.3 絕緣電阻 本項不適用於相互通電連接之電路，這些電路之直流部分連接至電路介面且符合特定電壓條件。
5.1.3.1. Electric power train consisting of	5.1.3.1. Electric power train consisting of	4.1.3.1 由獨立的直流電或交流電匯	4.1.3.1 由獨立的直流電或交流電匯

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
separate Direct Current- or Alternating Current-buses	separate Direct Current- or Alternating Current-buses	流排所構成的電能動力傳動	流排所構成的電能動力傳動
If AC high voltage buses and DC high voltage buses are galvanically isolated from each other, isolation resistance between the high voltage bus and the electrical chassis shall have a minimum value of 100 ohms/volt of the working voltage for DC buses, and a minimum value of 500 ohms/volt of the working voltage for AC buses.	If AC high voltage buses and DC high voltage buses are galvanically isolated from each other, isolation resistance between the high voltage bus and the electrical chassis shall have a minimum value of 100 ohms/volt of the working voltage for DC buses, and a minimum value of 500 ohms/volt of the working voltage for AC buses.	若交流電高電壓匯流排及直流電高電壓匯流排彼此為電氣隔離，則高電壓匯流排與電路介面間之絕緣電阻，當直流電匯流排之絕緣電阻處於工作電壓時應至少為一百歐姆／伏特，而對交流電匯流排處於工作電壓時則至少為五百歐姆/伏特。	若交流電高電壓匯流排及直流電高電壓匯流排彼此為電氣隔離，則高電壓匯流排與電路介面間之絕緣電阻，當直流電匯流排之絕緣電阻處於工作電壓時應至少為一百歐姆/伏特，而對交流電匯流排處於工作電壓時則至少為五百歐姆/伏特。
The measurement shall be conducted according to Annex 5A "Isolation resistance measurement method for vehicle-based tests".	The measurement shall be conducted according to Annex 4A "Isolation resistance measurement method for vehicle based tests".	試驗應依照7.整車試驗之「絕緣電阻量測法」進行。	試驗應依照 6.整車試驗之「絕緣電阻量測法」進行。
	5.1.3.2. Electric power train consisting of combined DC- and AC-buses		4.1.3.2 由直流電及交流電匯流排並聯構成的電能動力傳動
	If AC high voltage buses and DC high voltage buses are galvanically connected, isolation resistance between the high voltage bus and the electrical chassis shall have a minimum value of 500 ohms/volt of the working voltage.		若交流電高電壓匯流排與電路介面間之間，交流電高電壓匯流排及直流電高電壓匯流排通電連結下之絕緣電阻，處於工作電壓時應至少為五百歐姆／伏特。
	However, if all AC high voltage buses are protected by one of the two following		然而，若所有的交流電高電壓匯流排由以下其中一種方法保護時，則高

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
	measures, isolation resistance between the high voltage bus and the electrical chassis shall have a minimum value of 100 ohms/V of the working voltage: (a) At least two or more layers of solid insulators, electrical protection barriers or enclosures that meet the requirement in paragraph 5.1.1. independently, for example wiring harness; (b) Mechanically robust protections that have sufficient durability over vehicle service life such as motor housings, electronic converter cases or connectors; The isolation resistance between the high voltage bus and the electrical chassis may be demonstrated by calculation, measurement or a combination of both. The measurement shall be conducted according to Annex 5A "Isolation resistance measurement method for vehicle based tests". 5.1.3.3. Fuel cell vehicles In fuel cell vehicles, DC high voltage buses shall have an on-board isolation resistance		電壓匯流排與電路介面間之絕緣電阻，處於工作電壓時應至少為一百歐姆／伏特。 (a)至少兩層或多層的固體絕緣體，符合4.1.1規範之單獨電氣保護屏障或外殼（例如電線束）。 (b)具有超過車輛壽命之足夠耐久度之堅固機械保護，例如馬達外殼、電子轉換器之外殼或連接器。 高電壓匯流排與電路介面間之絕緣電阻，可以計算、試驗或兩者結合之方式進行。 試驗方式應依照 7.整車試驗之「絕緣電阻量測法」進行。 4.1.3.3 燃料電池車輛 燃料電池車輛，直流高電壓匯流排應具有車載絕緣電阻監控系統，若絕

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
	monitoring system together with a warning to the driver if the isolation resistance drops below the minimum required value of 100 ohms/V. The function of the on-board isolation resistance monitoring system shall be confirmed as described in Annex 6.		緣電阻低於最低要求值一百歐姆／伏特，則向駕駛發出警告。車載絕緣電阻監控系統之功能應依照 9.描述進行確認。
	The isolation resistance between the high voltage bus of the coupling system for charging the REESS, which is not energized in conditions other than that during the charging of the REESS, and the electrical chassis need not to be monitored.		REESS 充電耦合系統之高電壓匯流排與電路介面間之絕緣電阻不需監控，該高電壓匯流排於 REESS 充電期間以外之條件下不通電。
	5.1.3.4. Isolation resistance requirement for the coupling system for charging the REESS		4.1.3.4 REESS 充能耦合系統絕緣電阻之規範
	For the vehicle conductive connection device intended to be conductively connected to the grounded external AC power supply and the electrical circuit that is galvanically connected to the vehicle conductive connection device during charging of the REESS, the isolation resistance between the high voltage bus and the electrical chassis shall comply with the requirements of paragraph 5.1.3.1. when the conductive		對於車輛用來與一接地的外部交流電電力供應裝置進行導電連接之車輛導電連接裝置，且其電路在 REESS 充電期間係與車輛端插座耦合連接，則在高電壓匯流排與電路介面間之絕緣電阻，當導電連接斷路且於車輛導電連接裝置之高電壓帶電體（觸點）處測量絕緣電阻時，應符合 4.1.3.1 之要求。於量測過程中，

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	connection is disconnected and the isolation resistance is measured at the high voltage live parts (contacts) of the vehicle conductive connection device. During the measurement, the REESS may be disconnected.		REESS 可能會斷路。
	5.1.4. Protection against water effects.		4.1.4 防水效應(Against water effects)保護
	The vehicles shall maintain isolation resistance after exposure to water (e.g. washing, driving through standing water). This paragraph shall not apply to electrical circuits that are galvanically connected to each other, where the DC part of these circuits is connected to the electrical chassis and the specific voltage condition is fulfilled.		車輛與水接觸後（如洗車、行駛車輛通過積水）應維持絕緣電阻。本項不適用於相互通電連結之電路，這些電路之直流部分連接至電路介面且符合特定電壓條件。
	5.1.4.1. The vehicle manufacturer can choose to comply with requirements specified in paragraph 5.1.4.2., those specified in paragraph 5.1.4.3., or those specified in paragraph 5.1.4.4.		4.1.4.1 申請者可依選擇符合 4.1.4.2、4.1.4.3 或 4.1.4.4 規定之要求。
	5.1.4.2. The vehicle manufacturers shall provide evidence and/or documentation to		4.1.4.2 申請者應向法規或試驗實體（如適用）提供佐證及／或文件有

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 regulatory or testing entity as applicable on how the electrical design or the components of the vehicle located outside the passenger compartment or externally attached, after water exposure remain safe and comply with the requirements described in Annex 7A. If the evidence and/or documentation provided is not satisfactory the regulatory or testing entity as applicable shall require the manufacturer to perform a physical component test based on the same specifications as those described in Annex 7A.		關電氣設計或位於車室外部或外部連接之車輛組件與水接觸後如何維持安全且符合 10.描述之要求。若提供之佐證及／或文件不滿足要求，適用之法規或試驗實體應要求申請者依據與 10.描述之相同規範執行物理組件試驗。
	5.1.4.3. If the test procedures specified in Annex 7B are performed, just after each exposure, and with the vehicle still wet, the vehicle shall then comply with isolation resistance test given in Annex 5A, and the isolation resistance requirements given in paragraph 5.1.3. shall be met. In addition, after a 24 hour pause, the isolation resistance test specified in Annex 5A shall again be performed, and the isolation resistance requirements given in paragraph 5.1.3. shall		4.1.4.3 若執行 11.規定之試驗程序，於每次暴露後，車輛仍處於濕狀態，則車輛應符合 7.之絕緣電阻試驗，且應符合 4.1.3 之絕緣電阻要求。此外，暫停二十四小時後，應再次執行 7.規定之絕緣電阻試驗，且符合 4.1.3 之絕緣電阻要求。

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
	be met.		
	5.1.4.4. If an isolation resistance monitoring system is provided, and the isolation resistance less than the requirements given in paragraph 5.1.3. is detected, a warning shall be indicated to the driver. The function of the on-board isolation resistance monitoring system shall be confirmed as described in Annex 6.		4.1.4.4 若設有絕緣電阻監控系統，檢測到絕緣電阻低於 4.1.3 規定之要求，則應向駕駛提示警告。車載絕緣電阻監控系統之功能應依照 9.之描述進行確認。
	5.2. Rechargeable Electrical Energy Storage System (REESS)		4.2 可充電式電能儲存系統(REESS)
	5.2.1. For a vehicle with a REESS, the requirement of either paragraph 5.2.1.1. or paragraph 5.2.1.2. shall be satisfied.		4.2.1 對於具有 REESS 之車輛，應符合下列要求。
	5.2.1.1. For a REESS which has been type approved in accordance with Part II of this series of Amendments to this Regulation, it shall be installed in accordance with the instructions provided by the manufacturer of the REESS, and in conformity with the description provided in Annex 1, Appendix 2 to this Regulation.		4.2.1.1 其 REESS 應依 REESS 安裝說明文件（內容至少包含表三所列資料）指定方式及適用車型安裝於車輛上。
	5.2.1.2. The REESS including related vehicle components, systems and structure as		4.2.1.2 其 REESS 包括適用之相關車輛組件、系統及結構應符合 12.規

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
	applicable, shall comply with the respective requirements of paragraph 6. of this Regulation.		定。
	5.2.2. Accumulation of gas Places for containing open type traction batteries that may produce hydrogen gas shall be provided with a ventilation fan or a ventilation duct to prevent the accumulation of hydrogen gas.		4.2.2 氣體累積：對於安裝可能產生氫氣之開放式主電池之場所，應提供通風風扇或通風管，以避免氫氣之累積。
	5.2.3. Warning in the event of failure in REESS The vehicle shall provide a warning to the driver when the vehicle is in active driving possible mode in the event specified in paragraphs 6.13. to 6.15. In case of optical warning, the tell-tale shall, when illuminated, be sufficiently bright to be visible to the driver under both daylight and night-time driving conditions, when the driver has adapted to the ambient roadway light conditions. This tell-tale shall be activated as a check of lamp function either when the propulsion system is turned to the "On" position, or		4.2.3 REESS 失效發出警告 於 12.12 至 12.14 規定之情況下，當車輛處於可行車模式時，車輛應向駕駛發出警告。 於光學警告之情況下，當駕駛適應周圍道路光線條件，警示燈應點亮且亮度可使駕駛能於白天及夜間駕駛條件下看到。 當推進系統轉至「開啟」位置時，或當推進系統處於申請者指定作為檢查位置「開啟」及「啟動」間之位置時，

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
	when the propulsion system is in a position between "On" and "Start" that is designated by the manufacturer as a check position. This requirement does not apply to the tell-tale or text shown in a common space.		該警示燈應被致動以檢查燈之功能。此要求不適用於共用空間顯示之警示燈或文字。
	5.2.4. Warning in the event of low energy content of REESS.		4.2.4 REESS 能量含量低時發出警告
	For pure electric vehicles (vehicles equipped with a powertrain containing exclusively electric machines as propulsion energy converters and exclusively rechargeable electric energy storage systems as propulsion energy storage systems), a warning to the driver in the event of low REESS state of charge shall be provided. Based on engineering judgment, the manufacturer shall determine the necessary level of REESS energy remaining, when the driver warning is first provided.		對於純電動車輛（配備動力傳動系統之車輛，僅包含電動機具作為推進能源轉換器及僅包含可充電式電能儲存系統作為推進能源存儲系統），應於REESS低能量時向駕駛提供警告。依據工程判斷(Engineering judgment)，申請者應於首次提供駕駛警告時，確定剩餘之必要 REESS 能量水準。
	In case of optical warning, the tell-tale shall, when illuminated, be sufficiently bright to be visible to the driver under both daylight and night-time driving conditions, when the driver has adapted to the ambient roadway		於光學警告之情況下，當駕駛適應周圍道路光線條件，警示燈應點亮且亮度可使駕駛能於白天及夜間駕駛條件下看到。

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
	light conditions. 5.3. Preventing accidental or unintended vehicle movement 5.3.1. At least a momentary indication shall be given to the driver each time when the vehicle is first placed in "active driving possible mode" after manual activation of the propulsion system. However, this provision is optional under conditions where an internal combustion engine provides directly or indirectly the vehicle's propulsion power upon start up. 5.3.2. When leaving the vehicle, the driver shall be informed by a signal (e.g. optical or audible signal) if the vehicle is still in the active driving possible mode. Moreover, in case of vehicles of category M2 and M3 with a capacity of more than 22 passengers in addition to the driver, this signal shall already be given when the drivers leave their seat. However, this provision is optional under conditions where an internal combustion engine provides, directly or indirectly, the		4.3 防止意外或非預期車輛移動 4.3.1 每次於手動啟動推進系統後，當車輛首次處於「可行車模式」時，應至少提供駕駛一瞬時指示。 然而，當由內燃機引擎直接或間接提供車輛啟動之推進動力時，此規定可選擇性適用。 4.3.2 當駕駛欲離開車輛而車輛卻處於「可行車模式」時，應提供訊號（光學或聲響）予駕駛。此外，對於 M2 及 M3 類車輛，除駕駛外，乘客人數超過二十二人時，該訊號應於駕駛離開座椅時發出。 然而，在內燃機引擎直接或間接提供車輛推進動力之情況下，當駕駛離開車輛或座椅時，此規定可選擇性

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's propulsion power while leaving the vehicle or driver seat. 5.3.3. If the REESS can be externally charged, vehicle movement by its own propulsion system shall be impossible as long as the vehicle connector is physically connected to the vehicle inlet. This requirement shall be demonstrated by using the vehicle connector specified by the vehicle manufacturer. The above requirements are only applicable for vehicles when charging from a stationary charging point, with a charging cable of finite length, through a vehicle coupler comprising a vehicle connector and a vehicle inlet. 5.3.4. The state of the drive direction control unit shall be identified to the driver. 5.4. Determination of hydrogen emissions 5.4.1. This test shall be carried out on all vehicles equipped with open type traction batteries. If the REESS has been approved under Part II of this Regulation and installed in accordance with paragraph 5.2.1.1., this		適用。 4.3.3 若 REESS 可自外部進行充電時，當車輛連接器係以實體與車輛插座連接時，則車輛不可藉由自身之推進系統而移動。 此規範應以申請者宣告之車輛連接器進行測試操作。 上述要求僅適用於當車輛通過包括車輛連接器及車輛插座之車輛耦合器，並從固定充電點使用有限長度之充電電纜進行充電之車輛。 4.3.4 行車方向控制單元之狀態應顯示予駕駛。 (因國內檢測機構尚未有氫氣排放檢測能量，故建議暫時不調和導入基準，其中附件 8 為氫氣排放測試方法)

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
	test can be omitted for the approval of the vehicle. 5.4.2. The test shall be conducted following the method described in Annex 8 to this Regulation. The hydrogen sampling and analysis shall be the ones prescribed. Other analysis methods can be approved if it is proven that they give equivalent results. 5.4.3. During a normal charge procedure in the conditions given in Annex 8, hydrogen emissions shall be below 125 g during 5 h, or below 25 x t_2 g during t_2 (in h). 5.4.4. During a charge carried out by a charger presenting a failure (conditions given in Annex 8), hydrogen emissions shall be below 42 g. Furthermore the charger shall limit this possible failure to 30 minutes. 5.4.5. All the operations linked to the REESS charging shall be controlled automatically, included the stop for charging. 5.4.6. It shall not be possible to take a manual control of the charging phases. 5.4.7. Normal operations of connection and disconnection to the mains or power cuts		

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
	shall not affect the control system of the charging phases. 5.4.8. Important charging failures shall be permanently indicated. An important failure is a failure that can lead to a malfunction of the charger during charging later on. 5.4.9. The manufacturer has to indicate in the owner's manual, the conformity of the vehicle to these requirements. 5.4.10. This approval granted to a vehicle type relative to hydrogen emissions can be extended to different vehicle types belonging to the same family, in accordance with the definition of the family given in Annex 8, Appendix 2.		
6. Part II: Requirements of a Rechargeable Electrical Energy Storage System (REESS) with regard to its safety …	**6. Part II: Requirements of a Rechargeable Electrical Energy Storage System (REESS) with regard to its safety** 6.1. General The procedures prescribed in Annex 9 of this Regulation shall be applied. 6.2. Vibration 6.2.1. This test shall be conducted in accordance with Annex 9A to this	12.1可充電式電能儲存系統(REESS)安全規範 …	12.1 可充電式電能儲存系統(REESS)安全規範 12.1.1 一般規定： 試驗程序應依照 13.之規定。 12.1.2 振動試驗 12.1.2.1 應依 13.3 規定進行試驗。

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
	Regulation. 6.2.2. Acceptance criteria 6.2.2.1. During the test, there shall be no evidence of: (a) Electrolyte leakage; (b) Rupture (applicable to high voltage REESS (s) only); (c) Venting (for REESS other than open-type traction battery); (d) Fire; (e) Explosion. The evidence of electrolyte leakage shall be verified by visual inspection without disassembling any part of the Tested-Device. An appropriate technique shall, if necessary, be used in order to confirm if there is any electrolyte leakage from the REESS resulting from the test. The evidence of venting shall be verified by visual inspection without disassembling any part of the Tested-Device. 6.2.2.2. For a high voltage REESS, the isolation resistance measured after the test in accordance with Annex 5B to this		12.1.2.2 試驗標準 12.1.2.2.1 試驗期間應無下列狀況發生： (a)電解液洩漏。 (b)破裂（僅適用於高電壓 REESS）。 (c)排氣(用於 REESS 而非開放式主電池)。 (d)起火。 (e)爆裂。 應在無需拆卸待測件任何部分之下透過目視檢查以驗證電解液之洩漏。必要時應使用適當之技術以確認 REESS 是否存在因試驗而導致之任何電池液洩漏。應在無需拆卸待測件任何部分之下透過目視檢查驗證排氣。 12.1.2.2.2 對於高電壓 REESS 者，應執行 8.試驗，量測得之絕緣電阻不小於一百歐姆／伏特。

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
	Regulation shall not be less than 100 ohms/Volt. 6.3. Thermal shock and cycling 6.3.1. This test shall be conducted in accordance with Annex 9B to this Regulation. 6.3.2. Acceptance criteria 6.3.2.1. During the test, there shall be no evidence of: (a) Electrolyte leakage; (b) Rupture (applicable to high voltage REESS (s) only); (c) Venting (for REESS other than open-type traction battery); (d) Fire; (e) Explosion. The evidence of electrolyte leakage shall be verified by visual inspection without disassembling any part of the Tested-Device. An appropriate technique shall, if necessary, be used in order to confirm if there is any electrolyte leakage from the REESS resulting from the test. The evidence of venting shall be verified by visual		12.1.3 熱衝擊及循環試驗 12.1.3.1 應依 13.4 規定進行試驗。 12.1.3.2 試驗標準 12.1.3.2.1 試驗期間應無下列狀況發生： (a)電解液洩漏。 (b)破裂（僅適用於高電壓 REESS）。 (c)排氣(用於 REESS 而非開放式主電池)。 (d)起火。 (e)爆裂。 應在無需拆卸待測件任何部分之下透過目視檢查以驗證電解液之洩漏。必要時應使用適當之技術以確認 REESS 是否存在因試驗而導致之任何電池液洩漏。應在無需拆卸待測件任何部分之下透過目視檢查驗證排氣。

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
	inspection without disassembling any part of the Tested-Device.		
	6.3.2.2. For a high voltage REESS, the isolation resistance measured after the test in accordance with Annex 5B to this Regulation shall not be less than 100 ohms/Volt.		12.1.3.2.2 對於高電壓 REESS 者，應執行 8.試驗，量測得之絕緣電阻不小於一百歐姆／伏特。
6.4. Mechanical impact	6.4. Mechanical impact	12.1.4 機械衝擊試驗	12.1.4 機械衝擊試驗
…	6.4.1. Mechanical Shock	…	12.1.4.1 機械衝擊(Mechanical Shock)試驗
	At the manufacturer's choice the test may be performed as, either		由申請者自行選擇下述任一項執行測試：
	(a) Vehicle based tests in accordance with paragraph 6.4.1.1. of this Regulation, or		(a) 12.1.4.1.1 整車試驗規定，或
	(b) Component based tests in accordance with paragraph 6.4.1.2. of this Regulation, or		(b) 12.1.4.1.2 零組件試驗規定，或
	(c) Any combination of (a) and (b) above, for different direction of vehicle travel.		(c)上述(a)及(b)依照車輛行進方向之任一組合試驗。
6.4.1.1. Vehicle based test	6.4.1.1. Vehicle based test	12.1.4.1.1 整車試驗	12.1.4.1.1 整車試驗
Compliance with the requirements of the acceptance criteria of paragraph 6.4.1.3. below may be demonstrated by REESS(s) installed in vehicles that have been subjected to vehicle crash tests in	Compliance with the requirements of the acceptance criteria of paragraph 6.4.1.3. below may be demonstrated by REESS(s) installed in vehicles that have been subjected to vehicle crash tests in	關於12.1.4.1.3試驗標準符合性之演示，得以該REESS安裝於車輛後符合本基準「前方碰撞乘員保護」及「側方碰撞乘員保護」方式予以替代。環境溫度及電池電量狀態(SOC)	關於 12.1.4.1.3 試驗標準符合性之演示，得以該 REESS 安裝於車輛後符合本基準「前方碰撞乘員保護」及「側方碰撞乘員保護」方式予以替代。環境溫度及電池電量狀態(SOC)

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
accordance with UN Regulation No. 94, Annex 3 or UN Regulation No. 137, Annex 3 for frontal impact, and UN Regulation No. 95, Annex 4 for side impact. The ambient temperature and the SOC shall be in accordance with the said Regulations. This requirement is deemed to be met if the vehicle equipped with electric power train operating on high voltage is approved in accordance with UN Regulation No. 94 (04 series of amendments or later) or UN Regulation No. 137 (02 series of amendments or later) for frontal impact and UN Regulation No. 95 (05 series of amendments or later) for lateral impact. …	accordance with UN Regulation No. 94, Annex 3 or UN Regulation No. 137, Annex 3 for frontal impact, and UN Regulation No. 95, Annex 4 for side impact. The ambient temperature and the SOC shall be in accordance with the said Regulations. This requirement is deemed to be met if the vehicle equipped with electric power train operating on high voltage is approved in accordance with UN Regulation No. 94 (04 series of amendments or later) or UN Regulation No. 137 (01 series of amendments or later) for frontal impact and UN Regulation No. 95 (05 series of amendments or later) for lateral impact. The approval of a REESS tested under this paragraph shall be limited to the specific vehicle type. 6.4.1.2. Component based test The test shall be conducted in accordance with Annex 9C to this Regulation. 6.4.1.3. Acceptance criteria During the test there shall be no evidence of:	則應依該項基準規定。若配備具有高電壓運作電能動力傳動之車輛依照本基準「四十六之五、前方碰撞乘員保護（草案）」及「四十五之四、側方碰撞乘員保護(草案)」,則視為符合此要求。 (不影響基準內容) …	則應依該項基準規定。若配備具有高電壓運作電能動力傳動之車輛依照本基準「四十六之五、前方碰撞乘員保護（草案）」及「四十五之四、側方碰撞乘員保護(草案)」,則視為符合此要求。 以此 12.1.4.1.1 方式驗證之 REESS 應限定使用於特定車型。 12.1.4.1.2 零組件試驗 應依 13.5 規定進行試驗。且依記載於 REESS 安裝說明文件之安裝方式固定。 12.1.4.1.3 試驗標準 試驗期間應無下列狀況發生：

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
	(a) Fire; (b) Explosion; (c1) Electrolyte leakage if tested according to paragraph 6.4.1.1.: (i) In case of aqueous electrolyte REESS: For a period from the impact until 60 minutes after the impact, there shall be no electrolyte leakage from the REESS into the passenger compartment and no more than 7 per cent by volume of the REESS electrolyte with a maximum of 5.0 l leaked from the REESS to the outside of the passenger compartment. The leaked amount of electrolyte can be measured by the usual techniques of determination of liquid volumes after its collection. For containers containing Stoddard, coloured coolant and electrolyte, the fluids shall be allowed to separate by specific gravity then measured; (ii) In case of non-aqueous electrolyte REESS: For a period from the impact until 60 minutes after the impact, there shall be no liquid electrolyte leakage from the REESS into the passenger compartment, luggage		(a)起火。 (b)爆裂。 (c1)電解液洩漏（適用於依照12.1.4.1.1試驗者）。 (c1-i)水性電池液之REESS： 於碰撞至執行完碰撞試驗後六十分鐘內，REESS之電池液不應洩漏至車室內，且洩漏於車室外之REESS電池液不超過總量之百分之七，亦不超過五公升。電池液之洩漏量可藉由收集液體後確定液體容量之常用技術(Usual techniques)來測量。對於裝有斯多達(Stoddard)、有色冷卻劑及電池液之容器，液體應藉由比重分離再進行測量。 (c1-ii)非水性電池液之REESS： 於碰撞至執行完碰撞試驗後六十分鐘內，REESS之液體電池液不應洩漏至車室內、行李廂，且液體電池液不

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
	compartment and no liquid electrolyte leakage to outside the vehicle. This requirement shall be verified by visual inspection without disassembling any part of the vehicle.		洩漏至車室外。該要求應以目視檢查驗證，且無需拆卸車輛之任何零件。
	(c2) Electrolyte leakage if tested according to paragraph 6.4.1.2.		(c2) 電解液洩漏（適用於依照 12.1.4.1.2 試驗者）。
	After the vehicle based test (paragraph 6.4.1.1.), REESS shall remain attached to the vehicle by at least one component anchorage, bracket, or any structure that transfers loads from REESS to the vehicle structure, and REESS located outside the passenger compartment shall not enter the passenger compartment.		經整車試驗(12.1.4.1.1)後，與車輛維持連接之REESS應藉由至少一個組件固定器、支架或將負載從 REESS 轉移至車輛結構之任何結構，且位於車室外之 REESS 不應侵入車室。
	After the component based test (paragraph 6.4.1.2.) the Tested-Device shall be retained by its mounting and its components shall remain inside its boundaries.		經零組件試驗(12.1.4.1.2)後，待測件應維持於原來位置，且其元件應保持在其範圍內。
	For a high voltage REESS the isolation resistance of the Tested-Device shall ensure at least 100 ohms/Volt for the whole REESS measured after the test in accordance with Annex 5A or Annex 5B to this Regulation,		對於高電壓 REESS 者，應執行 7.或 8.試驗，量測得之整個 REESS 待測件絕緣電阻確保至少一百歐姆／伏特，或待測件滿足IPXXB保護等級。

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
	or the protection degree IPXXB shall be fulfilled for the Tested-Device. For a REESS tested in accordance with paragraph 6.4.1.2., the evidence of electrolyte leakage shall be verified by visual inspection without disassembling any part of the Tested-Device. 6.4.2. Mechanical integrity This test applies only to a REESS intended for installation in vehicles of categories M1 and N1. At the manufacturer's choice, the test may be performed as, either: (a) Vehicle based tests in accordance with paragraph 6.4.2.1. of this Regulation, or (b) Component based tests in accordance with paragraph 6.4.2.2. of this Regulation. 6.4.2.1. Vehicle specific test At the manufacturer's choice, the test may be performed as either: (a) A vehicle based dynamic tests in accordance with paragraph 6.4.2.1.1. of this Regulation, or		REESS 依 12.1.4.1.2 試驗後，應在無需拆卸待測件任何部分之下透過目視檢查以驗證電解液之洩漏。 12.1.4.2 機械完整性 (Mechanical Integrity)試驗 此試驗僅適用於安裝在 M1 及 N1 類車輛之 REESS。 由申請者自行選擇下述任一項執行測試： (a)12.1.4.2.1 整車試驗規定，或 (b)12.1.4.2.2 零組件試驗規定。 12.1.4.2.1 整車試驗 由申請者自行選擇下述任一項執行試驗： (a)12.1.4.2.1.1 規定之整車動態試驗，或

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
	(b) A vehicle specific component test in accordance with paragraph 6.4.2.1.2. of this Regulation, or (c) Any combination of (a) and (b) above, for different directions of vehicle travel. When the REESS is mounted in a position which is between a line from the rear edge of the vehicle perpendicular to the centre line of the vehicle and 300 mm forward and parallel to this line, the manufacturer shall demonstrate the mechanical integrity performance of the REESS in the vehicle to the Technical Service. The approval of a REESS tested under this paragraph shall be limited to specific vehicle type.		(b)12.1.4.2.1.2 規定之限制車型(Vehicle specific)車輛結構關聯零組件試驗，或 (c)上述(a)及(b)依照車輛行進方向之任一組合試驗。 若 REESS 安裝位置，在車輛最後方邊緣切面（此切面垂直於車輛縱向中心線）前方三百公釐內，則申請者應向檢測機構演示車內 REESS 之機械完整性性能。 以此 12.1.4.2.1 方式驗證之 REESS 應限定使用於特定車型。且記載於 REESS 安裝說明文件。
6.4.2.1.1. Vehicle based dynamic test	6.4.2.1.1. Vehicle based dynamic test	12.1.4.2.1.1 整車動態試驗	12.1.4.2.1.1 整車動態試驗
Compliance with the requirements of the acceptance criteria of paragraph 6.4.2.3. below may be demonstrated by REESS(s) installed in vehicles that have been subjected to a vehicle crash test in accordance with the Annex 3 to UN Regulations Nos. 94 or 137 for frontal	Compliance with the requirements of the acceptance criteria of paragraph 6.4.2.3. below may be demonstrated by REESS(s) installed in vehicles that have been subjected to a vehicle crash test in accordance with the Annex 3 to UN Regulations Nos. 94 or 137 for frontal	12.1.4.2.3試驗標準符合性之演示，得以該REESS安裝於車輛後符合本基準「前方碰撞乘員保護」及「側方碰撞乘員保護」方式予以替代。環境溫度及電池電量狀態(SOC)則應依該項基準規定。若配備具有高電壓運作電能動力傳動之車輛依照本基準	12.1.4.2.3 試驗標準符合性之演示，得以該REESS安裝於車輛後符合本基準「前方碰撞乘員保護」及「側方碰撞乘員保護」方式予以替代。環境溫度及電池電量狀態(SOC)則應依該項基準規定。若配備具有高電壓運作電能動力傳動之車輛依照本基準

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
impact, and Annex 4 to Regulation No. 95 for side impact. The ambient temperature and the SOC shall be in accordance with the said Regulations. This requirement is deemed to be met if the vehicle equipped with the electric power train operating on high voltage is approved in accordance with UN Regulation No. 94 (04 series of amendments or later) or UN Regulation No. 137 (02 series of amendments or later) for frontal impact and UN Regulation No. 95 (05 series of amendments or later) for lateral impact.	impact, and Annex 4 to Regulation No. 95 for side impact. The ambient temperature and the SOC shall be in accordance with the said Regulations. This requirement is deemed to be met if the vehicle equipped with the electric power train operating on high voltage is approved in accordance with UN Regulation No. 94 (04 series of amendments or later) or UN Regulation No. 137 (01 series of amendments or later) for frontal impact and UN Regulation No. 95 (05 series of amendments or later) for lateral impact.	「四十六之五、前方碰撞乘員保護（草案）」及「四十五之四、側方碰撞乘員保護（草案）」，則視為符合此要求。	「四十六之五、前方碰撞乘員保護（草案）」及「四十五之四、側方碰撞乘員保護（草案）」，則視為符合此要求。
…	6.4.2.1.2. Vehicle specific component test The test shall be conducted in accordance with Annex 9D of this Regulation. The crush force specified in paragraph 3.2.1. of Annex 9D may be replaced with the value declared by the vehicle manufacturer using the data obtained from either actual crash tests or its simulation as specified in Annex 3 of UN Regulations Nos. 94 or 137 in the direction of travel and according to Annex 4	(不影響基準內容) …	12.1.4.2.1.2 限制車型車輛結構關聯零組件試驗 應依 13.6 規定進行試驗。 於 13.6.3.2.1 規定之試驗力，可由申請者使用宣告值替代運用分析本基準「前方碰撞乘員保護」（於車輛行進方向）及「側方碰撞乘員保護」（與車輛行進方向垂直之水平方向）之實際碰撞試驗或模擬所獲得適用車型之數據而提出，且此試驗力應獲

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
	to UN Regulation No. 95 in the direction horizontally perpendicular to the direction of travel. These forces shall be agreed by the Technical Service.		得檢測機構同意。
	The manufacturers may, in agreement with the Technical Services, use forces derived from the data obtained from alternative crash test procedures, but these forces shall be equal to or greater than the forces that would result from using data in accordance with the Regulations specified above.		申請者亦可在檢測機構同意之下，運用其他可替代之碰撞試驗所獲得數據，惟據此所得試驗力應等於或大於上述規定獲得之試驗力數據。
	The manufacturer may define the relevant parts of the vehicle structure used for the mechanical protection of the REESS components. The test shall be conducted with the REESS mounted to this vehicle structure in a way which is representative of its mounting in the vehicle.		申請者可針對 REESS 組件機械保護之相關車輛結構部分進行宣告。 應以等同於實車安裝方式將 REESS 安裝在車輛結構上進行試驗。此應符合 REESS 安裝說明文件。
	6.4.2.2. Component based test The test shall be conducted in accordance with Annex 9D to this Regulation.		12.1.4.2.2 零組件試驗 應依 13.6 規定進行試驗。且依記載於 REESS 安裝說明文件之安裝方式固定。
	REESS approved according to this paragraph shall be mounted in a position which is		REESS 應安裝在以下兩個平面間；(a)垂直於車輛縱向中心線，且距車身

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
	between the two planes; (a) a vertical plane perpendicular to the centre line of the vehicle located 420 mm rearward from the front edge of the vehicle, and (b) a vertical plane perpendicular to the centre line of the vehicle located 300 mm forward from the rear edge of the vehicle. The mounting restrictions shall be documented in Annex 1 - Appendix 2. The crush force specified in paragraph 3.2.1. of Annex 9D may be replaced with the value declared by the manufacturer, where the crush force shall be documented in Annex 1, Appendix 2 as a mounting restriction. In this case, the vehicle manufacturer who uses such REESS shall demonstrate, during the process of approval for Part I of this Regulation, that the contact force to the REESS will not exceed the figure declared by the REESS manufacturer. Such force shall be determined by the vehicle manufacturer using the data obtained from either actual crash test or its simulation as specified in Annex 3 to UN Regulations		前緣四百二十公釐之平面，及(b)垂直於車輛縱向中心線，且距車身後緣三百公釐之平面。 於 13.6.3.2.1 規定之試驗力，可由 REESS 申請者聲明之宣告值替代。惟於此情況下，申請者應運用分析本基準「前方碰撞乘員保護」（於車輛行進方向）及「側方碰撞乘員保護」（與車輛行進方向垂直之水平方向）之實際碰撞試驗或模擬所獲得適用車型之數據而提出，此試驗力應獲得檢測機構同意。

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
	Nos. 94 or 137 in the direction of travel and according to Annex 4 to Regulation No. 95 in the direction horizontally perpendicular to the direction of travel. These forces shall be agreed by the manufacturer together with the Technical Service. The manufacturers may, in agreement with the Technical Services, use forces derived from the data obtained from alternative crash test procedures, but these forces shall be equal to or greater than the forces that would result from using data in accordance with the regulations specified above.		申請者亦可在檢測機構同意之下，運用其他可替代之碰撞試驗所獲得數據，惟據此所得試驗力應等於或大於上述規定獲得之試驗力數據。
6.4.2.3. Acceptance criteria During the test there shall be no evidence of: (a) Fire; (b) Explosion; (c1) Electrolyte leakage if tested according to paragraph 6.4.2.1.1.: (i) In case of aqueous electrolyte REESS: For a period from the impact until 60 minutes after the impact there shall be no electrolyte leakage from the REESS into the passenger	6.4.2.3. Acceptance criteria During the test there shall be no evidence of: (a) Fire; (b) Explosion; (c1) Electrolyte leakage if tested according to paragraph 6.4.1.1.: (i) In case of aqueous electrolyte REESS: For a period from the impact until 60 minutes after the impact there shall be no electrolyte leakage from the REESS into the passenger compartment and no more than 7 per cent by	12.4.2.3試驗標準 試驗期間應無下列狀況發生： (a)起火。 (b)爆裂。 (c1)電解液洩漏(適用於依照12.4.2.1.1試驗者)。 (c1-i)水性電池液之REESS： 於碰撞至執行完碰撞試驗後六十分鐘內，REESS之電池液不應洩漏至車室內，且洩漏於車室外之REESS電池液不超過總量之百分之七，亦不	12.4.2.3試驗標準 試驗期間應無下列狀況發生： (a)起火。 (b)爆裂。 (c1)電解液洩漏(適用於依照12.4.2.1試驗者)。 (c1-i)水性電池液之REESS： 於碰撞至執行完碰撞試驗後六十分鐘內，REESS之電池液不應洩漏至車室內，且洩漏於車室外之REESS電池液不超過總量之百分之七，亦不

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
compartment and no more than 7 per cent by volume of the REESS electrolyte with a maximum of 5.0 l leaked from the REESS to the outside of the passenger compartment. The leaked amount of electrolyte can be measured by the usual techniques of determination of liquid volumes after its collection. For containers containing stoddard, coloured coolant and electrolyte, the fluids shall be allowed to separate by specific gravity then measured.	volume of the REESS electrolyte with a maximum of 5.0 l leaked from the REESS to the outside of the passenger compartment. The leaked amount of electrolyte can be measured by the usual techniques of determination of liquid volumes after its collection. For containers containing stoddard, coloured coolant and electrolyte, the fluids shall be allowed to separate by specific gravity then measured.	超過五公升，且從REESS。電池液之洩漏量可藉由收集液體後確定液體容量之常用技術(Usual techniques)來測量。對於裝有斯多達(Stoddard)、有色冷卻劑及電池液之容器，液體應藉由比重分離再進行測量。	超過五公升，且從REESS。電池液之洩漏量可藉由收集液體後確定液體容量之常用技術(Usual techniques)來測量。對於裝有斯多達(Stoddard)、有色冷卻劑及電池液之容器，液體應藉由比重分離再進行測量。
(ii) In case of non-aqueous electrolyte REESS: For a period from the impact until 60 minutes after the impact, there shall be no liquid electrolyte leakage from the REESS into the passenger compartment, luggage compartment and no liquid electrolyte leakage to outside the vehicle. This requirement shall be verified by visual inspection without disassembling any part of the vehicle.	(ii) In case of non-aqueous electrolyte REESS: For a period from the impact until 60 minutes after the impact, there shall be no liquid electrolyte leakage from the REESS into the passenger compartment, luggage compartment and no liquid electrolyte leakage to outside the vehicle. This requirement shall be verified by visual inspection without disassembling any part of the vehicle.	(c1-ii)非水性電池液之REESS： 於碰撞至執行完碰撞試驗後六十分鐘內，REESS之液體電池液不應洩漏至車室內、行李廂，且液體電池液不洩漏至車室外。該要求應以目視檢查驗證，且無需拆卸車輛之任何零件。	(c1-ii)非水性電池液之REESS： 於碰撞至執行完碰撞試驗後六十分鐘內，REESS之液體電池液不應洩漏至車室內、行李廂，且液體電池液不洩漏至車室外。該要求應以目視檢查驗證，且無需拆卸車輛之任何零件。
(c2) Electrolyte leakage if tested according to paragraph 6.4.2.1.2. or paragraph 6.4.2.2. For a high voltage REESS, the isolation	(c2) Electrolyte leakage if tested according to paragraph 6.4.2.2. For a high voltage REESS, the isolation	(c2)電解液洩漏（適用於依照規定12.4.2.1.2或12.4.2.2試驗者）。 對於高電壓REESS者，應執行7.或8.試	(c2)電解液洩漏(適用於依照12.4.2.2試驗者)。 對於高電壓REESS者，應執行7.或8.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
resistance of the Tested-Device shall ensure at least 100 ohms/Volt for the whole REESS measured in accordance with Annex 5A or Annex 5B of this Regulation or the protection degree IPXXB shall be fulfilled for the Tested-Device.	resistance of the Tested-Device shall ensure at least 100 ohms/Volt for the whole REESS measured in accordance with Annex 5A or Annex 5B of this Regulation or the protection degree IPXXB shall be fulfilled for the Tested-Device.	驗，量測得之整個REESS待測件絕緣電阻，應確保至少一百歐姆／伏特，或待測件滿足IPXXB保護等級。	驗，量測得之整個REESS待測件絕緣電阻，應確保至少一百歐姆/伏特，或待測件滿足IPXXB保護等級。
If tested according to paragraph 6.4.2.2., the evidence of electrolyte leakage shall be verified by visual inspection without disassembling any part of the Tested-Device.	If tested according to paragraph 6.4.2.2., the evidence of electrolyte leakage shall be verified by visual inspection without disassembling any part of the Tested-Device.	REESS依12.4.2.2試驗後，應在無需拆卸待測件任何部分之下透過目視檢查以驗證電解液之洩漏。	REESS 依 12.4.2.2 試驗後，應在無需拆卸待測件任何部分之下透過目視檢查以驗證電解液之洩漏。
6.5. Fire resistance	6.5. Fire resistance	12.5 耐火性	12.5 耐火性
This test is required for REESS containing flammable electrolyte.	This test is required for REESS containing flammable electrolyte.	含有可燃性電解液之REESS應執行此試驗。	含有可燃性電解液之REESS應執行此試驗。
This test is not required when the REESS as installed in the vehicle, is mounted such that the lowest surface of the casing of the REESS is more than 1.5m above the ground. At the request of the manufacturer, this test may be performed when the lowest surface of the casing of the REESS is higher than 1.5 m above the ground. The test shall be carried out on one test sample.	This test is not required when the REESS as installed in the vehicle, is mounted such that the lowest surface of the casing of the REESS is more than 1.5m above the ground. At the option of the manufacturer, this test may be performed where the*/ of the REESS's lower surface is higher than 1.5 m above the ground. The test shall be carried out on one test sample.	當安裝於車輛上之REESS殼體下表面距地高逾一點五公尺時，不需進行此試驗。於申請者要求下，對於REESS殼體最低表面距地高逾一點五公尺者，可執行本試驗。。應以一試驗件執行本測試。	當安裝於車輛上之REESS殼體下表面距地高逾一點五公尺時，不需進行此試驗。對於REESS下表面距地高逾一點五公尺者，申請者仍可選擇執行本試驗。應以一試驗件執行本測試。
At the manufacturer's choice the test may be	At the manufacturer's choice the test may be	由申請者自行選擇下述任一項執行測	由申請者自行選擇下述任一項執行測

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
performed as, either: (a) A vehicle based test in accordance with paragraph 6.5.1. of this Regulation, or (b) A component based test in accordance with paragraph 6.5.2. of this Regulation. …	performed as, either: (a) A vehicle based test in accordance with paragraph 6.5.1. of this Regulation, or (b) A component based test in accordance with paragraph 6.5.2. of this Regulation. 6.5.1. Vehicle based test The test shall be conducted in accordance with Annex 9E paragraph 3.2.1. of this Regulation. The approval of a REESS tested according to this paragraph shall be limited to approvals for a specific vehicle type. 6.5.2. Component based test The test shall be conducted in accordance with Annex 9E paragraph 3.2.2. of this Regulation. 6.5.3. Acceptance criteria 6.5.3.1. During the test, the Tested-Device shall exhibit no evidence of explosion. 6.6. External short circuit protection 6.6.1. The test shall be conducted in accordance with Annex 9F of this Regulation. 6.6.2. Acceptance criteria;	試： (a) 12.5.1規定之整車試驗，或 (b) 12.5.2規定之零組件試驗。 …	試： (a) 12.5.1規定之整車試驗，或 (b) 12.5.2 規定之零組件試驗。 12.1.5.1 整車試驗 應依 13.7.3.2.1 規定進行試驗。 以此 12.1.5.1 方式驗證之 REESS 應限定使用於特定車型。且記載於 REESS 安裝說明文件。 12.1.5.2 零組件試驗 應依 13.7.3.2.2 規定進行試驗。且依記載於 REESS 安裝說明文件之安裝方式固定。 12.1.5.3 試驗標準 12.1.5.3.1 試驗期間，待測件應無爆裂。 12.1.6 外部短路保護 12.1.6.1 應依 13.8 規定進行試驗。 12.1.6.2 試驗標準

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
	6.6.2.1. During the test there shall be no evidence of: (a) Electrolyte leakage; (b) Rupture (applicable to high voltage REESS(s) only); (c) Venting (for REESS other than open-type traction battery); (d) Fire; (e) Explosion. The evidence of electrolyte leakage shall be verified by visual inspection without disassembling any part of the Tested-Device. An appropriate technique shall, if necessary, be used in order to confirm if there is any electrolyte leakage from the REESS resulting from the test. The evidence of venting shall be verified by visual inspection without disassembling any part of the Tested-Device. 6.6.2.2. For a high voltage REESS, the isolation resistance measured after the test in accordance with Annex 5B to this Regulation shall not be less than 100 ohms/Volt.		12.1.6.2.1 試驗期間應無下列狀況發生： (a)電解液洩漏。 (b)破裂（僅適用於高電壓 REESS）。 (c)排氣(用於 REESS 而非開放式主電池)。 (d)起火。 (e)爆裂。 應在無需拆卸待測件任何部分之下透過目視檢查以驗證電解液之洩漏。必要時應使用適當之技術以確認 REESS 是否存在因試驗而導致之任何電池液洩漏。應在無需拆卸待測件任何部分之下透過目視檢查驗證排氣。 12.1.6.2.2 對於高電壓 REESS 者，應執行 8.試驗，量測得之絕緣電阻，應確保至少一百歐姆／伏特。

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
	6.7. Overcharge protection 6.7.1. The test shall be conducted in accordance with Annex 9G of this Regulation. 6.7.2. Acceptance criteria 6.7.2.1. During the test there shall be no evidence of: (a) Electrolyte leakage; (b) Rupture (applicable to high voltage REESS(s) only); (c) Venting (for REESS other than open-type traction battery); (d) Fire; (e) Explosion. The evidence of electrolyte leakage shall be verified by visual inspection without disassembling any part of the Tested-Device. An appropriate technique shall, if necessary, be used in order to confirm if there is any electrolyte leakage from the REESS resulting from the test. The evidence of venting shall be verified by visual inspection without disassembling any part of the Tested-Device.		12.1.7 過度充電(Overcharge)保護 12.1.7.1 應依 13.9 規定進行試驗。 12.1.7.2 試驗標準 12.1.7.2.1 試驗期間應無下列狀況發生： (a)電解液洩漏。 (b)破裂（僅適用於高電壓 REESS）。 (c)排氣(用於 REESS 而非開放式主電池)。 (d)起火。 (e)爆裂。 應在無需拆卸待測件任何部分之下透過目視檢查以驗證電解液之洩漏。必要時應使用適當之技術以確認 REESS 是否存在因試驗而導致之任何電池液洩漏。應在無需拆卸待測件任何部分之下透過目視檢查驗證排氣。

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
	6.7.2.2. For a high voltage REESS, the isolation resistance measured after the test in accordance with Annex 5B to this Regulation shall not be less than 100 ohms/Volt.		12.1.7.2.2 對於高電壓 REESS 者，應執行 8.試驗，量測得之絕緣電阻，應確保至少一百歐姆／伏特。
	6.8. Over-discharge protection		12.1.8 過度放電(Over-discharge)保護
	6.8.1. The test shall be conducted in accordance with Annex 9H of this Regulation.		12.1.8.1 應依 13.10 規定進行試驗。
	6.8.2. Acceptance criteria		12.1.8.2 試驗標準
	6.8.2.1. During the test there shall be no evidence of:		12.1.8.2.1 試驗期間應無下列狀況發生：
	(a) Electrolyte leakage;		(a)電解液洩漏。
	(b) Rupture (applicable to high voltage REESS(s) only);		(b)破裂（僅適用於高電壓 REESS）。
	(c) Venting (for REESS other than open-type traction battery);		(c)排氣(用於 REESS 而非開放式主電池)。
	(d) Fire;		(d)起火。
	(e) Explosion.		(e)爆裂。
	The evidence of electrolyte leakage shall be verified by visual inspection without disassembling any part of the Tested-Device. An appropriate technique shall, if necessary, be used in order to confirm if		應在無需拆卸待測件任何部分之下透過目視檢查以驗證電解液之洩漏。必要時應使用適當之技術以確認 REESS 是否存在因試驗而導致之任何電池液洩漏。應在無需拆卸待測

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
	there is any electrolyte leakage from the REESS resulting from the test. The evidence of venting shall be verified by visual inspection without disassembling any part of the Tested-Device.		件任何部分之下透過目視檢查驗證排氣。
	6.8.2.2. For a high voltage REESS the isolation resistance measured after the test in accordance with Annex 5B to this Regulation shall not be less than 100 ohms/Volt.		12.1.8.2.2 對於高電壓 REESS 者，應執行 8.試驗，量測得之絕緣電阻，應確保至少一百歐姆／伏特。
	6.9. Over-temperature protection		12.1.9 過熱保護
	6.9.1. The test shall be conducted in accordance with Annex 9I of this Regulation.		12.1.9.1 應依 13.11 規定進行試驗。
	6.9.2. Acceptance criteria		12.1.9.2 試驗標準
	6.9.2.1. During the test there shall be no evidence of:		12.1.9.2.1 試驗期間應無下列狀況發生：
	(a) Electrolyte leakage;		(a)電解液洩漏。
	(b) Rupture (applicable to high voltage REESS(s) only);		(b)破裂（僅適用於高電壓 REESS）。
	(c) Venting (for REESS other than open-type traction battery);		(c)排氣(用於 REESS 而非開放式主電池)。
	(d) Fire;		(d)起火。
	(e) Explosion.		(e)爆裂。

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 evidence of electrolyte leakage shall be verified by visual inspection without disassembling any part of the Tested-Device. An appropriate technique shall, if necessary, be used in order to confirm if there is any electrolyte leakage from the REESS resulting from the test. The evidence of venting shall be verified by visual inspection without disassembling any part of the Tested-Device.		應在無需拆卸待測件任何部分之下透過目視檢查以驗證電解液之洩漏。必要時應使用適當之技術以確認 REESS 是否存在因試驗而導致之任何電池液洩漏。應在無需拆卸待測件任何部分之下透過目視檢查驗證排氣。
	6.9.2.2. For a high voltage REESS, the isolation resistance measured after the test in accordance with Annex 5B to this Regulation shall not be less than 100 ohms/Volt.		12.1.9.2.2 對於高電壓 REESS，應執行 8.試驗，量測得之絕緣電阻，應確保至少一百歐姆／伏特。
	6.10. Overcurrent protection This test is required for REESS intended for use on vehicles of categories M1 and N1 that have the capability of charging by DC external electricity supply.		12.1.10 過電流保護 REESS 要求用於具有直流外部電力供應充電能力之 M1 及 N1 類車輛。
	6.10.1. The test shall be conducted in accordance with Annex 9J to this Regulation.		12.1.10.1 應依 13.12 規定進行試驗。
	6.10.2. Acceptance criteria		12.1.10.2 試驗標準

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
	6.10.2.1. During the test there shall be no evidence of: (a) Electrolyte leakage; (b) Rupture (applicable to high voltage REESS(s) only); (c) Venting (for REESS other than open-type traction battery); (d) Fire; (e) Explosion. The evidence of electrolyte leakage shall be verified by visual inspection without disassembling any part of the Tested-Device. An appropriate technique shall, if necessary, be used in order to confirm if there is any electrolyte leakage from the REESS resulting from the test. The evidence of venting shall be verified by visual inspection without disassembling any part of the Tested-Device.		12.1.10.2.1 試驗期間應無下列狀況發生： (a)電解液洩漏。 (b)破裂（僅適用於高電壓 REESS）。 (c)排氣(用於 REESS 而非開放式主電池)。 (d)起火。 (e)爆裂。 應在無需拆卸待測件任何部分之下透過目視檢查以驗證電解液之洩漏。必要時應使用適當之技術以確認 REESS 是否存在因試驗而導致之任何電池液洩漏。應在無需拆卸待測件任何部分之下透過目視檢查以驗證排氣。
	6.10.2.2. The overcurrent protection control of the REESS shall terminate charging or the temperature measured on the casing of the REESS shall be stabilized, such that the temperature gradient varies by less than 4		12.1.10.2.2 REESS 之過電流保護控制應終止充電或穩定REESS外殼測量之溫度，使達到最大過電流充電水平後兩小時內溫度梯度變化小於攝氏四度。

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
	deg. C through 2 hours after the maximum overcurrent charging level is reached. 6.10.2.3. For a high voltage REESS, the isolation resistance measured after the test in accordance with Annex 5B to this Regulation shall not be less than 100 ohm/V. 6.11. Low-temperature protection. REESS manufacturer must make available, at the request of the Technical Service with its necessity, the following documentations explaining safety performance of the system level or subsystem level of the vehicle to demonstrate that the REESS monitors and appropriately controls REESS operations at low temperatures at the safety boundary limits of the REESS: (a) A system diagram; (b) Written explanation on the lower boundary temperature for safe operation of REESS; (c) Method of detecting REESS temperature; (d) Action taken when the REESS temperature is at or lower than the lower boundary for safe operation of the REESS. 6.12. Management of gases emitted from		12.1.10.2.3 對於高電壓 REESS，應執行 8.試驗，量測得之絕緣電阻，應確保至少一百歐姆／伏特。 12.1.11 低溫保護 REESS 申請者須根據檢測機構之要求及必要性，提供下述說明車輛系統層次或子系統層次安全性能之文件，以證明 REESS 於 REESS 之安全邊界限制監控及適當控制 REESS 於低溫之運作： (a)系統圖示； (b)對於 REESS 安全運作於下邊界溫度之書面說明； (c) REESS 溫度之檢測方法； (d)當 REESS 溫度處於或低於 REESS 安全運作之下邊界時採取之措施。 (因國內檢測機構尚未有氫氣排放檢

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
	REESS 6.12.1. Under vehicle operation including the operation with a failure, the vehicle occupants shall not be exposed to any hazardous environment caused by emissions from REESS. 6.12.2. Open-type traction batteries shall meet the requirements of paragraph 5.4. of this Regulation with regard to hydrogen emissions. 6.12.3. For REESS other than open-type traction battery, the requirement of paragraph 6.12.1. is deemed to be satisfied, if all applicable requirements of the following tests are met: paragraph 6.2. (vibration), paragraph 6.3. (thermal shock and cycling), paragraph 6.6. (external short circuit protection), paragraph 6.7. (overcharge protection), paragraph 6.8. (over-discharge protection), paragraph 6.9. (over-temperature protection) and paragraph 6.10. (overcurrent protection). 6.13. Warning in the event of operational failure of vehicle controls that manage		測能量，故建議暫時不調和導入基準) 12.1.12 管理 REESS 安全運作時，車輛控制出現操作失效發出警告。

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
	REESS safe operation. The REESS or vehicle system shall provide a signal to activate the warning specified in paragraph 5.2.3. in the event of operational failure of the vehicle controls (e.g. input and output signals to the management system of REESS, sensors within REESS, etc.) that manage the safe operation of the REESS. REESS or vehicle manufacturer shall make available, at the request of the Technical Service with its necessity, the following documentation explaining safety performance of the system level or subsystem level of the vehicle: 6.13.1. A system diagram that identifies all the vehicle controls that manage REESS operations. The diagram must identify what components are used to generate a warning due to operational failure of vehicle controls to conduct one or more basic operations. 6.13.2. A written explanation describing the basic operation of the vehicle controls that manage REESS operation. The explanation must identify the components of the vehicle		REESS 或車輛系統應提供訊號，於管理 REESS 安全運作，車輛控制（如 REESS 管理系統之輸入及輸出訊號、REESS 內之感測器等）出現操作失效時啟動 4.2.3 規定之警告。REESS 或車輛申請者應根據檢測機構之要求及必要性，提供下述說明車輛系統層次或子系統層次安全性能之文件： 12.1.12.1 識別管理 REESS 操作之所有車輛控制之系統圖示。該圖示須識別哪些組件是由於車輛控制操作失效而產生警告，以執行一項或多項基本操作。 12.1.12.2 描述管理 REESS 操作之車輛控制基本操作之書面說明。說明須識別車輛控制系統之組件，提供其管理 REESS 之功能及能力之描

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
	control system, provide description of their functions and capability to manage the REESS, and provide a logic diagram and description of conditions that would lead to triggering of the warning.		述，且提供邏輯圖示及可能導致觸發警告條件之描述。
	6.14. Warning in the case of a thermal event within the REESS.		12.1.13 REESS 內發生熱事件時發出警告。
	The REESS or vehicle system shall provide a signal to activate the warning specified in paragraph 5.2.3. in the case of a thermal event in the REESS (as specified by the manufacturer). REESS or vehicle manufacturer shall make available, at the request of the Technical Service with its necessity, the following documentation explaining safety performance of the system level or subsystem level of the vehicle:		REESS 或車輛系統應提供訊號，於 REESS 發生熱事件(由申請者宣告)時啟動 4.2.3 規定之警告。REESS 或車輛申請者應根據檢測機構之要求及必要性，提供下述說明車輛系統層次或子系統層次安全性能之文件：
	6.14.1. The parameters and associated threshold levels that are used to indicate a thermal event (e.g. temperature, temperature rise rate, SOC level, voltage drop, electrical current, etc.) to trigger the warning.		12.1.13.1 用於指示觸發警告之熱事件（如溫度、升溫率、SOC 水平、電壓降、電流等）參數及相關門檻值(Threshold levels)。
	6.14.2. A system diagram and written explanation describing the sensors and		12.1.13.2 描述感測器及車輛控制操作之系統圖示及書面說明，以於發生

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
	operation of the vehicle controls to manage the REESS in the event of a thermal event. 6.15. Thermal propagation. For a REESS containing flammable electrolyte, the vehicle occupants shall not be exposed to any hazardous environment caused by thermal propagation which is triggered by an internal short circuit leading to a single cell thermal runaway. To ensure this, the requirements of paragraphs 6.15.1. and 6.15.2. shall be satisfied.2 2 The manufacturer will be accountable for the verity and integrity of documentation submitted, and assume full responsibility for the safety of occupants against adverse effects arising from thermal propagation caused by internal short circuit.		熱事件時管理 REESS。 12.1.14 熱傳播 對於含有可燃性電解液之 REESS，車輛乘員不應暴露於任何由熱傳播引起之危險環境，該熱傳播係由內部短路觸發，導致單電池熱失控。為確保前述，應符合 12.1.14.1 及 12.1.14.2 之要求。 備註：申請者將對提交文件之真實性及完整性負責，並承擔全部責任與負責乘員安全免受熱傳播引起由內部短路之不利影響。
6.15.1. The REESS or vehicle system shall provide a signal to activate the advance warning indication in the vehicle: (a) to allow egress; or (b) 5 minutes prior to the presence of a hazardous situation inside the passenger compartment caused by	6.15.1. The REESS or vehicle system shall provide a signal to activate the advance warning indication in the vehicle to allow egress or 5 minutes prior to the presence of a hazardous situation inside the passenger compartment caused by thermal propagation which is triggered by an	12.14.1 REESS或車輛系統應提供訊號以啟動車輛之提前警告指示： (a)允許逃生；或 (b)五分鐘 於車室內出現由熱傳播引起危險情況前，該熱傳播係由內部短路觸發，導	12.14.1 REESS 或車輛系統應提供訊號以啟動車輛提前警告指示允許逃生或於車室內出現由熱傳播引起危險情況前五分鐘，該熱傳播係由內部短路觸發，導致單電池熱失控，如起火、爆裂或煙霧。若熱傳播不會對車輛乘員造成危險情況，則視為符

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
thermal propagation which is triggered by an internal short circuit leading to a single cell thermal runaway such as fire, explosion or smoke. This requirement is deemed to be satisfied if the thermal propagation does not lead to a hazardous situation for the vehicle occupants. REESS or vehicle manufacturer shall make available, at the request of the Technical Service with its necessity, the following documentation explaining safety performance of the system level or sub-system level of the vehicle:	internal short circuit leading to a single cell thermal runaway such as fire, explosion or smoke. This requirement is deemed to be satisfied if the thermal propagation does not lead to a hazardous situation for the vehicle occupants. REESS or vehicle manufacturer shall make available, at the request of the Technical Service with its necessity, the following documentation explaining safety performance of the system level or sub-system level of the vehicle:	致單電池熱失控，如起火、爆裂或煙霧。若熱傳播不會對車輛乘員造成危險情況，則視為符合此要求。REESS或車輛申請者應根據檢測機構之要求及必要性，提供下述說明車輛系統層次或子系統層次安全性能之文件：	合此要求。REESS 或車輛申請者應根據檢測機構之要求及必要性，提供下述說明車輛系統層次或子系統層次安全性能之文件：
If the manufacturer chooses to apply the condition (a) above, the manufacturer shall provide the justification for the duration required for the egress. The Communication for Type Approval granted shall contain the remarks if the condition (a) above is applied to that approval.		若申請者選擇符合上述條件(a)，則申請者應提供逃生所需持續時間之合理性說明文件。	
	6.15.1.1. The parameters (for example, temperature, voltage or electrical current) which trigger the warning indication.		12.1.14.1.1 觸發警告指示之參數（如溫度、電壓或電流）。
	6.15.1.2. Description of the warning system.		12.1.14.1.2 警告系統之描述。
	6.15.2. The REESS or vehicle system shall		12.1.14.2 REESS 或車輛系統應於單電

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
	have functions or characteristics in the cell or REESS intended to protect vehicle occupants (as described in paragraph 6.15.) in conditions caused by thermal propagation which is triggered by an internal short circuit leading to a single cell thermal runaway. REESS or vehicle manufacturers shall make available, at the request of the Technical Service with its necessity, the following documentation explaining safety performance of the system level or sub-system level of the vehicle:		池或 REESS 具有功能或特性，旨在由熱傳播引起條件下保護車輛乘員（如 12.1.14 所述），該熱傳播係由內部短路觸發，導致單電池熱失控。REESS 或車輛申請者應根據檢測機構之要求及必要性，提供下述說明車輛系統層次或子系統層次安全性能之文件：
	6.15.2.1. A risk reduction analysis using appropriate industry standard methodology (for example, IEC 61508, MIL-STD 882E, ISO 26262, AIAG DFMEA, fault analysis as in SAE J2929, or similar), which documents the risk to vehicle occupants caused by thermal propagation which is triggered by an internal short circuit leading to a single cell thermal runaway and documents the reduction of risk resulting from implementation of the identified risk mitigation functions or characteristics.		12.1.14.2.1 使用適當產業標準方法(如 IEC 61508、MIL-STD 882E、ISO 26262、AIAG DFMEA、SAE J2929 之失效分析或類似方法）進行風險降低分析，其中記錄熱傳播係由內部短路觸發，導致單電池熱失控對車輛乘員造成之風險，且記錄因執行識別風險減輕功能或特性而導致之風險降低。

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
	6.15.2.2. A system diagram of all relevant physical systems and components. Relevant systems and components are those which contribute to protection of vehicle occupants from hazardous effects caused by thermal propagation triggered by a single cell thermal runaway.		12.1.14.2.2 所有相關物理系統及組件之系統圖示。相關系統及組件有助於保護車輛乘員由單電池熱失控觸發之熱傳播引起危險影響。
	6.15.2.3. A diagram showing the functional operation of the relevant systems and components, identifying all risk mitigation functions or characteristics.		12.1.14.2.3 顯示相關系統及組件之功能操作圖示，識別所有風險減輕功能或特性。
	6.15.2.4. For each identified risk mitigation function or characteristic:		12.1.14.2.4 對於每個已識別之風險減輕功能或特性：
	6.15.2.4.1. A description of its operation strategy;		12.1.14.2.4.1 對其操作策略之描述；
	6.15.2.4.2. Identification of the physical system or component which implements the function;		12.1.14.2.4.2 識別執行該功能之物理系統或組件；
	6.15.2.4.3. One or more of the following engineering documents relevant to the manufacturers design which demonstrates the effectiveness of the risk mitigation function:		12.1.14.2.4.3 下述一份或多份與申請者設計相關之工程文件，證明風險減輕功能之有效性：
	(a) Tests performed including procedure used		(a)執行試驗包括使用程序及條件以及

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 conditions and resulting data; (b) Analysis or validated simulation methodology and resulting data.		結果數據； (b)分析或驗證模擬方法及結果數據。
	7. Modifications and extension of the type approval 7.1. Every modification of the vehicle or REESS type with regard to this Regulation shall be notified to the Type Approval Authority which approved the vehicle or REESS type. The Authority may then either: (a) Decide, in consultation with the manufacturer, that a new type approval is to be granted; or (b) Apply the procedure contained in paragraph 7.1.1. (Revision) and, if applicable, the procedure contained in paragraph 7.1.2. (Extension). 7.1.1. Revision When details recorded in the information documents of Annex 1 - Appendix 1 or Annex 1 - Appendix 2 have changed and the Type Approval Authority considers that the modifications made are unlikely to have appreciable adverse effect, and that in any		(條文 7.為型式認可之修改及延伸，與基準無關建議不調和導入)

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 the vehicle still meets the requirements, the modification shall be designated a "revision". In such a case, the Type Approval Authority shall issue the revised pages of the information documents of Annex 1 - Appendix 1 or Annex 1 - Appendix 2 as necessary, marking each revised page to show clearly the nature of the modification and the date of reissue. A consolidated, updated version of the information documents of Annex 1 - Appendix 1 or Annex 1 - Appendix 2, accompanied by a detailed description of the modification, shall be deemed to meet this requirement. 7.1.2. Extension The modification shall be designated an "extension" if, in addition to the change of the particulars recorded in the information folder: (a) Further inspections or tests are required; or (b) Any information on the communication document (with the exception of its attachments) has changed; or		

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) Approval to a later series of amendments is requested after its entry into force.		
	8. Conformity of production The conformity of production procedure shall comply with the requirements set out in Schedule 1 of the Agreement (E/ECE/TRANS/505/Rev.3). 8.1. Vehicles or REESS approved under this Regulation shall be so manufactured as to conform to the type approved by meeting the requirements of the relevant part(s) of this Regulation. 8.2. In order to verify that the requirements of paragraph 8.1. are met, appropriate production checks shall be carried out.		(條文8.為COP，與基準無關建議不調和導入)
	9. Penalties for non-conformity of production 9.1. The approval granted in respect of a vehicle/REESS 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 to the Agreement applying this Regulation withdraws an		(條文9.為對生產不合格之處罰，與基準無關建議不調和導入)

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 it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation, by means of a copy of the approval form bearing at the end, in large letters, the signed and dated annotation "APPROVAL WITHDRAWN".		
	10. Production definitively discontinued If the holder of the approval completely ceases to manufacture a vehicle/REESS type approved in accordance with this Regulation, he shall so inform the Type Approval Authority which granted the approval. Upon receiving the relevant communication, that Type Approval Authority shall inform thereof the other Contracting Parties to the Agreement applying this Regulation by means of a copy of the approval form bearing at the end, in large letters, the signed and dated annotation "PRODUCTION DISCONTINUED".		(條文10.為生產停止，與基準無關建議不調和導入)
	11. Names and addresses of Technical Services responsible for conducting approval tests and of Type Approval Authorities		(條文11.為負責進行認證測試之檢測機構及型式審驗機構的名稱及地址，與基準無關建議不調和導入)

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 Contracting Parties to the 1958 Agreement applying this Regulation shall communicate to the United Nations Secretariat the names and addresses of the Technical Services responsible for conducting approval tests and the Type Approval Authorities which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval or production definitively discontinued, issued in other countries are to be sent.		
	12. Transitional provisions 12.1. As from the official date of entry into force of the 03 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 03 series of amendments. 12.2. As from 1 September 2023, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 1 September 2023.		

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
	12.3. Until 1 September 2025, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 1 September 2023. 12.4. As from 1 September 2025, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation. 12.5. Contracting Parties applying this Regulation shall not refuse to grant type approvals according to any preceding series of amendments to this Regulation or extensions thereof. 12.6. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation.		
Annex 1 - Part 1	**Annex 1 - Part 1**	(不影響基準內容)	(未調和基準內容)

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
Communication ...	Communication (Maximum format: A4 (210 x 297 mm)) Issued by: Name of administration: Concerning[2]: Approval granted, Approval extended, Approval refused, Approval withdrawn, Production definitively discontinued, of a vehicle type with regard to its electrical safety pursuant to Regulation No. 100 Approval No. .... Extension No.		

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. Trade name or mark of the vehicle: ..... **2.** Vehicle type: ..... **3.** Vehicle category: ..... **4.** Manufacturer's name and address: ..... **5.** If applicable, name and address of manufacturer's representative: ..... **6.** Description of the vehicle: ..... 6.1. REESS type: ..... 6.1.1. The approval number of the REESS or descriptions of the REESS[2] 6.2. Working		

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
	voltage:..... ..... 6.3. Propulsion system (e.g. hybrid, electric):..... ..... **7.** Vehicle submitted for approval on: .... **8.** Technical Service responsible for conducting approval tests: ..... **9.** Date of report issued by that Service: .... **10.** Number of report issued by that Service: .... **11.** Location of the approval mark: .... **12.** Reason(s) for extension of approval (if applicable)[2]: ..... **13.** Approval granted/extended/refused/withdrawn[2]:		

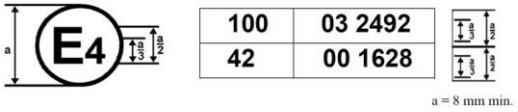
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
18. Remarks:	..... **14.** Place: .... **15.** Date: .... **16.** Signature: .... **17.** The documents filed with the request for approval or extension may be obtained on request.		
Annex 1 - Part 2 Communication ...	**Annex 1 - Part 2** Communication (Maximum format: A4 (210 x 297 mm)) Issued by: Name of administration:	(不影響基準內容)	(未調和基準內容)

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
	  Concerning:[2] Approval granted Approval extended Approval refused Approval withdrawn Production definitively discontinued of a REESS type as component/separate technical unit[2] pursuant to Regulation No. 100 Approval No. .... Extension No. .... **1.** Trade name or mark of the REESS:		

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.** Type of REESS: .... **3.** Manufacturer's name and address: .... **4.** If applicable, name and address of manufacturer's representative: ..... **5.** Description of the REESS: .... **6.** Installation restrictions applicable to the REESS as described in paragraphs 6.4 and 6.5: **7.** REESS submitted for approval on: .... **8.** Technical Service responsible for conducting approval tests: ..... **9.** Date of report issued by that Service:		

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
18. Remarks:	..... **10.** Number of report issued by that Service:..... ..... **11.** Location of the approval mark: .... **12.** Reason(s) for extension of approval (if applicable)[2]: ..... **13.** Approval granted/extended/refused/withdrawn[2]:..... ..... **14.** Place: .... **15.** Date: .... **16.** Signature:..... ..... **17.** The documents filed with the request for approval or extension may be obtained on request.		

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 1 - Appendix 1 **Essential characteristics of road vehicles or systems**		表二 車輛電氣規格基本特性
	Annex 1 - Appendix 2 **Essential characteristics of REESS**		表三 可充電式電能儲存系統(REESS)基本特性
	Annex 2 **Arrangements of the approval marks** **Model A** (See paragraph 4.4. of this Regulation) **Figure 1** The approval mark in Figure 1 affixed to a vehicle shows that the road vehicle type concerned has been approved in the Netherlands (E 4), pursuant to Regulation No. 100, and under the approval number 032492. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of Regulation No. 100 as amended by 03 series of amendments. **Figure 2**		(未調和基準內容)

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
	 The approval mark in Figure 2 affixed to a REESS shows that the REESS type ("ES") concerned has been approved in the Netherlands (E 4), pursuant to Regulation No. 100, and under the approval number 032492. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of Regulation No. 100 as amended by 03 series of amendments. **Model B** (See paragraph 4.5. of this Regulation)  The above approval mark affixed to a vehicle shows that the road vehicle concerned has been approved in the Netherlands (E4) pursuant to Regulations Nos. 100 and 42*. The approval number indicates that, at the dates when the respective approvals were		

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, Regulation No. 100 was amended by the 03 series of amendments and Regulation No. 42 was still in its original form.		
	Annex 3 **Protection against direct contacts of parts under voltage** **1. Access probes** Access probes to verify the protection of persons against access to live parts are given in Table 1. **2. Test conditions** The access probe is pushed against any openings of the enclosure with the force specified in Table 1. If it partly or fully penetrates, it is placed in every possible position, but in no case shall the stop face fully penetrate through the opening. Internal electrical protection barriers are considered part of the enclosure A low-voltage supply (of not less than 40 V and not more than 50 V) in series with a suitable lamp should be connected, if necessary, between the probe and live parts		5.帶電壓零件之直接接觸防護 5.1 接觸棒 用以測試避免人體觸及帶電體的測試指，如表一所示。 5.2 試驗條件 以表一所示的力量，將接觸棒推入外殼上之任何開口。如果接觸棒會部份或完全穿入，則可放置在任何可能的位置，但接觸棒末端不得完全穿入。內部電氣保護屏障可視為外殼之一部份。 一個低壓電源（介於四十伏特到五十伏特）串連至電燈泡，必要時可用於電氣保護屏障或外殼內之接觸棒和帶電體之間。

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
	inside the electrical protection barrier or enclosure. The signal-circuit method should also be applied to the moving live parts of high voltage equipment. Internal moving parts may be operated slowly, where this is possible. **3. Acceptance conditions** The access probe shall not touch live parts. If this requirement is verified by a signal circuit between the probe and live parts, the lamp shall not light. In case of the test for protection degree IPXXB, the jointed test finger may penetrate to its 80 mm length, but the stop face (diameter 50 mm x 20 mm) shall not pass through the opening. Starting from the straight position, both joints of the test finger shall be successively bent through an angle of up to 90 degrees with respect to the axis of the adjoining section of the finger and shall be placed in every possible position. In case of the tests for protection degree		此信號電路測試法亦可用於高壓設備之活動帶電體。 可能的話，應讓內部之活動帶電體緩慢運作。 5.3 可接受條件 接觸棒應不能觸碰到帶電體。 以接觸棒與帶電體間之信號線路來判定時，燈泡應不會作動。 執行 IPXXB 保護等級測試時，關節測試指可以深入外殼內八十公釐，但末端（直徑五十公釐乘以二十公釐）不得深入開口內。開始時，應先將關節測試指整個拉直進行測試，接著再將各個關節打彎，鄰接關節之最大角度為九十度，並應於各種可能的位置分別進行測試。 執行IPXXD保護等級測試時，接觸棒

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
	IPXXD, the access probe may penetrate to its full length, but the stop face shall not fully penetrate through the opening. **Table 1: Access probes for the tests for protection of persons against access to hazardous parts** **Figure 1: Jointed Test Finger**		可能完全穿入，但末端不得伸入開口內。 表一：用於測試保護人員接近危險部份之接觸棒 圖三：關節測試指
	Annex 4 **Verification of potential equalization** **1. Test method using a resistance tester.** The resistance tester is connected to the measuring points (typically, electrical chassis and electro conductive enclosure/electrical protection barrier) and the resistance is measured using a resistance tester that meets the specification that follows: (a) Resistance tester: Measurement current at least 0.2 A; (b) Resolution: 0.01 ohms or less; (c) The resistance R shall be less than 0.1 ohms. **2. Test method using DC power supply,**		6.等電位(Potential equalization)驗證 6.1 使用電阻測試器(Resistance tester)之試驗方法。 電阻測試器連結至測量點（通常為導電車架及導電外殼／電氣保護屏障），且使用符合下述規格之電阻測試器來測量電阻： (a)電阻測試器：測量電流至少為零點二安培； (b)解析度：零點零一歐姆或更小； (c)電阻(R)應小於零點一歐姆。 6.2 使用直流電電源、電壓計及安培計

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
	voltmeter and ammeter. Example of the test method using DC power supply, voltmeter and ammeter is shown below. **Figure 1: Example of Test Method using DC Power Supply** 2.1. Test Procedure. The DC power supply, voltmeter and ammeter are connected to the measuring points (Typically, electrical chassis and electro conductive enclosure/electrical protection barrier). The voltage of the DC power supply is adjusted so that the current flow becomes at least 0.2 A. The current "I" and the voltage "U" are measured. The resistance "R" is calculated according to the following formula: R = U / I The resistance R shall be less than 0.1 ohms . *Note:* If lead wires are used for voltage and current measurement, each lead wire shall be independently connected to the electrical		(Ammeter)之試驗方法。 使用直流電電源電壓計及安培計之試驗方法如圖四所示。 圖四：使用直流電電源之試驗方法 6.2.1 試驗程序 直流電電源、電壓計及安培計連結至測量點（通常為導電車架及導電外殼／電氣保護屏障）。 調整直流電電源之電壓，使電流至少達到零點二安培。 測量電流「I」及電壓「U」。 電阻「R」依照下述公式計算： R = U / I 電阻 R 應小於零點一歐姆。 備註：若使用導線進行電壓及電流量測，則每根導線應獨立連結至電氣保護屏障／外殼／導電車架。端子

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
	protection barrier/enclosure/electrical chassis. Terminal can be common for voltage measurement and current measurement.		可用於電壓量測及電流量測。
	Annex 5A **Isolation resistance measurement method for vehicle based tests** **1. General** The isolation resistance for each high voltage bus of the vehicle shall be measured or shall be determined by calculation using measurement values from each part or component unit of a high voltage bus (hereinafter referred to as the "divided measurement"). **2. Measurement method** The isolation resistance measurement shall be conducted by selecting an appropriate measurement method from among those listed in paragraphs 2.1. through 2.2. of this annex, depending on the electrical charge of the live parts or the isolation resistance, etc. Megohmmeter or oscilloscope measurements are appropriate alternatives to the procedure		7.絕緣電阻之量測方法-整車試驗 7.1 一般規範 車輛上之每一高壓匯流排的絕緣電阻皆應被量測，或以計算高壓匯流排每一元件或零組件單元所得之量測數值來判定（以下簡稱「分離量測」）。 7.2 量測方法 絕緣電阻的量測應根據帶電體的電子充電或絕緣電阻等因素於 7.2.1 至 7.2.2 中選擇適當之量測方法來執行。 高阻器或示波器測量法即為一適當可

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
	described below for measuring isolation resistance. In this case, it may be necessary to deactivate the on-board isolation resistance monitoring system. The range of the electrical circuit to be measured shall be clarified in advance, using electrical circuit diagrams, etc. If the high voltage buses are conductively isolated from each other, isolation resistance shall be measured for each electrical circuit. Moreover, modification necessary for measuring the isolation resistance may be carried out, such as removal of the cover in order to reach the live parts, drawing of measurement lines, change in software, etc. In cases where the measured values are not stable due to the operation of the on-board isolation resistance monitoring system, necessary modification for conducting the measurement may be carried out by stopping of the operation of the device concerned or removing it. Furthermore, when the device is removed, a set of drawings will be used to prove that the		代替下述絕緣電阻量測之方法。於此情形下，其可能需要關閉車載絕緣電阻監控系統。 電路範圍的量測需事先使用電路圖示等方式闡明。若高電壓匯流排彼此導電隔離，則應測量每個電路之絕緣電阻。 此外，可於執行絕緣電阻的量測時進行必要之修正，例如為了碰觸帶電體而需移除覆蓋、量測線之繪製、軟體之更換等等。 如量測數值的不穩定是因外部絕緣電阻監測系統之運作因素而導致，可於執行量測時進行必要修正，藉由停止有顧慮裝置之運作或移掉該裝置。此外，當該裝置被移除時，將使用一組繪圖方式來佐證其不會改變在帶電體和電路介面中之絕緣電阻。

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
	isolation resistance between the live parts and the electrical chassis remains unchanged. These modifications shall not influence the test results. Utmost care shall be exercised as to short circuit and electric shock since this confirmation might require direct operations of the high-voltage circuit. 2.1. Measurement method using DC voltage from external sources 2.1.1. Measurement instrument An isolation resistance test instrument capable of applying a DC voltage higher than the working voltage of the high voltage bus shall be used. 2.1.2. Measurement method An isolation resistance test instrument shall be connected between the live parts and the electrical chassis. Then, the isolation resistance shall be measured by applying a DC voltage at least half of the working voltage of the high voltage bus. If the system has several voltage ranges (e.g.		此修正不應影響試驗結果。 應以最謹慎之方式來面對可能之短路及觸電，且在做確認時可要求高電壓電路之直接運作。 7.2.1使用從外部來源之直流電電壓之量測方法 7.2.1.1 量測設備：所使用之絕緣電阻測試設備，應可施加高於高電壓匯流排工作電壓之直流電壓。 7.2.1.2量測方法：絕緣電阻測試設備為連結帶電體和電路介面。然後使用直流電壓（至少為高電壓匯流排之工作電壓的一半）量測其絕緣電阻。 假如於系統之耦合電路連接中有多個

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
	because of boost converter) in galvanically connected circuit and some of the components cannot withstand the working voltage of the entire circuit, the isolation resistance between those components and the electrical chassis can be measured separately by applying at least half of their own working voltage with those component disconnected.		直流電電壓範圍（例如因為升壓轉換器）以及在整個電路中有些元件無法承受工作電壓，則可以在該等元件未連接時，應用不小於其工作電壓的一半之值，分別量測在該等元件和電路介面間之絕緣電阻。
	2.2. Measurement method using the vehicle's own REESS as DC voltage source		7.2.2 使用車輛本身之REESS作為直流電來源之量測方法
	2.2.1. Test vehicle conditions The high voltage-bus shall be energized by the vehicle's own REESS and/or energy conversion system and the voltage level of the REESS and/or energy conversion system throughout the test shall be at least the nominal operating voltage as specified by the vehicle manufacturer.		7.2.2.1 測試車輛狀態：高電壓匯流排應由車輛本身之REESS及／或電能轉換系統提供電能，且測試時REESS及／或電能轉換系統之電壓等級，應至少為申請者宣稱之標稱運作電壓(Operating voltage)。
	2.2.2. Measurement instrument The voltmeter used in this test shall measure DC values and shall have an internal resistance of at least 10 megohms.		7.2.2.2 量測設備：使用於本測試之電壓計應能量測直流電的數值且應有至少十MΩ之內部電阻。
	2.2.3. Measurement method		7.2.2.3 測量方法

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
	2.2.3.1. First step The voltage is measured as shown in Figure 1 and the high voltage bus voltage (Ub) is recorded. Ub shall be equal to or greater than the nominal operating voltage of the REESS and/or energy conversion system as specified by the vehicle manufacturer. **Figure 1: Measurement of Ub, U1, U2** 2.2.3.2. Second step Measure and record the voltage (U1) between the negative side of the high voltage bus and the electrical chassis (see Figure 1). 2.2.3.3. Third step Measure and record the voltage (U2) between the positive side of the high voltage bus and the electrical chassis (see Figure 1). 2.2.3.4. Fourth step If U_1 is greater than or equal to U_2, insert a standard known resistance (Ro) between the negative side of the high voltage bus and the electrical chassis. With Ro installed, measure the voltage (U_1') between the negative side of the high voltage bus and the electrical chassis (see Figure 2).		7.2.2.3.1 步驟一：電壓之量測如圖三所示，且應記錄高電壓匯流排之電壓(Vb)。Vb應該等同或大於由車輛申請者所宣稱之REESS及／或電能轉換系統之標稱運作電壓。 圖三：Vb, V1,V2之量測 7.2.2.3.2 步驟二：在高壓匯流排之負極和電路介面之間量測和記錄電壓(V1)（如圖三）。 7.2.2.3.3 步驟三：在高壓匯流排之正極和電路介面之間量測和記錄電壓(V2)（如圖三）。 7.2.2.3.4 步驟四：若 U1 大於或等於U2，則在高電壓匯流排的負極和電路介面之間嵌入一標準已知之電阻(Ro)。隨著 Ro 的安裝，量測高電壓匯流排的負極和電路介面之間的電壓(U1’)（如圖六）。

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
	Calculate the electrical isolation (Ri) according to the following formula: Ri = Ro*Ub*(1/U1' - 1/U1) **Figure 2: Measurement of U1'** If U2 is greater than U1, insert a standard known resistance (Ro) between the positive side of the high voltage bus and the electrical chassis. With Ro installed, measure the voltage (U2') between the positive side of the high voltage bus and the electrical chassis (see Figure 3). Calculate the electrical isolation (Ri) according to the following formula: Ri = Ro*Ub*(1/U2' - 1/U2) **Figure 3: Measurement of U2'** 2.2.3.5. Fifth step The electrical isolation value Ri (in ohm) divided by the working voltage of the high voltage bus (in **V**) results in the isolation resistance (in ohm/V). *Note*: The standard known resistance Ro (in ohm) should be the value of the minimum required isolation resistance (in ohm/V) multiplied by the working voltage of the		依照下列公式計算電阻(Ri)。 $Ri = Ro*U_b*(1/U_1' - 1/U_1)$ 圖四：V1’之量測 若 U2 大於 U1，則在高壓匯流排之正極和電路介面之間嵌入一標準已知的電阻(Ro)。隨著 Ro 的安裝，量測高電壓匯流排的正極和電路介面之間的電壓(U2’)（如圖七）。 依照下述公式計算絕緣電阻(Ri)： $Ri = Ro*U_b*(1/U_2' - 1/U_2)$ 圖五：V2’之量測 7.2.2.3.5 步驟五：電阻數值 Ri（歐姆）除以高電壓匯流排（伏特）的工作電壓產生絕緣電阻（歐姆／伏特）。 備註：標準已知的電阻Ro（歐姆）應為最小絕緣電阻（歐姆／伏特）乘以車輛的工作電壓（正負百分之二十）（伏特）之值。由於此方程式對任何

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 plus/minus 20 per cent (in **V**). Ro is not required to be precisely this value since the equations are valid for any Ro; however, a Ro value in this range should provide good resolution for the voltage measurements.		Ro皆生效，故無須要求Ro具備較精準的數值，然而，在此範圍內之Ro值應能對電壓測量提供一個良好的分辨率。
	Annex 5B **Isolation resistance measurement method for component based tests of a REESS** **1. Measurement method** The isolation resistance measurement shall be conducted by selecting an appropriate measurement method from among those listed in paragraphs 1.1. through 1.2. of this Annex, depending on the electrical charge of the live parts or the isolation resistance, etc. Megohmmeter or oscilloscope measurements are appropriate alternatives to the procedure described below for measuring isolation resistance. In this case, it may be necessary to deactivate the on-board isolation resistance monitoring system. The range of the electrical circuit to be measured shall be clarified in advance,		8.絕緣電阻之量測方法-REESS 零組件試驗 8.1 量測方法 絕緣電阻之量測應根據帶電體電量或絕緣電阻等，選擇條文 8.1.1 至 8.1.2 當中適當之量測方法執行。 高阻器或示波器測量法即為一適當可代替下述絕緣電阻量測之方法。於此情形下，其可能需要關閉車載絕緣電阻監控系統。 應先以電路圖等釐清量測之電路範圍。若高電壓匯流排之間為電氣隔

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
	using electrical circuit diagrams, etc. If the high voltage buses are galvanically isolated from each other, isolation resistance shall be measured for each electrical circuit. If the operating voltage of the Tested-Device (U_b, Figure 1) cannot be measured (e.g. due to disconnection of the electric circuit caused by main contactors or fuse operation) the test may be performed with a modified test device to allow measurement of the internal voltages (upstream the main contactors). Moreover, modification necessary for measuring the isolation resistance may be carried out, such as removal of the cover in order to reach the live parts, drawing of measurement lines, change in software, etc. In cases where the measured values are not stable due to the operation of the isolation resistance monitoring system, necessary modification for conducting the measurement may be carried out by stopping the operation of the device concerned or removing it. Furthermore,		離，則應量測每個電路之絕緣電阻。 若待測件之運作電壓（如圖八所示）無法被量測（例如由於主電流接觸器(Main contactor)或保險絲作動而斷路），可使用修改後之待測件以執行內部電壓（主電流接觸器上游）之量測。 而且，可進行絕緣電阻量測所需要之修正，例如為了觸及帶電體而移除覆蓋、繪製量測線、軟體更換等。 如因絕緣電阻監控系統之運作因素導致量測數值不穩定，則可進行絕緣電阻量測所需要之修正，藉由停止該顧慮裝置之運作或移掉該裝置。而且，當該裝置被移除時，將使用一組圖面方式來佐證其不會改變帶電體和接地（申請者指定當安裝於車

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	when the device is removed, a set of drawings will be used to prove that the isolation resistance between the live parts and the ground connection designated by the manufacturer as a point to be connected to the electrical chassis when installed on the vehicle remains unchanged.		輛時和電路介面之接點）間之絕緣電阻。
	These modifications shall not influence the test results.		該修改不應影響試驗結果。
	Utmost care shall be exercised as to short circuit and electric shock, since this confirmation might require direct operations of the high-voltage circuit.		由於此確認可能需要高電壓電路之直接作動，故應以最謹慎之方式避免短路及電擊(Electric shock)情形。
	1.1. Measurement method using DC voltage from external sources		8.1.1使用從外部來源之直流電電壓之量測方法
	1.1.1. Measurement instrument		8.1.1.1 量測設備：所使用之絕緣電阻試驗設備，應可施加高於待測件標稱電壓之直流電壓。
	An isolation resistance test instrument capable of applying a DC voltage higher than the nominal voltage of the Tested-Device shall be used.		
	1.1.2. Measurement method		8.1.1.2量測方法：應將絕緣電阻試驗設備連接於帶電體和接地之間，量測其絕緣電阻。
	An insulation resistance test instrument shall be connected between the live parts and the ground connection. Then, the isolation		

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	resistance shall be measured. If the system has several voltage ranges (e.g. because of boost converter) in a galvanically connected circuit and some of the components cannot withstand the working voltage of the entire circuit, the isolation resistance between those components and the ground connection can be measured separately by applying at least half of their own working voltage with those component disconnected. 1.2. Measurement method using the Tested-Device as DC voltage source 1.2.1. Test conditions The voltage level of the Tested-Device throughout the test shall be at least the nominal operating voltage of the Tested-Device. 1.2.2. Measurement instrument The voltmeter used in this test shall measure DC values and shall have an internal resistance of at least 10 megohms. 1.2.3. Measurement method 1.2.3.1. First step		若於系統之耦合電路連接中有多個直流電電壓範圍（例如因為升壓轉換器(Boost converter)），以及有些組件無法承受整個電路中工作電壓，則可以在該等組件未連接之下，施加至少其一半運作電壓，分別量測在該等組件和接地間之絕緣電阻。 8.1.2 使用待測件作為直流電來源之量測方法 8.1.2.1 試驗條件：試驗中待測件之電壓，應至少為待測件之標稱運作電壓。 8.1.2.2量測設備：使用於本試驗之電位計應量測直流電數值且應有至少十百萬歐姆(MΩ)之內部電阻。 8.1.2.3量測方法 8.1.2.3.1 步驟一：電壓量測如圖八所

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	The voltage is measured as shown in Figure 1 and the operating voltage of the Tested-Device (Ub, Figure 1) is recorded. Ub shall be equal to or greater than the nominal operating voltage of the Tested-Device. **Figure 1** 1.2.3.2. Second step Measure and record the voltage (U1) between the negative pole of the Tested-Device and the ground connection (Figure 1). 1.2.3.3. Third step Measure and record the voltage (U2) between the positive pole of the Tested-Device and the ground connection (Figure 1). 1.2.3.4. Fourth step If U_1 is greater than or equal to U_2, insert a standard known resistance (Ro) between the negative pole of the Tested-Device and the ground connection. With Ro installed, measure the voltage (U_1') between the negative pole of the Tested-Device and the ground connection (see Figure 2). Calculate the electrical isolation (Ri) according to the following formula:		示，且應記錄待測件之運作電壓（Vb，如圖八所示）。Vb應該等於或大於待測件之標稱運作電壓。 圖八 8.1.2.3.2步驟二：量測和記錄待測件之負極和接地之間電壓(V1)（如圖八）。 8.1.2.3.3步驟三：量測和記錄待測件之正極和接地之間電壓(V2)（如圖八）。 8.1.2.3.4 步驟四：若 U1 大於或等於 U2，則在待測件負極和接地之間嵌入一標準已知電阻(Ro)，在有 Ro 安裝之下，量測待測件負極和接地之間電壓(U1')（如圖九）。 依照下列公式計算電阻(Ri)。

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
	Ri = Ro*Ub*(1/U1' - 1/U1) **Figure 2** If U2 is greater than U1, insert a standard known resistance (Ro) between the positive pole of the Tested-Device and the ground connection. With Ro installed, measure the voltage (U2') between the positive pole of the Tested-Device and the ground connection (see Figure 3). Calculate the electrical isolation (Ri) according to the following formula: Ri = Ro*Ub*(1/U2' - 1/U2) **Figure 3** 1.2.3.5. Fifth step The electrical isolation value Ri (in ohm) divided by the nominal voltage of the the Tested-Device (in V) results in the isolation resistance (in ohm/V). *Note*: The standard known resistance Ro (in ohm) should be the value of the minimum required isolation resistance (in ohm/V) multiplied by the nominal voltage of the Tested-Device plus/minus 20 per cent (in V). Ro is not required to be precisely this		$Ri = Ro*U_b*(1/U_1' - 1/U_1)$ 圖九 若 U2 大於 U1，則在待測件正極和接地之間嵌入一標準已知電阻(Ro)，在有 Ro 安裝之下，量測待測件正極和接地之間電壓(U2')（如圖十）。 依照下列公式計算電阻 (Ri)： $Ri = Ro*Ub*(1/U_2' - 1/U_2)$ 圖十 8.1.2.3.5 步驟五：將電阻值 Ri（歐姆）除以待測件標稱電壓（伏特），得絕緣電阻值（歐姆／伏特）。 標準已知電阻Ro（歐姆）應為所需最小絕緣電阻（歐姆／伏特)乘以待測件標稱電壓（正負百分之二十）（伏特）之值。由於此方程式適於取得許多Ro，故無須要求精準之Ro數值，然而，在此範圍內之Ro值應能對電

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	value since the equations are valid for any Ro; however, a Ro value in this range should provide good resolution for the voltage measurements.		壓測量提供良好解析度(Resolution)。
	Annex 6 **Confirmation method for the function of an on-board isolation resistance monitoring system** The on-board isolation resistance monitoring system shall be tested using the following procedure: (a) Determine the isolation resistance, Ri, of the electric power train with the electrical isolation monitoring system using the procedure outlined Annex 5A. (b) If the minimum isolation resistance value required in accordance with paragraphs 5.1.3.1. or 5.1.3.2. is 100 ohms/V, insert a resistor with resistance Ro between either side of the high voltage bus that exhibit lower value in U_1 or U_2 measured in accordance with paragraph 2.2.3. of Annex 5A and the electrical chassis. The magnitude of the resistor, Ro, shall be such that:		9.車載絕緣電阻監控系統之功能確認方法： 車載絕緣電阻監控系統應使用下述程序進行試驗： (a)使用 7.概述之程序，通過電氣絕緣監控系統確定電能動力傳動之絕緣電阻 Ri。 (b)若依照 4.1.3.1 或 4.1.3.2 要求之最小絕緣電阻值為一百歐姆／伏特，則於高電壓匯流排之任一側間嵌入一個電阻為 Ro 之電阻器，依照 7.2.2.3 及電路介面，該電阻器測量 U1 或 U2 顯示出較低值。電阻器 Ro 之數值應符合：

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	1/(1/(95xU) - 1/Ri) ≤ Ro < 1/(1/(100xU) - 1/Ri) where U is the working voltage of the electric power train. (c) If the minimum isolation resistance value required in accordance with paragraphs 5.1.3.1. or 5.1.3.2. is 500 ohms/V, insert a resistor with resistance Ro between either side of the high voltage bus that exhibit lower value in U_1 or U_2 measured in accordance with paragraph 2.2.3. of Annex 5A and the electrical chassis. The magnitude of the resistor, Ro, shall be such that: 1/(1/(475xU) - 1/Ri) ≤ Ro < 1/(1/(500xU) - 1/Ri) where U is the working voltage of the electric power train.		1/(1/(95xU) - 1/Ri) ≤ Ro < 1/(1/(100xU) - 1/Ri) 其中 U 為電能動力傳動之工作電壓。 (c)若依照 4.1.3.1 或 4.1.3.2 要求之最小絕緣電阻值為五百歐姆／伏特，則於高電壓匯流排之任一側間嵌入一個電阻為 Ro 之電阻器，依照 7.2.2.3 及電路介面，該電阻器測量 U1 或 U2 顯示出較低值。電阻器 Ro 之數值應符合： 1/(1/(475xU) - 1/Ri) ≤ Ro < 1/(1/(500xU) - 1/Ri) 其中 U 為電能動力傳動之工作電壓。
	Annex 7A **Verification method for testing authorities confirming document based isolation resistance compliance of electrical design of the vehicle after water exposure** This annex describes the applicable requirements when certifying the		10.檢測機構根據文件確認車輛電氣設計於水接觸後之絕緣電阻符合性之驗證方法 本項描述於驗證申請者之高電壓設備或系統組件免受水影響而不是物理

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	manufacturer's high voltage equipment or system components against adverse water effects rather than a physical test. As a general rule, the electrical design or components of the vehicles shall comply with the requirements as specified in paragraphs "5.1.1. Protection against direct contact", "5.1.2. Protection against indirect contact", and "5.1.3. Isolation resistance" respectively and this will be separately verified by the testing authority. Vehicle manufacturers shall provide information to testing authorities to identify, as a point of reference, the mounting location for each high-voltage component in/on the vehicle.		試驗之適用要求。作為一般規範，車輛之電氣設計或組件應符合「4.1.1 直接接觸保護」、「4.1.2 間接接觸保護」及「4.1.3 絕緣電阻」規定之要求，且將由檢測機構單獨驗證。車輛申請者應向檢測機構提供資訊，以確定車輛內／車輛上每個高電壓組件之安裝位置作為參考點。
	1. Documentation shall contain the following information:		10.1 文件應包含下述資訊：
	(a) on how the manufacturer tested isolation resistance compliance of electrical design of the vehicle by using fresh water;		(a)申請者如何使用淡水試驗車輛電氣設計之絕緣電阻符合性；
	(b) on how, after the test had been carried out, the high-voltage component or system was inspected for ingress of water and how, depending on its mounting location, each		(b)試驗完成後，如何檢查高電壓組件或系統是否進水，且每個高電壓組件／系統如何依照其安裝位置達到適當之防水等級。

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	high voltage component/system met the appropriate degree of protection against water. **2.** The testing authority will verify and confirm the authenticity of documented conditions that have been observed, and should have been complied with, during the process of certification by manufacturer: 2.1. It is permitted that, during the test, the moisture contained inside the enclosure is partly condensed. The dew which may be deposited is not considered as ingress of water. For the purpose of the tests, the surface area of the tested high-voltage component or system is calculated with an accuracy of 10 per cent. If possible, the tested high-voltage component or system is run energized. If the tested high-voltage component or system is energized, adequate safety precautions are taken. 2.2. For electrical components, externally attached (e.g. in engine compartment), open underneath, both exposed or protected locations, the testing authority shall verify,		10.2 檢測機構將驗證及確認申請者於認證過程中已觀察且應遵守文件化條件之真實性： 10.2.1 於試驗過程中，允許外殼內之水分部分凝結。可能沉積之露水不被視為進水。試驗之目的，被試驗高電壓組件或系統之計算表面積準確度為百分之十。若可能，被試驗高電壓組件或系統通電運行。若被試驗高電壓組件或系統通電，則採取適當之安全預防措施。 10.2.2 對於外部連接（如於引擎室）、底部開放、暴露或保護位置之電氣組件，檢測機構應驗證以確認符合性，試驗是否用標準測試噴嘴噴出

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	with a view to confirming the compliance, whether the test is conducted by spraying the high-voltage component or system from all practicable directions with a stream of water from a standard test nozzle as shown in Figure 1. The following parameters are observed during the test in particular: (a) Nozzle internal diameter: 6.3 mm; (b) Delivery rate: 11.9 - 13.2 l/min; (c) Water pressure at the nozzle: approximately 30 kPa (0.3 bar); (d) Test duration per m^2 of surface area of the tested high-voltage component or system: 1 min; (e) Minimum test duration: 3 min; (f) Distance from nozzle to tested high-voltage component or system surface: approximately 3 m (this distance may be reduced, if necessary to ensure proper wetting when spraying upwards). 2.3. For electrical components, externally attached (e.g. in engine compartment), covered from underneath, the testing		之水流藉由從所有可行方向噴射高電壓組件或系統來進行，如圖十一。尤其於試驗過程中觀察到下述參數： (a)噴嘴內徑：六點三公釐； (b)輸送速度：十一點九至十三點二公升／分鐘； (c)噴嘴水壓：約三十 kPa（零點三 bar）； (d)被試驗高電壓組件或系統平方公尺表面積之試驗持續時間：一分鐘； (e)最短試驗時間：三分鐘； (f)從噴嘴到試驗高電壓組件或系統表面之距離：約三公尺（若實際狀況需要，此距離可縮短，以確保向上噴射時適當潤濕）。 10.2.3 對於外部連接（如於引擎室）、從底部覆蓋之電氣組件，檢測機構應驗證以確認符合性，是否：

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
	authority shall verify, with a view to confirming the compliance, whether: (a) The cover protects the component against direct spray water from underneath and is not visible; (b) The test is conducted by using splashing test nozzle as shown in Figure 2; (c) The moving shield is removed from the spray nozzle and the machine is sprayed from all practicable directions; (d) The water pressure is adjusted to give a delivery rate of (10 +/- 0.5) l/min (pressure approximately 80 kPa to 100 kPa (0.8 bar to 1.0 bar)); (e) The test duration is 1 min/m^2 of calculated surface area of the machine (excluding any mounting surface and cooling fin) with a minimum duration of 5 min. **3.** The entire high voltage system or each component is checked to comply with the isolation resistance requirement in paragraph 5.1.3. with the following conditions: (a) The electric chassis shall be simulated by		(a)覆蓋保護組件免受從底部直接噴水，並且不可見； (b)使用噴濺試驗噴嘴進行試驗，如圖十二所示； (c)從噴嘴上取下移動蓋板，且從所有可行方向對機器進行噴射； (d)調整水壓以提供（十正／負零點五）公升／分鐘之輸送速率（壓力約為八十 kPa 至一百 kPa（零點八 bar 至一點零 bar））； (e)試驗持續時間為一分鐘／平方公尺之機器計算表面積（不包括任何安裝表面及散熱片），最短持續時間為五分鐘。 10.3 於下述條件下，檢查整個高電壓系統或每個組件是否符合4.1.3絕緣電阻之要求： (a)電氣底盤應由電導體模擬，如一塊

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
	an electric conductor, e.g. a metal plate, and the components are attached with their standard mounting devices to it; (b) Cables, where provided, shall be connected to the component. **4.** The parts designed not to be wet during operation are not allowed to be wet and no accumulation of water which could have reached them is tolerated inside the high-voltage component or system.		金屬板，且組件與其標準安裝裝置連結； (b)若提供電纜，則應連結至組件。 10.4 設計為於運作過程中不被弄濕之元件不允許被弄濕，且不允許高電壓組件或系統內部積水可能達到其容許量。
	Annex 7B **Vehicle-based test procedure for protection against water effects** **1. Washing** This test is intended to simulate the normal washing of vehicles, but not specific cleaning using high water pressure or underbody washing. The areas of the vehicle regarding this test are border lines, i.e. a seal of two parts such as flaps, glass seals, outline of opening parts, outline of front grille and seals of lamps. All border lines shall be exposed and followed in all directions with the water stream using		11.防水效應保護試驗程序-整車試驗 11.1 洗車試驗 本試驗係於模擬車輛之正常清洗，惟非使用高水壓或底部清洗之特定清洗。 關於本試驗之車輛區域為邊界線，如檔泥板(Flaps)、玻璃膠條、開口部分外圍、前水箱蓋外圍及車燈膠條等兩部分之膠條。 所有邊界線應暴露，依照 10.規定之IPX5，且使用軟管噴嘴隨水流向各

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	a hose nozzle and conditions in accordance with IPX5 as specified in Annex 7A. **2. Driving through standing water** The vehicle shall be driven in a wade pool, with 10 cm water depth, over a distance of 500 m at a speed of 20 km/h, in a time of approximately 1.5 min. If the wade pool used is less than 500 m in length, then the vehicle shall be driven through it several times. The total time, including the periods outside the wade pool, shall be less than 10 min.		個方向。 11.2 行駛車輛通過積水 車輛應於水深為十公分之淺水池以二十公里／小時之速度行駛五百公尺，時間約為一點五分鐘。若使用之淺水池長度小於五百公尺，則車輛應多次通過。包括淺水池外之期間，總時間應小於十分鐘。
	Annex 8 **Determination of hydrogen emissions during the charge procedures of the REESS** **1. Introduction** This annex describes the procedure for the determination of hydrogen emissions during the charge procedures of the REESS of all road vehicles, according to paragraph 5.4. of this Regulation. **2. Description of test** The hydrogen emission test (Figure 1 of		(因國內檢測機構尚未有氫氣排放檢測能量，故建議暫時不調和導入基準)

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	Annex 8) is conducted in order to determine hydrogen emissions during the charge procedures of the REESS with the charger. The test consists in the following steps: (a) Vehicle/REESS preparation; (b) Discharge of the REESS; (c) Determination of hydrogen emissions during a normal charge; (d) Determination of hydrogen emissions during a charge carried out with the charger failure. **3. Tests** 3.1. Vehicle based test 3.1.1. The vehicle shall be in good mechanical condition and have been driven at least 300 km during seven days before the test. The vehicle shall be equipped with the REESS subject to the test of hydrogen emissions, over this period. 3.1.2. If the REESS is used at a temperature above the ambient temperature, the operator shall follow the manufacturer's procedure in order to keep the REESS temperature in normal functioning range.		

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	The manufacturer's representative shall be able to certify that the temperature conditioning system of the REESS is neither damaged nor presenting a capacity defect. 3.2. Component based test 3.2.1. The REESS shall be in good mechanical condition and have been subject to minimum of 5 standard cycles (as specified in Annex 9, Appendix 1). 3.2.2. If the REESS is used at a temperature above the ambient temperature, the operator shall follow the manufacturer's procedure in order to keep the REESS temperature in its normal functioning range. The manufacturer's representative shall be able to certify that the temperature conditioning system of the REESS is neither damaged nor presenting a capacity defect **Figure 1: Determination of hydrogen emissions during the charge procedures of the REESS** **4. Test equipment for hydrogen emission test** 4.1. Chassis dynamometer		

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	The chassis dynamometer shall meet the requirements of the 06 series of amendments to Regulation No. 83. 4.2. Hydrogen emission measurement enclosure The hydrogen emission measurement enclosure shall be a gas-tight measuring chamber able to contain the vehicle/REESS under test. The vehicle/REESS shall be accessible from all sides and the enclosure when sealed shall be gas-tight in accordance with Annex 8, Appendix 1. The inner surface of the enclosure shall be impermeable and non-reactive to hydrogen. The temperature conditioning system shall be capable of controlling the internal enclosure air temperature to follow the prescribed temperature throughout the test, with an average tolerance of +/-2 K over the duration of the test. To accommodate the volume changes due to enclosure hydrogen emissions, either a variable-volume or another test equipment may be used. The variable-volume		

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	enclosure expands and contracts in response to the hydrogen emissions in the enclosure. Two potential means of accommodating the internal volume changes are movable panels, or a bellows design, in which impermeable bags inside the enclosure expand and contract in response to internal pressure changes by exchanging air from outside the enclosure. Any design for volume accommodation shall maintain the integrity of the enclosure as specified in Annex 8, Appendix 1. Any method of volume accommodation shall limit the differential between the enclosure internal pressure and the barometric pressure to a maximum value of +/-5hPa. The enclosure shall be capable of latching to a fixed volume. A variable volume enclosure shall be capable of accommodating a change from its "nominal volume" (see Annex 8, Appendix 1, paragraph 2.1.1.), taking into account hydrogen emissions during testing. 4.3. Analytical systems 4.3.1. Hydrogen analyser		

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	4.3.1.1. The atmosphere within the chamber is monitored using a hydrogen analyser (electrochemical detector type) or a chromatograph with thermal conductivity detection. Sample gas shall be drawn from the mid-point of one side-wall or roof of the chamber and any bypass flow shall be returned to the enclosure, preferably to a point immediately downstream of the mixing fan. 4.3.1.2. The hydrogen analyser shall have a response time to 90 per cent of final reading of less than 10 seconds. Its stability shall be better than 2 per cent of full scale at zero and at 80 per cent +/- 20 per cent of full scale, over a 15-minute period for all operational ranges. 4.3.1.3. The repeatability of the analyser expressed as one standard deviation shall be better than 1 per cent of full scale, at zero and at 80 per cent +/- 20 per cent of full scale on all ranges used. 4.3.1.4. The operational ranges of the analyser shall be chosen to give best resolution over		

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	the measurement, calibration and leak checking procedures. 4.3.2. Hydrogen analyser data recording system The hydrogen analyser shall be fitted with a device to record electrical signal output, at a frequency of at least once per minute. The recording system shall have operating characteristics at least equivalent to the signal being recorded and shall provide a permanent record of results. The recording shall show a clear indication of the beginning and end of the normal charge test and charging failure operation. 4.4. Temperature recording 4.4.1. The temperature in the chamber is recorded at two points by temperature sensors, which are connected so as to show a mean value. The measuring points are extended approximately 0.1 m into the enclosure from the vertical centre line of each side-wall at a height of 0.9 +/- 0.2 m. 4.4.2. The temperatures in the proximity of the cells are recorded by means of the sensors.		

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	4.4.3. Temperatures shall, throughout the hydrogen emission measurements, be recorded at a frequency of at least once per minute. 4.4.4. The accuracy of the temperature recording system shall be within +/-1.0 K and the temperature shall be capable of being resolved to +/-0.1 K. 4.4.5. The recording or data processing system shall be capable of resolving time to +/- 15 seconds. 4.5. Pressure recording 4.5.1. The difference delta p between barometric pressure within the test area and the enclosure internal pressure shall, throughout the hydrogen emission measurements, be recorded at a frequency of at least once per minute. 4.5.2. The accuracy of the pressure recording system shall be within +/-2 hPa and the pressure shall be capable of being resolved to +/-0.2 hPa. 4.5.3. The recording or data processing system shall be capable of resolving time to +/-15		

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	seconds. 4.6. Voltage and current intensity recording 4.6.1. The charger voltage and current intensity (battery) shall, throughout the hydrogen emission measurements, be recorded at a frequency of at least once per minute. 4.6.2. The accuracy of the voltage recording system shall be within +/-1 V and the voltage shall be capable of being resolved to +/-0.1 V. 4.6.3. The accuracy of the current intensity recording system shall be within +/-0.5 A and the current intensity shall be capable of being resolved to +/-0.05 A. 4.6.4. The recording or data processing system shall be capable of resolving time to +/-15 seconds. 4.7. Fans The chamber shall be equipped with one or more fans or blowers with a possible flow of 0.1 to 0.5 m^3/second in order to thoroughly mix the atmosphere in the enclosure. It shall be possible to reach a homogeneous		

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	temperature and hydrogen concentration in the chamber during measurements. The vehicle in the enclosure shall not be subjected to a direct stream of air from the fans or blowers. 4.8. Gases 4.8.1. The following pure gases shall be available for calibration and operation: (a) Purified synthetic air (purity < 1 ppm C_1 equivalent; < 1 ppm CO; < 400 ppm CO_2; < 0.1 ppm NO); oxygen content between 18 and 21 per cent by volume, (b) Hydrogen (H_2), 99.5 per cent minimum purity. 4.8.2. Calibration and span gases shall contain mixtures of hydrogen (H_2) and purified synthetic air. The real concentrations of a calibration gas shall be within +/-2 per cent of the nominal values. The accuracy of the diluted gases obtained when using a gas divider shall be within +/-2 per cent of the nominal value. The concentrations specified in Annex 8, Appendix 1 may also be obtained by a gas divider using synthetic air		

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	as the dilution gas. **5. Test procedure** The test consists in the five following steps: (a) Vehicle/REESS preparation; (b) Discharge of the REESS; (c) Determination of hydrogen emissions during a normal charge; (d) Discharge of the traction battery; (e) Determination of hydrogen emissions during a charge carried out with the charger failure. If the vehicle/REESS has to be moved between two steps, it shall be pushed to the following test area. 5.1. Vehicle based test 5.1.1. Vehicle preparation The ageing of REESS shall be checked, proving that the vehicle has performed at least 300 km during seven days before the test. During this period, the vehicle shall be equipped with the traction battery submitted to the hydrogen emission test. If this cannot be demonstrated then the following procedure will be applied.		

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	5.1.1.1. Discharges and initial charges of the REESS The procedure starts with the discharge of the REESS of the vehicle while driving on the test track or on a chassis dynamometer at a steady speed of 70 +/- 5 per cent of the maximum speed of the vehicle during 30 minutes. Discharging is stopped: (a) When the vehicle is not able to run at 65 per cent of the maximum thirty minutes speed, or (b) When an indication to stop the vehicle is given to the driver by the standard onboard instrumentation, or (c) After having covered the distance of 100 km. 5.1.1.2. Initial charge of the REESS The charge is carried out: (a) With the charger; (b) In an ambient temperature between 293 K and 303 K. The procedure excludes all types of external chargers.		

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	The end of REESS charge criteria corresponds to an automatic stop given by the charger. This procedure includes all types of special charges that could be automatically or manually initiated like, for instance, the equalisation charges or the servicing charges. 5.1.1.3. Procedure from paragraphs 5.1.1.1. and 5.1.1.2. shall be repeated two times. 5.1.2. Discharge of the REESS The REESS is discharged while driving on the test track or on a chassis dynamometer at a steady speed of 70 +/- 5 per cent from the maximum thirty minutes speed of the vehicle. Stopping the discharge occurs: (a) When an indication to stop the vehicle is given to the driver by the standard onboard instrumentation, or (b) When the maximum speed of the vehicle is lower than 20 km/h. 5.1.3. Soak Within fifteen minutes of completing the battery discharge operation specified in		

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	paragraph 5.1.2., the vehicle is parked in the soak area. The vehicle is parked for a minimum of 12 hours and a maximum of 36 hours, between the end of the traction battery discharge and the start of the hydrogen emission test during a normal charge. For this period, the vehicle shall be soaked at 293 K +/- 2 K. 5.1.4. Hydrogen emission test during a normal charge 5.1.4.1. Before the completion of the soak period, the measuring chamber shall be purged for several minutes until a stable hydrogen background is obtained. The enclosure mixing fan(s) shall also be turned on at this time. 5.1.4.2. The hydrogen analyser shall be zeroed and spanned immediately prior to the test. 5.1.4.3. At the end of the soak, the test vehicle, with the engine shut off and the test vehicle windows and luggage compartment opened shall be moved into the measuring chamber. 5.1.4.4. The vehicle shall be connected to the mains. The REESS is charged according to		

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	normal charge procedure as specified in paragraph 5.1.4.7. below. 5.1.4.5. The enclosure doors are closed and sealed gas-tight within two minutes from electrical interlock of the normal charge step. 5.1.4.6. The start of of a normal charge for hydrogen emission test period begins when the chamber is sealed. The hydrogen concentration, temperature and barometric pressure are measured to give the initial readings C_{H2i}, T_i and P_i for the normal charge test. These figures are used in the hydrogen emission calculation (Annex 8, paragraph 6.). The ambient enclosure temperature T shall not be less than 291 K and no more than 295 K during the normal charge period. 5.1.4.7. Procedure of normal charge The normal charge is carried out with the charger and consists of the following steps: (a) Charging at constant power during t_1; (b) Over-charging at constant current during t_2. Over-charging intensity is specified by		

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	manufacturer and corresponds to the one used during equalisation charging. The end of REESS charge criteria corresponds to an automatic stop given by the charger to a charging time of $t_1 + t_2$. This charging time will be limited to $t_1 + 5$ h, even if a clear indication is given to the driver by the standard instrumentation that the battery is not yet fully charged. 5.1.4.8. The hydrogen analyser shall be zeroed and spanned immediately before the end of the test. 5.1.4.9. The end of The end of the emission sampling period occurs $t_1 + t_2$ or $t_1 + 5$ hours after the beginning of the initial sampling, as specified in Annex 8, paragraph 5.1.4.6. The different times elapsed are recorded. The hydrogen concentration, temperature and barometric pressure are measured to give the final readings C_{H2f}, T_f and P_f for the normal charge test, used for the calculation in Annex 8, paragraph 6. 5.1.5. Hydrogen emission test with the charger failure		

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	5.1.5.1. Within seven days maximum after having completed the prior test, the procedure starts with the discharge of the REESS of the vehicle according to Annex 8, paragraph 5.1.2. 5.1.5.2. The steps of the procedure in Annex 8, paragraph 5.1.3. shall be repeated. 5.1.5.3. Before the completion of the soak period, the measuring chamber shall be purged for several minutes until a stable hydrogen background is obtained. The enclosure mixing fan(s) shall also be turned on at this time. 5.1.5.4. The hydrogen analyser shall be zeroed and spanned immediately prior to the test. 5.1.5.5. At the end of the soak, the test vehicle, with the engine shut off and the test vehicle windows and luggage compartment opened shall be moved into the measuring chamber. 5.1.5.6. The vehicle shall be connected to the mains. The REESS is charged according to failure charge procedure as specified in paragraph 5.1.5.9. below. 5.1.5.7. The enclosure doors are closed and		

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	sealed gas-tight within two minutes from electrical interlock of the failure charge step. 5.1.5.8. The start of a failure charge for hydrogen emission test period begins when the chamber is sealed. The hydrogen concentration, temperature and barometric pressure are measured to give the initial readings C_{H2i}, T_i and P_i for the failure charge test. These figures are used in the hydrogen emission calculation (Annex 8, paragraph 6.) The ambient enclosure temperature T shall not be less than 291 K and no more than 295 K during the charging failure period. 5.1.5.9. Procedure of charging failure The charging failure is carried out with the suitable charger and consists of the following steps: (a) Charging at constant power during t'_1; (b) Charging at maximum current as recommended by the manufacturer during 30 minutes. During this phase, the charger shall supply maximum current as		

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	recommended by the manufacturer. 5.1.5.10. The hydrogen analyser shall be zeroed and spanned immediately before the end of the test. 5.1.5.11. The end of test period occurs t'_1 + 30 minutes after the beginning of the initial sampling, as specified in paragraph 5.1.5.8. above. The times elapsed are recorded. The hydrogen concentration, temperature and barometric pressure are measured to give the final readings C_{H2f}, T_f and P_f for the charging failure test, used for the calculation in Annex 8, paragraph 6. 5.2. Component based test 5.2.1. REESS preparation The ageing of REESS shall be checked, to confirm that the REESS has performed at least 5 standard cycles (as specified in Annex 8, Appendix 1). 5.2.2. Discharge of the REESS The REESS is discharged at 70 +/- 5 per cent of the nominal power of the system. Stopping the discharge occurs when minimum SOC as specified by the manufacturer is		

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	reached. 5.2.3. Soak Within 15 minutes of the end of the REESS discharge operation specified in paragraph 5.2.2. above, and before the start of the hydrogen emission test, the REESS shall be soaked at 293 +/- 2 K for a minimum period of 12 hours and a maximum of period of 36 hours. 5.2.4. Hydrogen emission test during a normal charge 5.2.4.1. Before the completion of the REESS's soak period, the measuring chamber shall be purged for several minutes until a stable hydrogen background is obtained. The enclosure mixing fan(s) shall also be turned on at this time. 5.2.4.2. The hydrogen analyser shall be zeroed and spanned immediately prior to the test. 5.2.4.3. At the end of the soak period, the REESS shall be moved into the measuring chamber. 5.2.4.4. The REESS shall be charged in accordance with the normal charge		

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	procedure as specified in paragraph 5.2.4.7. below. 5.2.4.5. The chamber shall be closed and sealed gas-tight within two minutes of the electrical interlock of the normal charge step. 5.2.4.6. The start of a normal charge for hydrogen emission test period shall begin when the chamber is sealed. The hydrogen concentration, temperature and barometric pressure are measured to give the initial readings C_{H2i}, T_i and P_i for the normal charge test. These figures are used in the hydrogen emission calculation (Annex 8, paragraph 6.) The ambient enclosure temperature T shall not be less than 291 K and no more than 295 K during the normal charge period. 5.2.4.7. Procedure of normal charge The normal charge is carried out with a suitable charger and consists of the following steps: (a) Charging at constant power during t_1; (a) Over-charging at constant current during		

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	t_2. Over-charging intensity is specified by manufacturer and corresponding to that used during equalisation charging. The end of REESS charge criteria corresponds to an automatic stop given by the charger to a charging time of $t_1 + t_2$. This charging time will be limited to $t_1 + 5$ h, even if a clear indication is given by a suitable instrumentation that the REESS is not yet fully charged. 5.2.4.8. The hydrogen analyser shall be zeroed and spanned immediately before the end of the test. 5.2.4.9. The end of the emission sampling period occurs $t_1 + t_2$ or $t_1 + 5$ h after the beginning of the initial sampling, as specified in paragraph 5.2.4.6. above. The different times elapsed are recorded. The hydrogen concentration, temperature and barometric pressure are measured to give the final readings C_{H2f}, T_f and P_f for the normal charge test, used for the calculation in Annex 8, paragraph 6. 5.2.5. Hydrogen emission test with the charger		

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	failure 5.2.5.1. The test procedure shall start within a maximum of seven days after having completed the test in paragraph 5.2.4. above, the procedure shall start with the discharge of the REESS of the vehicle in accordance with paragraph 5.2.2. above. 5.2.5.2. The steps of the procedure in paragraph 5.2.3. above shall be repeated. 5.2.5.3. Before the completion of the soak period, the measuring chamber shall be purged for several minutes until a stable hydrogen background is obtained. The enclosure mixing fan(s) shall also be turned on at this time. 5.2.5.4. The hydrogen analyser shall be zeroed and spanned immediately prior to the test. 5.2.5.5. At the end of the soak the REESS shall be moved into the measuring chamber. 5.2.5.6. The REESS shall be charged according to the failure charge procedure as specified in paragraph 5.2.5.9. below. 5.2.5.7. The chamber shall be closed and sealed gas-tight within two minutes from		

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	electrical interlock of the failure charge step. 5.2.5.8. The start of a failure charge for hydrogen emission test period begins when the chamber is sealed. The hydrogen concentration, temperature and barometric pressure are measured to give the initial readings C_{H2i}, T_i and P_i for the failure charge test. These figures are used in the hydrogen emission calculation (Annex 8, paragraph 6.) The ambient enclosure temperature T shall not be less than 291 K and no more than 295 K during the charging failure period. 5.2.5.9. Procedure of charging failure The charging failure is carried out with a suitable charger and consists of the following steps: (a) Charging at constant power during t'_1, (b) Charging at maximum current as recommended by the manufacturer during 30 minutes. During this phase, the charger shall supply maximum current as recommended by the manufacturer.		

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	5.2.5.10. The hydrogen analyser shall be zeroed and spanned immediately before the end of the test. 5.2.5.11. The end of test period occurs t'_1 + 30 minutes after the beginning of the initial sampling, as specified in paragraph 5.2.5.8. above. The times elapsed are recorded. The hydrogen concentration, temperature and barometric pressure are measured to give the final readings C_{H2f}, T_f and P_f for the charging failure test, used for the calculation in paragraph 6. below. **6. Calculation** The hydrogen emission tests described in paragraph 5. above allow the calculation of the hydrogen emissions from the normal charge and charging failure phases. Hydrogen emissions from each of these phases are calculated using the initial and final hydrogen concentrations, temperatures and pressures in the enclosure, together with the net enclosure volume. The formula below is used:		

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	$M_{H2} = k \times V \times 10^{-4} \times \left(\frac{(1 + \frac{V_{out}}{V}) \times C_{H2f} \times P_f}{T_f} - \frac{C_{H2i} \times P_i}{T_i} \right)$ Where: M_{H2} = hydrogen mass, in grams C_{H2} = measured hydrogen concentration in the enclosure, in ppm volume V = net enclosure volume in cubic metres (m^3) corrected for the volume of the vehicle, with the windows and the luggage compartment open. If the volume of the vehicle is not determined a volume of 1.42 m^3 is subtracted. V_{out} = compensation volume in m^3, at the test temperature and pressure T = ambient chamber temperature, in K P = absolute enclosure pressure, in kPa k = 2.42 Where: i is the initial reading f is the final reading 6.1. Results of test The hydrogen mass emissions for the REESS are:		

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	M_N = hydrogen mass emission for normal charge test, in grams M_D = hydrogen mass emission for charging failure test, in grams		
	Annex 8 - Appendix 1 **Calibration of equipment for hydrogen emission testing** **1. Calibration frequency and methods** All equipment shall be calibrated before its initial use and then calibrated as often as necessary and in any case in the month before type approval testing. The calibration methods to be used are described in this appendix. **2. Calibration of the enclosure** 2.1. Initial determination of enclosure internal volume 2.1.1. Before its initial use, the internal volume of the chamber shall be determined as follows. The internal dimensions of the chamber are carefully measured, taking into account any irregularities such as bracing struts. The internal volume of the chamber is determined from these measurements.		(因國內檢測機構尚未有氫氣排放檢測能量，故建議暫時不調和導入基準)

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	The enclosure shall be latched to a fixed volume when the enclosure is held at an ambient temperature of 293 K. This nominal volume shall be repeatable within +/-0.5 per cent of the reported value. 2.1.2. The net internal volume is determined by subtracting 1.42 m^3 from the internal volume of the chamber. Alternatively the volume of the test vehicle with the luggage compartment and windows open or REESS may be used instead of the 1.42 m^3. 2.1.3. The chamber shall be checked as in Annex 8, paragraph 2.3. If the hydrogen mass does not agree with the injected mass to within +/-2 per cent then corrective action is required. 2.2. Determination of chamber background emissions This operation determines that the chamber does not contain any materials that emit significant amounts of hydrogen. The check shall be carried out at the enclosure's introduction to service, after any operations in the enclosure which may affect		

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	background emissions and at a frequency of at least once per year. 2.2.1. Variable-volume enclosure may be operated in either latched or unlatched volume configuration, as described in paragraph 2.1.1. above. Ambient temperature shall be maintained at 293 K +/- 2 K, throughout the four-hour period mentioned below. 2.2.2. The enclosure may be sealed and the mixing fan operated for a period of up to 12 hours before the four-hour background-sampling period begins. 2.2.3. The analyser (if required) shall be calibrated, then zeroed and spanned. 2.2.4. The enclosure shall be purged until a stable hydrogen reading is obtained, and the mixing fan turned on if not already on. 2.2.5. The chamber is then sealed and the background hydrogen concentration, temperature and barometric pressure are measured. These are the initial readings C_{H2i}, T_i and P_i used in the enclosure background calculation.		

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	2.2.6. The enclosure is allowed to stand undisturbed with the mixing fan on for a period of four hours. 2.2.7. At the end of this time the same analyser is used to measure the hydrogen concentration in the chamber. The temperature and the barometric pressure are also measured. These are the final readings C_{H2f}, T_f and P_f. 2.2.8. The change in mass of hydrogen in the enclosure shall be calculated over the time of the test in accordance with Annex 8, paragraph 2.4. and shall not exceed 0.5 g. 2.3. Calibration and hydrogen retention test of the chamber The calibration and hydrogen retention test in the chamber provides a check on the calculated volume (paragraph 2.1. above) and also measures any leak rate. The enclosure leak rate shall be determined at the enclosure's introduction to service, after any operations in the enclosure which may affect the integrity of the enclosure, and at least monthly thereafter. If six consecutive		

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	monthly retention checks are successfully completed without corrective action, the enclosure leak rate may be determined quarterly thereafter as long as no corrective action is required. 2.3.1. The enclosure shall be purged until a stable hydrogen concentration is reached. The mixing fan is turned on, if not already switched on. The hydrogen analyser is zeroed, calibrated if required, and spanned. 2.3.2. The enclosure shall be latched to the nominal volume position. 2.3.3. The ambient temperature control system is then turned on (if not already on) and adjusted for an initial temperature of 293 K. 2.3.4. When the enclosure temperature stabilizes at 293 K +/- 2 K, the enclosure is sealed and the background concentration, temperature and barometric pressure measured. These are the initial readings C_{H2i}, T_i and P_i used in the enclosure calibration. 2.3.5. The enclosure shall be unlatched from the nominal volume.		

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
	2.3.6. A quantity of approximately 100 g of hydrogen is injected into the enclosure. This mass of hydrogen shall be measured to an accuracy of +/-2 per cent of the measured value. 2.3.7. The contents of the chamber shall be allowed to mix for five minutes and then the hydrogen concentration, temperature and barometric pressure are measured. These are the final readings C_{H2f}, T_f and P_f for the calibration of the enclosure as well as the initial readings C_{H2i}, T_i and P_i for the retention check. 2.3.8. On the basis of the readings taken in paragraphs 2.3.4 and 2.3.7 above and the formula in paragraph 2.4. below, the mass of hydrogen in the enclosure is calculated. This shall be within +/-2 per cent of the mass of hydrogen measured in paragraph 2.3.6. above. 2.3.9. The contents of the chamber shall be allowed to mix for a minimum of 10 hours. At the completion of the period, the final hydrogen concentration, temperature and		

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
	barometric pressure are measured and recorded. These are the final readings C_{H2f}, T_f and P_f for the hydrogen retention check. 2.3.10. Using the formula in paragraph 2.4. below, the hydrogen mass is then calculated from the readings taken in paragraphs 2.3.7 and 2.3.9. above. This mass may not differ by more than 5 per cent from the hydrogen mass given by paragraph 2.3.8. above. 2.4. Calculation The calculation of net hydrogen mass change within the enclosure is used to determine the chamber's hydrocarbon background and leak rate. Initial and final readings of hydrogen concentration, temperature and barometric pressure are used in the following formula to calculate the mass change. $M_{H2} = k \times V \times 10^{-4} \times \left(\frac{(1 + \frac{V_{out}}{V}) \times C_{H2f} \times P_f}{T_f} - \frac{C_{H2i} \times P_i}{T_i} \right)$ Where: M_{H2} = hydrogen mass, in grams C_{H2} = measured hydrogen concentration into		

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 enclosure, in ppm volume V = enclosure volume in cubic metres (m^3) as measured in paragraph 2.1.1. above. V_{out} = compensation volume in m^3, at the test temperature and pressure T = ambient chamber temperature, in K P = absolute enclosure pressure, in kPa k = 2.42 Where: i is the initial reading f is the final reading **3. Calibration of the hydrogen analyser** The analyser should be calibrated using hydrogen in air and purified synthetic air. See Annex 8, paragraph 4.8.2. Each of the normally used operating ranges are calibrated by the following procedure: 3.1. Establish the calibration curve by at least five calibration points spaced as evenly as possible over the operating range. The nominal concentration of the calibration gas with the highest concentrations to be at least 80 per cent of the full scale. 3.2. Calculate the calibration curve by the		

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
	method of least squares. If the resulting polynomial degree is greater than three, then the number of calibration points shall be at least the number of the polynomial degree plus two. 3.3. The calibration curve shall not differ by more than two per cent from the nominal value of each calibration gas. 3.4. Using the coefficients of the polynomial derived from paragraph 3.2. above, a table of analyser readings against true concentrations shall be drawn by steps no greater than 1 per cent of full scale. This is to be carried out for each analyser range calibrated. This table shall also contain other relevant data such as: (a) Date of calibration; (b) Span and zero potentiometer readings (where applicable); (c) Nominal scale; (d) Reference data of each calibration gas used; (e) Real and indicated value of each		

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
	calibration gas used together with the percentage differences; (f) Calibration pressure of analyser. 3.5. Alternative methods (e.g. computer, electronically controlled range switch) can be used if it is proven to the technical service that these methods give equivalent accuracy.		
	Annex 8 - Appendix 2 **Essential characteristics of the vehicle family** **1. Parameters defining the family relative to hydrogen emissions** The family may be defined by basic design parameters which shall be common to vehicles within the family. In some cases there may be interaction of parameters. These effects shall also be taken into consideration to ensure that only vehicles with similar hydrogen emission characteristics are included within the family. **2.** To this end, those vehicle types whose parameters described below are identical are considered to belong to the same hydrogen		(因國內檢測機構尚未有氫氣排放檢測能量，故建議暫時不調和導入基準)

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
	emissions. REESS: (a) Trade name or mark of theREESS; (b) Indication of all types of electrochemical couples used; (c) Number of REESS cells; (d) Number of REESS subsystems; (e) Nominal voltage of the REESS (V); (f) REESS energy (kWh); (g) Gas combination rate (in per cent); (h) Type(s) of ventilation for REESS subsystem(s); (i) Type of cooling system (if any). On-board charger: (a) Make and type of different charger parts; (b) Output nominal power (kW); (c) Maximum voltage of charge (V); (d) Maximum intensity of charge (A); (e) Make and type of control unit (if any); (f) Diagram of operating, controls and safety; (g) Characteristics of charge periods.		
	Annex 9 **REESS test procedures** **Annex 9 - Appendix 1**		13. REESS 試驗程序 13.1 執行標準循環程序

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
	Procedure for conducting a standard cycle A standard cycle shall start with a standard discharge followed by a standard charge. The standard cycle shall be conducted at an ambient temperature of 20 +/- 10 deg. C. Standard discharge: Discharge rate: The discharge procedure including termination criteria shall be defined by the manufacturer. If not specified, then it shall be a discharge with 1C current for a complete REESS and REESS subsystems. Discharge limit (end voltage): Specified by the manufacturer For a complete vehicle, discharge procedure using a dynamometer shall be defined by the manufacturer. Discharge termination will be according to vehicle controls. Rest period after discharge: Minimum 15 min Standard charge: The charge procedure shall be defined by the manufacturer. If not specified, then it shall be a charge with C/3 current. Charging is continued until normally terminated. Charge		標準循環之程序應標準放電啟始，隨之以標準充電。標準循環應於攝氏二十正／負十度之環境溫度進行。 標準放電： 放電率：應由申請者定義放電程序，包含終止條件。若未指定，對於完整 REESS 及 REESS 子系統，則應以一庫倫(C)電流放電。 放電極限（末電壓(End voltage)）：由申請者指定 對於整車，使用動力計之放電程序應由申請者定義。放電終止將依照車輛控制。 放電後之靜置時間：至少十五分鐘。 標準充電： 由申請者定義充電程序。若未指定，應以三分之一庫倫(C)之電流充電。充電一直持續至正常終止。對於 REESS 或 REESS 子系統，充電終止

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
	termination shall be according to paragraph 2. of Annex 9, Appendix 2 for REESS or REESS subsystem. For a complete vehicle that can be charged by an external source, charge procedure using an external electric power supply shall be defined by the manufacturer. For a complete vehicle that can be charged by on–board energy sources, a charge procedure using a dynamometer shall be defined by the manufacturer. Charge termination will be according to vehicle controls.		應依照 13.2。 對於可藉由外部來源充電之整車，使用外部電源供應器之充電程序應由申請者定義。對於可藉由車載能源充電之整車，使用動力計之充電程序應由申請者定義。充電終止將依照車輛控制。
	Annex 9 - Appendix 2 **Procedure for SOC adjustment** **1.** The adjustment of SOC shall be conducted at an ambient temperature of 20 +/- 10 deg. C for vehicle-based tests and 22 +/- 5 deg. C for component-based tests. **2.** The SOC of the Tested-Device shall be adjusted according to one of the following procedures as applicable. Where different charging procedures are possible, the REESS shall be charged using the procedure which yields the highest SOC:		13.2 SOC 調整程序 13.2.1 SOC 之調整應於環境溫度為攝氏二十正／負十度（對於整車試驗）及攝氏二十二正／負十度（對於零組件試驗）進行。 13.2.2 待測件之 SOC 應依照下述適用程序之一進行調整。若可使用不同之充電程序，則 REESS 應使用最高產量 SOC 之程序充電：

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
	(a) For a vehicle with a REESS designed to be externally charged, the REESS shall be charged to the highest SOC in accordance with the procedure specified by the manufacturer for normal operation until the charging process is normally terminated; (b) For a vehicle with a REESS designed to be charged only by an energy source on the vehicle, the REESS shall be charged to the highest SOC which is achievable with normal operation of the vehicle. The manufacturer shall advise on the vehicle operation mode to achieve this SOC; (c) In case that the REESS or REESS subsystem is used as the Tested-Device, the Tested-Device shall be charged to the highest SOC in accordance with the procedure specified by the manufacturer for normal use operation until the charging process is normally terminated. Procedures specified by the manufacturer for manufacturing, service or maintenance may be considered as appropriate if they achieve an equivalent SOC as for that under normal		(a)對於設計為外部充電 REESS 之車輛，REESS 應依照申請者規定之正常運作程序充電至最高 SOC，直至充電過程正常終止； (b)對於設計為僅藉由車輛上之能源充電 REESS 之車輛，REESS 應充電至車輛正常運作可達到最高 SOC。申請者應建議車輛運行模式以達到此 SOC； (c)若使用 REESS 或 REESS 子系統作為待測件，則待測件應依照申請者規定之正常使用操作程序充電至最高 SOC，直到充電過程正常終止。若申請者規定之製造、服務或保養達到與正常操作條件等效之 SOC，則可視為適當。若待測件本身不控制 SOC，則 SOC 應充電至不小於申請者定義待測件特定配置之最大正常運作 SOC 之百分之九十五。

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
	operating conditions. In case the Tested-Device does not control SOC by itself, the SOC shall be charged to not less than 95 per cent of the maximum normal operating SOC defined by the manufacturer for the specific configuration of the Tested-Device. **3.** When the vehicle or REESS subsystem is tested, the SOC shall be no less than 95 per cent of the SOC according to paragraphs 1. and 2. above for REESS designed to be externally charged and shall be no less than 90 per cent of SOC according to paragraphs 1. and 2. above for REESS designed to be charged only by an energy source on the vehicle. The SOC will be confirmed by a method provided by the manufacturer.		13.2.3 當車輛或 REESS 子系統進行試驗時，對於設計為外部充電之 REESS，SOC 不應小於依照上述 13.2.1 及 13.2.2 規定 SOC 之百分之九十五，且對於設計為僅由車輛上能源充電之 REESS，SOC 不應小於依照上述 13.2.1 及 13.2.2 規定 SOC 之百分之九十。SOC 將藉由申請者提供之方法進行確認。
	Annex 9A **Vibration test** **1. Purpose** The purpose of this test is to verify the safety performance of the REESS under a vibration environment which the REESS will likely experience during the normal operation of the vehicle.		13.3 振動試驗 13.3.1 目的 試驗目的係為驗證 REESS 於車輛正常操作期間可能會經歷之振動環境下之安全性能。

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. Installations 2.1. This test shall be conducted either with the complete REESS or with REESS subsystem(s) If the manufacturer chooses to test with REESS subsystem(s), the manufacturer shall demonstrate that the test result can reasonably represent the performance of the complete REESS with respect to its safety performance under the same conditions. If the electronic management unit for the REESS is not integrated in the casing enclosing the cells, then the electronic management unit may be omitted from installation on the Tested-Device if so requested by the manufacturer. 2.2. The Tested-Device shall be firmly secured to the platform of the vibration machine in such a manner as to ensure that the vibrations are directly transmitted to the Tested-Device. The Tested-Device should be mounted with its original mounting points, if those exist in the Tested-Device, as mounted in the vehicle. **3. Procedures**		13.3.2 設置 13.3.2.1 以完整 REESS 或 REESS 子系統執行試驗，若申請者選擇以 REESS 子系統試驗，則申請者應演示證明其試驗結果能合宜地代表完整 REESS 於相同條件下之安全性能。若 REESS 之微電子管理單元未與包圍電池之外殼結合為一體，則可依申請者要求，微電子管理單元免於待測件上之設置。 13.3.2.2 待測件應依照 REESS 之實車安裝說明文件牢靠地固定在振動機平台上，確保振動能夠直接傳遞至待測件。 若待測件存在安裝於車輛之安裝點，則待測件應與其原本安裝點一起安裝。 13.3.3 程序

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
	3.1. General test conditions The following conditions shall apply to the Tested-Device: (a) The test shall be conducted at an ambient temperature of 22 +/- 5 deg. C; (b) At the beginning of the test, the SOC shall be adjusted in accordance with Annex 9, Appendix 2; (c) At the beginning of the test, all protection devices which affect the function(s) of the tested-device that are relevant to the outcome of the test shall be operational. 3.2. Test procedures The Tested-Device shall be subjected to a vibration having a sinusoidal waveform with a logarithmic sweep between 7 Hz and 50 Hz and back to 7 Hz traversed in 15 minutes. This cycle shall be repeated 12 times for a total of 3 hours in the vertical direction of the mounting orientation of the REESS as specified by the manufacturer. The correlation between frequency and acceleration shall be as shown in Table 1: **Table 1: Frequency and acceleration**		13.3.3.1 一般試驗條件 待測件應處於下述條件： (a)試驗應於環境溫度攝氏二十二正負五度下進行。 (b)試驗開始時，應依照 13.2 調整 SOC。 (c)試驗開始時，所有會影響待測件功能及試驗結果之保護裝置應處於作動狀態。 13.3.3.2 試驗程序 待測件振動應以對數掃描(logarithmic sweep) 之正弦波 (sinusoidal waveform)於十五分鐘內自七赫茲掃描至五十赫茲再回到七赫茲。以垂直於申請者指定REESS配置方向之方向，此循環重複進行十二次，共計三個小時。 頻率及加速度之關係如表四所示： 表四：頻率及加速度之關係

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
	At the request of the manufacturer, a higher acceleration level as well as a higher maximum frequency may be used. At the request of the manufacturer a vibration test profile determined by the vehicle-manufacturer, verified for the vehicle application and agreed with the Technical Service may be used as a substitute for the frequency - acceleration correlation of Table 1. The approval of a REESS tested according to this condition shall be limited to the installation for a specific vehicle type. After the vibration, a standard cycle as described in Annex 9, Appendix 1 shall be conducted, if not inhibited by the Tested-Device. The test shall end with an observation period of 1 h at the ambient temperature conditions of the test environment.		可依申請者要求，使用更高之加速度及最大頻率。 可依申請者要求，使用其指定、經適用車型驗證且檢測機構同意之振動試驗關係(Test profile)替代表四（頻率及加速度關係）。以此方式驗證之 REESS 應限定安裝於特定車型且記載於 REESS 安裝說明文件。 經振動後，若不被待測件抑制，則應執行 13.所規範之標準循環。 於試驗環境溫度條件下，進行一小時之觀察期後，結束此試驗。
	Annex 9B **Thermal shock and cycling test** **1. Purpose** The purpose of this test is to verify the resistance of the REESS to sudden changes		13.4 熱衝擊及循環試驗 13.4.1 目的 試驗目的係為驗證 REESS 之抗溫變能力。REESS 應經歷所規範之溫度

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
	in temperature. The REESS shall undergo a specified number of temperature cycles, which start at ambient temperature followed by high and low temperature cycling. It simulates a rapid environmental temperature change which a REESS would likely experience during its life. **2. Installations** This test shall be conducted either with the complete REESS or with ~~related~~ */REESS subsystem(s). If the manufacturer chooses to test with REESS subsystem(s), the manufacturer shall demonstrate that the test result can reasonably represent the performance of the complete REESS with respect to its safety performance under the same conditions. If the electronic management unit for the REESS is not integrated in the casing enclosing the cells, then the electronic management unit may be omitted from installation on the tested-device if so requested by the manufacturer. **3. Procedures** 3.1. General test conditions		循環次數，從環境溫度開始，接著通過高溫及低溫之循環。此模擬 REESS 生命週期中可能會經歷之環境溫度急速變化。 13.4.2 設置 以完整 REESS 或 REESS 子系統執行試驗，若申請者選擇以 REESS 子系統試驗，則申請者應演示證明其試驗結果能合宜地代表完整 REESS 於相同條件下之安全性能。若 REESS 之微電子管理單元未與包圍電池之外殼結合為一體，則可依申請者要求，微電子管理單元免於待測件上之設置。 13.4.3 程序 13.4.3.1 一般試驗條件

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 following conditions shall apply to the Tested-Device at the start of the test: (a) The SOC shall be adjusted in accordance with Annex 9, Appendix 2; (b) All protection devices, which would affect the function of the Tested-Device and which are relevant to the outcome of the test shall be operational. 3.2. Test procedure The Tested-Device shall be stored for at least six hours at a test temperature equal to 60 +/- 2 deg. C or higher if requested by the manufacturer, followed by storage for at least six hours at a test temperature equal to -40 +/- 2 deg. C or lower if requested by the manufacturer. The maximum time interval between test temperature extremes shall be 30 minutes. This procedure shall be repeated until a minimum of 5 total cycles are completed, after which the tested-device shall be stored for 24 hours at an ambient temperature of 22 +/- 5 deg. C. After the storage for 24 hours, a standard cycle as described in Annex 9, Appendix 1 shall		於開始試驗時，待測件應處於下述條件： (a)應依照 13.2 調整 SOC。 (b)所有會影響待測件功能及試驗結果之保護裝置應處於作動狀態。 13.4.3.2 試驗程序 該待測件應存放於試驗溫度攝氏六十正負二度或依申請者要求之更高溫度下，至少六小時。接著存放於試驗溫度攝氏負四十正負二度或依申請者要求之更低溫度下，至少六小時。兩極端溫度間隔時間最多為三十分鐘。該程序應至少重複執行五次循環，完成後該待測件應存放於環境溫度攝氏二十二正負五度下二十四小時。 存放二十四小時後，若不被待測件抑制，則應執行 13.1 規範之標準循環。

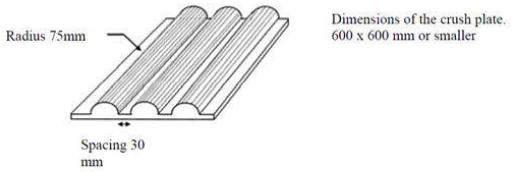
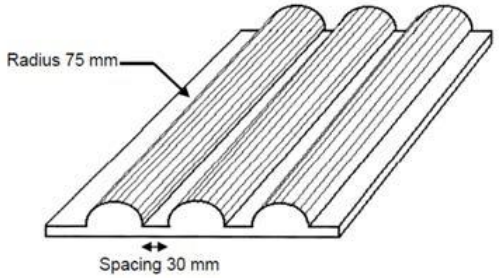
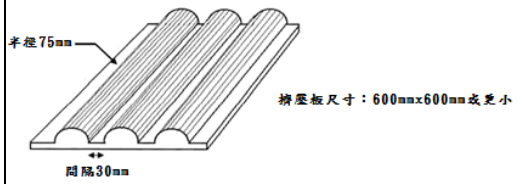
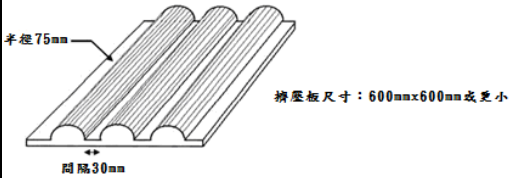
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
	be conducted, if not inhibited by the tested-device. The test shall end with an observation period of 1 h at the ambient temperature conditions of the test environment.		於試驗環境溫度條件下，進行一小時之觀察期後，結束此試驗。
	Annex 9C **Mechanical shock** **1. Purpose** The purpose of this test is to verify the safety performance of the REESS under inertial loads which may occur during a vehicle crash. **2. Installation** 2.1. This test shall be conducted either with the complete REESS or with REESS subsystem(s). If the manufacturer chooses to test with REESS subsystem(s), the manufacturer shall demonstrate that the test result can reasonably represent the performance of the complete REESS with respect to its safety performance under the same conditions. If the electronic management unit for the REESS is not integrated in the casing enclosing the cells,		13.5 機械衝擊試驗(Mechanical shock) 13.5.1 目的 試驗目的係為驗證車輛碰撞可能發生慣性力(Inertia Load)時之 REESS 安全性能。 13.5.2 設置 13.5.2.1 以完整 REESS 或 REESS 子系統執行試驗，若申請者選擇以 REESS 子系統試驗，則申請者應演示證明其試驗結果能合宜地代表完整 REESS 於相同條件下之安全性能。若 REESS 之微電子管理單元未與包圍電池之外殼結合為一體，則可依申請者要求，微電子管理單元免於待測件上之設置。

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
	then the electronic management unit may be omitted from installation on the tested-device if so requested by the manufacturer 2.2. The Tested-Device shall be connected to the test fixture only by the intended mountings provided for the purpose of attaching the REESS or REESS subsystem to the vehicle. **3. Procedures** 3.1. General test conditions and requirements The following condition shall apply to the test: (a) The test shall be conducted at an ambient temperature of 20 +/- 10 deg. C, (b) At the beginning of the test, the SOC shall be adjusted in accordance with Annex 9, Appendix 2; (c) At the beginning of the test, all protection devices which affect the function of the Tested-Device and which are relevant to the outcome of the test, shall be operational. 3.2. Test procedure The Tested-Device shall be decelerated or accelerated in compliance with the acceleration corridors which are specified in		13.5.2.2 應依照 REESS 之實車安裝說明文件將 REESS 或 REESS 子系統待測件連接固定至試驗治具。 13.5.3 程序 13.5.3.1 一般試驗條件與要求 待測件應處於下述條件： (a)試驗環境溫度為攝氏二十正負十度。 (b)試驗開始時，應依照 13.2 調整 SOC。 (c)試驗開始時，所有會影響待測件功能及試驗結果之保護裝置應處於作動狀態。 13.5.3.2 試驗程序 待測件應依照表五至表七之加速度區帶，執行減速或加速，檢測機構應決定試驗執行方向為正向(Positive

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
	Tables 1 to 3. The manufacturer shall decide whether the tests shall be conducted in either the positive or negative direction or both. For each of the test pulses specified, a separate Tested-Device may be used. The test pulse shall be within the minimum and maximum value as specified in Tables 1 to 3. A higher shock level and /or longer duration as described in the maximum value in Tables 1 to 3 can be applied to the Tested-Device if recommended by the manufacturer. **Figure 1: Generic description of test pulses** **Table 1 for M1 and N1 vehicles:** **Table 2 for M2 and N2 vehicles:** **Table 3 for M3 and N3 vehicles:** The test shall end with an observation period of 1 hour at the ambient temperature conditions of the test environment.		direction)或負向(Negative direction)或兩者。 可於指定之每一個試驗脈衝，分別使用個別之待測件。 試驗脈衝應介於表五至表七之最小值及最大值之間。可依申請者指定，使用比表五至表七中所述最大值高之衝擊量及／或較長時間量。 圖六：試驗脈衝之一般說明 表五：M1 及 N1 之車輛 表六：M2 及 N2 之車輛 表七：M3 及 N3 之車輛 於試驗環境溫度條件下，進行一小時之觀察期後，結束此試驗。
Annex 9D **Mechanical integrity** …	**Annex 9D** **Mechanical integrity** **1. Purpose** The purpose of this test is to verify the safety performance of the REESS under contact	13.6 機械完整性試驗(Mechanical integrity) …	13.6 機械完整性試驗(Mechanical integrity) 13.6.1 目的 試驗目的係為驗證車輛碰撞可能發生接觸力(Contact Load)時之REESS安

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
	loads which may occur during vehicle crash situation. **2. Installations** 2.1. This test shall be conducted either with the complete REESS or with REESS subsystem(s). If the manufacturer chooses to test with REESS subsystem(s), the manufacturer shall demonstrate that the test result can reasonably represent the performance of the complete REESS with respect to its safety performance under the same conditions. If the electronic management unit for the REESS is not integrated in the casing enclosing the cells, then the electronic management unit may be omitted from installation on the tested-device if so requested by the manufacturer. 2.2. The Tested-Device shall be connected to the test fixture as recommended by the manufacturer. **3. Procedures** 3.1. General test conditions The following condition and requirements shall apply to the test:		全性能。 13.6.2 設置 13.6.2.1 以完整 REESS 或 REESS 子系統執行試驗，若申請者選擇以 REESS 子系統試驗，則申請者應演示證明其試驗結果能合宜地代表完整 REESS 於相同條件下之安全性能。若 REESS 之微電子管理單元未與包圍電池之外殼結合為一體，則可依申請者要求，微電子管理單元免於待測件上之設置。 13.6.2.2 應依照 REESS 之實車安裝說明文件將 REESS 或 REESS 子系統待測件連接固定至試驗治具。 13.6.3 程序 13.6.3.1 一般試驗條件 待測件應處於下述條件：

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
	(a) The test shall be conducted at an ambient temperature of 20 +/- 10 deg. C; (b) At the beginning of the test, the SOC shall be adjusted in accordance with Annex 9, Appendix 2; (c) At the beginning of the test, all internal and external protection devices which would affect the function of the Tested-Device and which are relevant to the outcome of the test shall be operational. (d) In case where paragraph 6.4.2.1.2. is applied, vehicle body structure, electrical protection barriers, enclosures, or other mechanical functional devices providing protection against contact regardless of whether outside or inside of the REESS may be attached to the Tested-Device if so requested by the manufacturer. The manufacturer shall define the relevant parts used for the mechanical protection of the REESS. The test may be conducted with the REESS mounted to this vehicle structure in a way which is representative of its mounting in the vehicle.		(a)試驗環境溫度為攝氏二十正負十度。 (b)試驗開始時，應依照 13.2 調整 SOC。 (c)試驗開始時，所有會影響待測件功能及試驗結果之保護裝置應處於作動狀態。 (d)於適用 12.1.4.2.1.2 之情況下，車身結構、電氣保護屏障、外殼或其他提供接觸保護之機械功能裝置，若申請者要求，則無論 REESS 之外部或內部可連接至待測件。申請者應定義對於 REESS 機械保護之相關元件。試驗可用 REESS 以代表其在車輛中之安裝方式安裝到該車輛結構上進行。

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
3.2. Crush test 3.2.1. Crush force The tested-Device shall be crushed between a resistance and a crush plate as described in figure 1 with a force of at least 100 kN, but not exceeding 105 kN, unless otherwise specified in accordance with Paragraph 6.4.2 of this Regulation, with an onset time less than 3 minutes and a hold time of at least 100 ms but not exceeding 10s.  	3.2. Crush test 3.2.1. Crush force The Tested-Device shall be crushed between a resistance and a crush plate as described in Figure 1 with a force of at least 100 kN, but not exceeding 105 kN, unless otherwise specified in accordance with paragraph 6.4.2. of this Regulation, with an onset time less than 3 minutes and a hold time of at least 100 ms but not exceeding 10 s. **Figure 1**  Dimension of the crush plate: 600 mm x 600 mm or smaller	13.6.3.2 擠壓試驗(Crush test) 13.6.3.2.1 擠壓力 待測件應在阻擋件(Resistance)及圖十四擠壓板(Crush plate)之間受到至少一百千牛頓、未逾一百零五千牛頓之施力擠壓，除本規範中 12.1.4.2 另有規定外，其應於三分鐘內達到施力值，且保持時間至少一百毫秒(ms)、未逾十秒。  圖十四	13.6.3.2 擠壓試驗(Crush test) 13.6.3.2.1 擠壓力 待測件應在阻擋件(Resistance)及圖十四擠壓板(Crush plate)之間受到至少一百千牛頓、未逾一百零五千牛頓之施力擠壓，除本規範中 12.1.4.2 另有規定外，其應於三分鐘內達到施力值，且保持時間至少一百毫秒(ms)、未逾十秒。  圖十四
A higher crush force, a longer onset time, a longer hold time, or a combination of these, may be applied at the request of the manufacturer.	A higher crush force, a longer onset time, a longer hold time, or a combination of these, may be applied at the request of the manufacturer.	可依申請者要求施加更大擠壓力、更長之達到施力時間、更長之保持時間或以上之組合。	可依申請者要求施加更大擠壓力、更長之達到施力時間、更長之保持時間或以上之組合。

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
The application of the force shall be decided by the manufacturer together with the technical service having consideration to the direction of travel of the REESS relative to its installation in the vehicle. The application force being applied; (a) horizontally and in the direction of travel of the REESS, and (b) horizontally and perpendicular to the direction of travel of the REESS. For each of the test directions specified, a separate test-device may be used. The test shall end with an observation period of 1 h at the ambient temperature conditions of the test environment.	The application of the force shall be decided by the manufacturer having consideration to the direction of travel of the REESS relative to its installation in the vehicle. The application force being applied horizontally and perpendicular to the direction of travel of the REESS. The test shall end with an observation period of 1 h at the ambient temperature conditions of the test environment.	檢測機構應依 REESS 之實車安裝說明文件，與申請者確認 REESS 實車安裝後之隨車行進方向，並決定於車輛上之擠壓力施加方向。施加擠壓力：(a)水平且沿 REESS 之行進方向，以及(b)水平且垂直於 REESS 之行進方向。對於指定之每個試驗方向，可使用單獨之待測件。 於試驗環境溫度條件下，進行一小時之觀察期後，結束此試驗。	申請者應確認 REESS 實車安裝後之隨車行進方向，並決定於車輛上之擠壓力施加方向。擠壓力水平施加且垂直於 REESS 之行進方向。 於試驗環境溫度條件下，進行一小時之觀察期後，結束此試驗。
	Annex 9E **Fire resistance** **1. Purpose** The purpose of this test is to verify the resistance of the REESS, against exposure to fire from outside of the vehicle due to e.g. a fuel spill from a vehicle (either the vehicle itself or a nearby vehicle). This situation should leave the driver and passengers with		13.7 耐火性 13.7.1 目的 試驗目的係為確認 REESS 暴露於車輛外部之火焰之抵抗性能，例如：從車輛溢流之燃油（來自車輛本身或鄰近車輛），以有足夠時間讓駕駛及乘客逃離。

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
	enough time to evacuate. **2. Installations** 2.1. This test shall be conducted either with the complete REESS or with REESS subsystem(s). If the manufacturer chooses to test with REESS subsystem(s), the manufacturer shall demonstrate that the test result can reasonably represent the performance of the complete REESS with respect to its safety performance under the same conditions. If the electronic management unit for the REESS is not integrated in the casing enclosing the cells, then the electronic management unit may be omitted from installation on the tested-device if so requested by the manufacturer. Where the relevant REESS subsystems are distributed throughout the vehicle, the test may be conducted on each relevant of the REESS subsystem. **3. Procedures** 3.1. General test conditions The following requirements and conditions shall apply to the test:		13.7.2 設置 13.7.2.1 以完整 REESS 或 REESS 子系統執行試驗，若申請者選擇以 REESS 子系統試驗，則申請者應演示證明其試驗結果能合宜地代表完整 REESS 於相同條件下之安全性能。若 REESS 之微電子管理單元未與包圍電池之外殼結合為一體，則可依申請者要求，微電子管理單元免於待測件上之設置。若相關之各 REESS 子系統係分散配置於車輛上，則可對各個相關之 REESS 子系統執行試驗。 13.7.3 程序 13.7.3.1 一般試驗條件 待測件應處於下述條件：

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
	(a) The test shall be conducted at a temperature of at least 0 deg. C; (b) At the beginning of the test, the SOC shall be adjusted in accordance with Annex 9, Appendix 2; (c) At the beginning of the test, all protection devices which affect the function of the Tested-Device and are relevant for the outcome of the test shall be operational. 3.2. Test procedure A vehicle based test or a component based test shall be performed at the discretion of the manufacturer: 3.2.1. Vehicle based test The Tested-Device shall be mounted in a testing fixture simulating actual mounting conditions as far as possible; no combustible material should be used for this with the exception of material that is part of the REESS. The method whereby the Tested-Device is fixed in the fixture shall correspond to the relevant specifications for its installation in a vehicle. In the case of a REESS designed for a specific vehicle use,		(a)試驗環境溫度至少為攝氏零度。 (b)試驗開始時，應依照 13.2 調整 SOC。 (c)試驗開始時，所有會影響待測件功能及試驗結果之保護裝置應處於作動狀態。 13.7.3.2 試驗程序 依申請者選定執行整車試驗或零組件試驗。 13.7.3.2.1 整車試驗 待測件應盡可能模擬實車裝設條件安裝於試驗治具，除了 REESS 自身材質外，應不使用其它可燃物質於此試驗。應依 REESS 之實車安裝說明文件將待測件固定於治具。若 REESS 係用於特定車型，則任何會影響起火之車輛部件皆應列入考慮。

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 parts which affect the course of the fire in any way shall be taken into consideration. 3.2.2. Component based test In case of component based test, the manufacturer may choose either gasoline pool fire test or LPG burner test. The Tested-Device shall be placed on a grating table positioned above the pan, in an orientation according to the manufacturer's design intent. The grating table shall be constructed by steel rods, diameter 6-10 mm, with 4-6 cm in between. If needed the steel rods could be supported by flat steel parts. 3.3. Gasoline pool fire test set up for both vehicle-based and component-based test. The flame to which the tested-device is exposed shall be obtained by burning commercial fuel for positive-ignition engines (hereafter called "fuel") in a pan. The quantity of fuel shall be sufficient to permit the flame, under free-burning conditions, to burn for the whole test		13.7.3.2.2 零組件試驗 基於零組件試驗之情況下，申請者可選擇汽油池燃燒試驗或 LPG 燃燒器試驗。 應依申請者之設計朝向（REESS 之實車安裝說明文件）將待測件置放於格柵檯(Grating table)，其下方有油盤(Pan)。 格柵檯應由直徑六至十公釐、間隔四至六公分之鋼條構成，可視需要用鋼片元件支撐鋼條。 13.7.3.3 基於整車及零組件試驗設置之汽油池燃燒試驗。 應於油盤內注入主動點火式引擎(positive-ignition engines)所用之市售燃油（簡稱燃油），讓待測件暴露於其所引發之火焰中，應有足夠燃油量讓整個試驗程序有充分燃燒之火焰。

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
	procedure. The fire shall cover the whole area of the pan during whole fire exposure. The pan dimensions shall be chosen so as to ensure that the sides of the Tested-Device are exposed to the flame. The pan shall therefore exceed the horizontal projection of the Tested-Device by at least 20 cm, but not more than 50 cm. The sidewalls of the pan shall not project more than 8 cm above the level of the fuel at the start of the test. 3.3.1. The pan filled with fuel shall be placed under the tested-device in such a way that the distance between the level of the fuel in the pan and the bottom of the tested-device corresponds to the design height of the tested-device above the road surface at the unladen mass if paragraph 3.2.1. above is applied or approximately 50 cm if paragraph 3.2.2. above is applied. Either the pan, or the testing fixture, or both, shall be freely movable. 3.3.2. During phase C of the test, the pan shall be covered by a screen. The screen shall be		燃燒期間，火焰應能覆蓋整面油盤。油盤尺寸應確保待測件各表面暴露於火焰之中。油盤尺寸應逾待測件之水平投影尺寸至少二十公分、不逾五十公分，於試驗開始時油盤側壁應不突出燃油面八公分以上。 13.7.3.3.1 裝滿燃油之油盤應置於待測件下方，油盤燃油面與待測件底部之間距調整，應依照實車無負載時待測件之設計距地高（適用13.7.3.2.1 者）或為五十公分（適用13.7.3.2.2 者）。 油盤、試驗治具或上述兩者應可配合試驗需要自由移動。 13.7.3.3.2 階段 C 試驗期間，應以隔離磚遮蔽油盤。隔離磚應置於未點燃時之燃油面高度上方三公分正負一

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
	placed 3 cm +/- 1 cm above the fuel level measured prior to the ignition of the fuel. The screen shall be made of a refractory material, as prescribed in Annex 9E - Appendix 1. There shall be no gap between the bricks and they shall be supported over the fuel pan in such a manner that the holes in the bricks are not obstructed. The length and width of the frame shall be 2 cm to 4 cm smaller than the interior dimensions of the pan so that a gap of 1 cm to 2 cm exists between the frame and the wall of the pan to allow ventilation. Before the test the screen shall be at least at the ambient temperature. The firebricks may be wetted in order to guarantee repeatable test conditions.		公分處，並應依 13.7.4 之規範以耐火磚製造。磚塊間應無間隙，被支撐置於油盤上方，且磚塊內之孔隙不應被遮蔽。整面隔離磚之長及寬應較油盤內部尺寸小二至四公分，即整面隔離磚與油盤各側壁保持一至二公分之通風空隙。試驗前，隔離磚應至少為室溫，可濕潤耐火磚以確保重複之試驗條件。
	3.3.3. If the tests are carried out in the open air, sufficient wind protection shall be provided and the wind velocity at pan level shall not exceed 2.5 km/h.		13.7.3.3.3 若於戶外執行試驗，應提供足夠之防風保護，及能確保油盤燃油面處之風速未逾二點五公里／小時。
	3.3.4. The test shall comprise of three phases B-D, if the fuel is at least at temperature of 20 deg. C. Otherwise the test shall comprise four phases A-D.		13.7.3.3.4 若燃油溫度為二十度以上，則試驗應包含Ｂ－Ｄ三個階段，否則試驗應包含Ａ－Ｄ四個階段。

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
	3.3.4.1. Phase A: Pre-heating (Figure 1) The fuel in the pan shall be ignited at a distance of at least 3 m from the Tested-Device. After 60 seconds pre-heating, the pan shall be placed under the Tested-Device. If the size of the pan is too large to be moved without risking liquid spills etc. then the Tested-Device and test rig can be moved over the pan instead. **Figure 1: Phase A: Pre-heating** 3.3.4.2. Phase B: Direct exposure to flame (Figure 2) The Tested-Device shall be exposed to the flame from the freely burning fuel for 70 seconds. **Figure 2: Phase B: Direct exposure to flame** 3.3.4.3. Phase C: Indirect exposure to flame (Figure 3) As soon as phase B has been completed, the screen shall be placed between the burning pan and the tested-device. The tested-device shall be exposed to this reduced flame for a further 60 seconds. Instead of conducting phase C of the test,		13.7.3.3.4.1 階段Ａ：預熱（如圖十五） 應於距離待測件至少三公尺處，點燃燃油盤內之燃油。 預熱六十秒後，將油盤置放於待測件下方。若油盤尺寸過大而有可能讓液體於移動時溢出，則可改以移動待測件及試驗設備。 圖十五：階段Ａ：預熱 13.7.3.3.4.2 階段Ｂ：直接暴露於火焰（如圖十六） 待測件應暴露於自由燃燒火焰七十秒。 圖十六：階段Ｂ：直接暴露於火焰中 13.7.3.3.4.3 階段Ｃ：間接暴露於火焰（如圖十七） 緊接於階段Ｂ完成後，隔離磚應置於燃燒油盤與待測件之間。待測件應暴露於此火焰降低情況下六十秒。 可依申請者選擇，以階段Ｂ持續額外

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	phase B may at the manufacturer's discretion be continued for an additional 60 seconds. **Figure 3: Phase C: Indirect exposure to flame** 3.3.4.4. Phase D: End of test (Figure 4) The burning pan covered with the screen shall be moved back to the position described in phase A. No extinguishing of the Tested-Device shall be done. After removal of the pan the Tested-Device shall be observed until such time as the surface temperature of the Tested-Device has decreased to ambient temperature or has been decreasing for a minimum of 3 hours. **Figure 4: Phase D: End of test** 3.4. LPG burner fire test set up for component based test 3.4.1. The Tested-Device shall be placed on a test equipment, in the position that the manufacturer's design intends. 3.4.2. LPG burner shall be used to produce flame to which the Tested-Device is		六十秒，取代階段Ｃ試驗。惟此須由申請者演示證明不會造成試驗嚴苛度降低且經檢測機構同意。 圖十七：階段Ｃ：間接暴露於火焰中 13.7.3.3.4.4 階段Ｄ：試驗結束（如圖十八） 將隔離磚及燃燒中油盤一起移回階段Ａ之位置，且不熄滅該待測件。燃燒中油盤移回後，留意待測件表面溫度降至環境溫度，或已降溫至少三小時。 圖十八：階段Ｄ：試驗結束 13.7.3.4 基於零組件試驗設置 LPG 燃燒器燃燒試驗 13.7.3.4.1 待測件應放置於試驗設備，且處於申請者設計之位置。 13.7.3.4.2 待測件應暴露於 LPG 燃燒器所產生之火焰中。沒有待測件時，

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	exposed. The height of the flame shall be about 60 cm or more, without the Tested-Device.		火焰高度應約為六十公分或更高。
	3.4.3. The flame temperature shall be measured continuously by temperature sensors. An average temperature shall be calculated, at least every second for the duration of the whole fire exposure, as the arithmetic average of temperatures measured by all temperature sensors fulfilling the location requirements described in paragraph 3.4.4.		13.7.3.4.3 火焰溫度應由溫度感測器連續測量。平均溫度應至少於整個火焰暴露期間每秒計算一次，作為符合 13.7.3.4.4 所述位置要求藉由所有溫度感測器測量溫度之算術平均值。
	3.4.4. All temperature sensors shall be installed at a height of 5 +/- 1 cm below the lowest point of the Tested-Device's external surface when oriented as described in paragraph 3.4.1. At least one temperature sensor shall be located at the centre of Tested-Device, and at least four temperature sensors shall be located within 10 cm from the edge of the Tested-Device towards its centre with nearly equal distance between the sensors.		13.7.3.4.4 當依照 13.7.3.4.1 所述定向時，所有溫度感測器應安裝於低於待測件外表面最低點五正／負一公分之高度。至少一個溫度感測器應位於待測件之中心，且至少四個溫度感測器應位於從待測件邊緣向其中心之十公分範圍內，且感測器間之距離幾乎相等。
	3.4.5. The bottom of Tested-Device shall be		13.7.3.4.5 待測件之底部應直接且完全

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
	exposed to the even flame directly and entirely by fuel combustion. LPG burner flame shall exceed the horizontal projection of the Tested-Device by at least 20 cm. 3.4.6. An average temperature of 800 deg. C shall be reached within 30 seconds and maintained between 800 deg. C and 1,100 deg. C. The Tested-Device shall then be exposed to the frame for 2 minutes. 3.4.7. After direct exposure to flame the Tested-Device shall be observed until such time as the surface temperature of the Tested-Device has decreased to ambient temperature or has been decreasing for a minimum of 3 hours. **Annex 9E - Appendix 1**		藉由燃料燃燒暴露於均勻火焰中。LPG 燃燒器火焰應超出待測件之水平投影至少二十公分。 13.7.3.4.6 平均溫度應於三十秒內達到攝氏八百度，且保持於攝氏八百度至攝氏一千一百度之間。接著將待測件暴露於框架中二分鐘。 13.7.4 耐火磚之規格及技術資料
	Annex 9F **External short circuit protection** **1. Purpose** The purpose of this test is to verify the performance of the short circuit protection to prevent the REESS from any further related severe events caused by short circuit current.		13.8 外部短路保護 13.8.1 目的 試驗目的係為確認短路防護之性能，以避免 REESS 受到短路電流所引起嚴重影響。

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. Installations This test shall be conducted either with a complete vehicle or with the complete REESS or with the REESS subsystem(s). If the manufacturer chooses to test with REESS subsystem(s), the Tested-Device shall be able to deliver the nominal voltage of the complete REESS and the manufacturer shall demonstrate that the test result can reasonably represent the performance of the complete REESS with respect to its safety performance under the same conditions. If the electronic management unit for the REESS is not integrated in the casing enclosing the cells, then the electronic management unit may be omitted from installation on the Tested-Device if so requested by the manufacturer.For a test with a complete vehicle, the manufacturer may provide information to connect a breakout harness to a location just outside the REESS that would permit applying a short circuit to the REESS.		13.8.2 設置 以整車或完整 REESS 或 REESS 子系統執行試驗，若申請者選擇以 REESS 子系統試驗，則待測件應能夠提供完整REESS之標稱電壓且申請者應演示證明其試驗結果能合宜地代表完整REESS於相同條件下之安全性能。若 REESS 之微電子管理單元未與包圍電池之外殼結合為一體，則可依申請者要求，微電子管理單元免於待測件上之設置。對於整車試驗，申請者可提供資訊，將中斷導線連接至 REESS 外部位置，該位置允許對 REESS 進行短路。

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
	3. Procedures 3.1. General test conditions The following condition shall apply to the test: (a) The test shall be conducted at a ambient temperature of 20 +/- 10 deg. C or at higher temperature if requested by the manufacturer; (b) At the beginning of the test, the SOC shall be adjusted in accordance with Annex 9, Appendix 2; (c) At the beginning of the test, all protection devices which would affect the function of the Tested-Device and which are relevant to the outcome of the test shall be operational. (d) For testing with a complete vehicle, a breakout harness is connected to the manufacturer specified location and vehicle protection systems relevant to the outcome of the test shall be operational. 3.2. Short circuit At the start of the test all relevant main contactors for charging and discharging shall be closed to represent the active driving possible mode as well as the mode		13.8.3 程序 13.8.3.1 一般試驗條件 待測件應處於下述條件： (a)試驗環境溫度至少為攝氏二十正負十度，或依申請者要求之更高溫度。 (b)試驗開始時，應依照 13.2 調整 SOC。 (c)試驗開始時，所有會影響待測件功能及試驗結果之保護裝置應處於作動狀態。 (d) 對於整車試驗，將中斷導線連接至申請者指定位置，且與試驗結果相關之車輛保護系統應運作。 13.8.3.2 短路 試驗開始時，應閉合充電及放電所有相關之主要接觸器(Contactor)，以處於可行車模式及可外部充電模式。若無法於單一試驗完成，得以執行

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
	to enable external charging. If this cannot be completed in a single test, then two or more tests shall be conducted.		二次或更多次之試驗。
	For testing with a complete REESS or REESS subsystem(s), the positive and negative terminals of the Tested-Device shall be connected to each other to produce a short circuit. The connection used for this purpose shall have a resistance not exceeding 5 milliohms.		對於完整 REESS 或 REESS 子系統進行試驗，應相互連接待測件之正負極端以產生短路，用此方式連接時電阻值應未逾五毫歐姆。
	For testing with a complete vehicle, the short circuit is applied through the breakout harness. The connection used for creating the short circuit (including the cabling) shall have a resistance not exceeding 5 milliohms.		對於整車試驗，短路係通過中斷導線應用。用於產生短路之連接（包括電纜）應具有不超過五毫歐姆之電阻。
	The short circuit condition shall be continued until the protection function operation of the REESS terminate the short circuit current, or for at least 1 hour after the temperature measured on the casing of the Tested-Device has stabilised, such that the temperature gradient varies by a less than 4 deg. C through 2 hours.		短路情形應持續至確認 REESS 終止短路電流之保護功能發生作用，或待測件外殼溫度已穩定後至少一小時，溫度梯度(Gradient)於此二小時當中變化小於四度。
	3.3. Standard cycle and observation period		13.8.3.3 標準循環及觀察期

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
	Directly after the termination of the short circuit a standard cycle as described in Annex 9, Appendix 1 shall be conducted, if not inhibited by the Tested-Device. The test shall end with an observation period of 1 h at the ambient temperature conditions of the test environment.		緊接於短路試驗結束後，若不被待測件抑制，則應執行 13.1 所規範之標準循環。 於試驗環境溫度條件下，進行一小時之觀察期後，結束此試驗。
	Annex 9G **Overcharge protection** **1. Purpose** The purpose of this test is to verify the performance of the overcharge protection to prevent the REESS from any further related severe events caused by a too high SOC. **2. Installations** This test shall be conducted, under standard operating conditions, either with a complete vehicle or with the complete REESS. Ancillary systems that do not influence the test results may be omitted from the Tested-Device. The test may be performed with a modified Tested-Device provided these modifications shall not influence the test results.		13.9 過度充電保護 13.9.1 目的 試驗目的係為確認過度充電保護之性能，以避免 REESS 受到過高 SOC 所引起嚴重影響。 13.9.2 設置 應於標準運作條件下試驗，以整車或完整 REESS 執行試驗。不影響試驗結果之輔助系統可從待測件省略。 可使用修改之待測件執行試驗，惟該修改不應影響試驗結果。

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
	3. Procedures 3.1. General test conditions The following requirements and conditions shall apply to the test: (a) The test shall be conducted at an ambient temperature of 20 +/- 10 deg. C or at higher temperature if requested by the manufacturer; (b) The SOC of REESS shall be adjusted around the middle of normal operating range by normal operation recommended by the manufacturer such as driving the vehicle or using an external charger. The accurate adjustment is not required as long as the normal operation of the REESS is enabled; (c) For vehicle-based test of vehicles with on-board energy conversion systems (e.g. internal combustion engine, fuel cell, etc.), fill the fuel to allow the operation of such energy conversion systems; (d) At the beginning of the test, all protection devices which would affect the function of the Tested-Device and which are relevant to the outcome of the test shall be operational.		13.9.3 程序 13.9.3.1 一般試驗條件 待測件應處於下述條件： (a)試驗環境溫度至少為攝氏二十正負十度，或依申請者要求之更高溫度。 (b) REESS 之 SOC 應依照申請者建議之正常運作（如行駛車輛或使用外部充電器）於正常運作範圍之中間周圍調整。只要 REESS 正常運作，就不需準確調整； (c)對具有車載能量轉換系統（如內燃機、燃料電池等）之車輛進行整車試驗，填充燃料使此類能量轉換系統運行； (d)試驗開始時，所有會影響待測件功能及試驗結果之保護裝置應處於作動狀態。所有相關之充電主接觸器應關閉。

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
	All relevant main contactors for charging shall be closed. 3.2. Charging The procedure for charging the REESS for vehicle-based test shall be in accordance with paragraphs 3.2.1. and 3.2.2. and shall be selected as appropriate for the relevant mode of vehicle operation and the functionality of the protection system. Alternatively, the procedure for charging the REESS for vehicle-based test shall be in accordance with paragraph 3.2.3. For component-based test, the charging procedure shall be in accordance with paragraph 3.2.4. 3.2.1. Charge by vehicle operation. This procedure is applicable to the vehicle-based tests in active driving possible mode: (a) For vehicles that can be charged by on-board energy sources (e.g. energy recuperation, on-board energy conversion systems), the vehicle shall be driven on a chassis dynamometer. The vehicle operation on a chassis dynamometer (e.g. simulation		13.9.3.2 充電 整車試驗用 REESS 充電程序應依照 13.9.3.2.1 及 13.9.3.2.2 之規定，且應根據車輛運行之相關模式及保護系統之功能進行選擇。或者，整車試驗對 REESS 充電程序應符合 13.9.3.2.3 之規定。對於零組件試驗，充電程序應符合 13.9.3.2.4 之規定。 13.9.3.2.1 由車輛運行充電 本程序適用於可行車模式下之整車試驗： (a)對於可由車載能源（如能量回收、車載能量轉換系統）充電之車輛，車輛應於底盤動力計上行駛。車輛於底盤動力計上之運行（如連續下坡行駛之模擬）將盡可能供給高充電電流，必要時應與申請者確認。

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	of continuous down-hill driving) that will deliver as high charging current as reasonably achievable shall be determined, if necessary, through consultation with the manufacturer. (b) The REESS shall be charged by the vehicle operation on a chassis dynamometer in accordance with paragraph 3.2.1.(a). The vehicle operation on the chassis dynamometer shall be terminated when the vehicle's overcharge protection controls terminates the REESS charge current or the temperature of the REESS is stabilized such that the temperature varies by a gradient of less than 2 deg. C through 1 hour. Where an automatic interrupt function vehicle's overcharge protection control fails to operate, or if there is no such control function, the charging shall be continued until the REESS temperature reaches 10 deg. C above its maximum operating temperature specified by the manufacturer. (c) Immediately after the termination of charging, one standard cycle as described in		(b) REESS 應依照 13.9.3.2.1(a)於底盤動力計上之車輛運行進行充電。當車輛之過度充電保護控制終止 REESS 充電電流或 REESS 溫度已穩定，此係指溫度於歷經一小時期間，其變化不超過二度，底盤動力計上之車輛運行應終止。若車輛過度充電保護控制失效具有自動中斷功能或無此控制功能，則應繼續充電直至 REESS 溫度達到申請者宣告之最高工作溫度攝氏十度以上。 (c)充電終止後，若車輛未禁止之情況下，則車輛應運行於底盤動力計上，

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	Annex 9, Appendix 1 shall be conducted, if it is not prohibited by the vehicle, with vehicle operation on a chassis dynamometer. 3.2.2. Charge by external electricity supply (vehicle-based test). This procedure is applicable to vehicle-based test for externally chargeable vehicles: (a) The vehicle inlet for normal use, if it exists, shall be used for connecting the external electricity supply equipment. The charge control communication of the external electricity supply equipment shall be altered or disabled to allow the charging specified in paragraph 3.2.2.(b) below; (b) The REESS shall be charged by the external electricity supply equipment with the maximum charge current specified by the manufacturer. The charging shall be terminated when the vehicle's overcharge protection control terminates the REESS charge current. Where vehicle's overcharge protection control fails to operate, or if there is no such control, the charging shall be		執行 13.1 所述之一個標準循環。 13.9.3.2.2 藉由外部電力供應充電（整車試驗）。 本程序適用於外部充電車輛之整車試驗： (a)若有正常使用之車輛插座，則應用於連接外部電力供應設備。外部電力供應設備之充電控制通訊應更改或關閉，以允許下述 13.9.3.2.2(b)規定之充電； (b) REESS 應由外部電力供應設備，以申請者宣告之最大充電電流進行充電。當車輛之過度充電保護控制終止 REESS 充電電流時，則充電應終止。若車輛之過度充電保護控制失效或無此控制時，則應繼續充電直至 REESS 溫度達到申請者宣告之最高工作溫度攝氏十度以上。於未終止充電電流且 REESS 溫度維持小於

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
	continued until the REESS temperature reaches 10 deg. C above its maximum operating temperature specified by the manufacturer. In the case where charge current is not terminated and where the REESS temperature remains less than 10 deg. C above the maximum operating temperature, vehicle operation shall be terminated 12 hours after the start of charging by external electricity supply equipment; (c) Immediately after the termination of charging, one standard cycle as described in Annex 9, Appendix 1 shall be conducted, if it is not prohibited by the vehicle, with vehicle operation on a chassis dynamometer for discharging and with external electricity supply equipment for charging. 3.2.3. Charge by connecting breakout harness (vehicle-based test). This procedure is applicable to vehicle-based tests for both externally chargeable vehicles and vehicles that can be charged only by on-board energy sources and for which the		最高工作溫度攝氏十度以上之情況下，車輛運行應由外部電力供應設備開始充電十二小時後終止； (c)充電終止後，若車輛未禁止之情況下，則車輛應運行於底盤動力計上放電，且外部電力供應設備充電，執行 13.1 所述之一個標準循環。 13.9.3.2.3 由連接中斷導線充電（整車試驗）。 本程序適用於外部充電車輛及僅能藉由車載能源充電車輛之整車試驗，並且申請者提供資訊以將中斷導線連接至 REESS 外部允許 REESS 充

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 provides information to connect a breakout harness to a location just outside the REESS that permits charging of the REESS: (a) The breakout harness is connected to the vehicle as specified by the manufacturer. The trip current/voltage setting of the external charge-discharge equipment shall be at least 10 per cent higher than the current/voltage limit of the Tested-Device. The external electricity supply equipment is connected to the breakout harness. The REESS shall be charged by the external electricity power supply with the maximum charge current specified by the manufacturer; (b) The charging shall be terminated when the vehicle's overcharge protection control terminates the REESS charge current. Where vehicle's overcharge protection control fails to operate, or if there is no such control, the charging shall be continued until the REESS temperature is 10 deg. C above its maximum operating temperature		電之位置： (a)中斷導線依照申請者之宣告連接至車輛。外部充放電設備之跳閘電流／電壓設置應至少比待測件之電流／電壓限制高百分之十。外部電力供應設備連接至中斷導線。REESS由外部電源以申請者宣告之最大充電電流充電； (b)當車輛之過度充電保護控制終止REESS 充電電流時,則充電應終止。若車輛之過度充電保護控制失效或無此控制時，則應繼續充電直至REESS 溫度為申請者宣告之最高工作溫度攝氏十度以上。於未終止充電電流且REESS溫度維持小於最高工作溫度攝氏十度以上之情況下，

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
	specified by the manufacturer. In the case where charge current is not terminated and where the REESS temperature remains less than 10 deg. C above the maximum operating temperature, vehicle operation shall be terminated 12 hours after the start of charging by external electricity supply equipment;		車輛運行應由外部電力供應設備開始充電十二小時後終止；
	(c) Immediately after the termination of charging, one standard cycle as described in Annex 9, Appendix 1 (for a complete vehicle) shall be conducted, if it is not prohibited by the vehicle.		(c)充電終止後，若車輛未禁止之情況下，則應執行 13.1（整車）所述之一個標準循環。
	3.2.4. Charge by external electricity supply (component-based test).		13.9.3.2.4 藉由外部電力供應充電（零組件試驗）。
	This procedure is applicable to component-based test:		此程序適用於零組件試驗：
	(a) The external charge/discharge equipment shall be connected to the main terminals of the REESS. The charge control limits of the test equipment shall be disabled;		(a) 外部充／放電設備應連接至 REESS 之主端子。應關閉試驗設備之充電控制限制；
	(b) The REESS shall be charged by the external charge/discharge equipment with the maximum charge current specified by		(b) REESS 應由外部充／放電設備以申請者宣告之最大充電電流進行充電。當 REESS 過度充電保護控制終

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 manufacturer. The charging shall be terminated when the REESS overcharge protection control terminates the REESS charge current. Where overcharge protection control of the REESS fails to operate, or if there is no such control, the charging shall be continued until the REESS temperature reaches 10 deg. C above its maximum operating temperature specified by the manufacturer. In the case where charge current is not terminated and where the REESS temperature remains less than 10 deg. C above the maximum operating temperature, the charging shall be terminated 12 hours after the start of charging by external electricity supply equipment;		止 REESS 充電電流時，則充電應終止。當 REESS 之過度充電保護控制失效或無此控制時，則應繼續充電直至 REESS 溫度達到申請者宣告之最高工作溫度攝氏十度以上。於未終止充電電流且 REESS 溫度維持小於最高工作溫度攝氏十度以上之情況下，充電應由外部電力供應設備開始充電十二小時後終止；
	(c) Immediately after the termination of charging, one standard cycle as described in Annex 9, Appendix 1 shall be conducted, if it is not prohibited by the REESS, with external charge-discharge equipment.		(c)充電終止後，若 REESS 未禁止之情況下，則應使用外部充放電設備，執行 13.1 所述之一個標準循環。
	3.3. The test shall end with an observation period of 1 hour at the ambient temperature		13.9.3.3 於試驗環境溫度條件下，進行一小時之觀察期後，結束此試驗。

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
	conditions of the test environment.		
	Annex 9H **Over-discharge protection** **1. Purpose** The purpose of this test is to verify the performance of the over-discharge protection to prevent the REESS from any severe events caused by a too low SOC. **2. Installations** This test shall be conducted, under standard operating conditions, either with a complete vehicle or with the complete REESS. Ancillary systems that do not influence the test results may be omitted from the Tested-Device. The test may be performed with a modified Tested-Device provided these modifications shall not influence the test results. **3. Procedures** 3.1. General test conditions The following requirements and condition shall apply to the test: (a) The test shall be conducted at an ambient temperature of 20 +/- 10 deg. C or at higher		13.10 過度放電保護 13.10.1 目的： 試驗目的係為確認過度放電保護之性能以避免過低 SOC 嚴重影響 REESS。 13.10.2 設置 應於標準運作條件下試驗，以整車或完整 REESS 執行試驗。不影響試驗結果之輔助系統可從待測件省略。 可使用修改之待測件執行試驗，惟該修改不應影響試驗結果。 13.10.3 程序 13.10.3.1 一般試驗條件 待測件應處於下述條件： (a)試驗環境溫度至少為攝氏二十正負十度，或依申請者要求之更高溫度。

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
	temperature if requested by the manufacturer; (b) The SOC of REESS shall be adjusted at the low level, but within normal operating range, by normal operation recommended by the manufacturer, such as driving the vehicle or using an external charger. Accurate adjustment is not required as long as the normal operation of the REESS is enabled; (c) For vehicle-based test of vehicles with on-board energy conversion systems (e.g. internal combustion engine, fuel cell, etc.), reduce the electrical energy from such on-board energy conversion systems, for example by adjusting the fuel level to nearly empty but enough so that the vehicle can enter into active driving possible mode; (d) At the beginning of the test, all protection devices which would affect the function of the Tested-Device and which are relevant for the outcome of the test shall be operational. 3.2. Discharging		(b) REESS 之 SOC 應藉由申請者建議之正常運作（如行駛車輛或使用外部充電器）調整於低水平，但於正常運作範圍內調整。只要 REESS 正常運作，就不需準確調整； (c)對具有車載能量轉換系統（如內燃機、燃料電池等）之車輛進行整車試驗，應減少來自此類車載能量轉換系統的之電能，如藉由將燃料水平調整至接近清空，惟應能足夠使車輛可進入可行車模式； (d)試驗開始時，所有會影響待測件功能及試驗結果之保護裝置應處於作動狀態。 13.10.3.2 放電

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 procedure for discharging the REESS for vehicle-based test shall be in accordance with paragraphs 3.2.1. and 3.2.2. Alternatively, the procedure for discharging the REESS for vehicle-based test shall be in accordance with paragraph 3.2.3. For the component-based test, the discharging procedure shall be in accordance with paragraph 3.2.4.		整車試驗用 REESS 放電程序應依照 13.10.3.2.1 及 13.10.3.2.2 之規定。或者，整車試驗對 REESS 放電程序應符合 13.10.3.2.3 之規定。對於零組件試驗，放電程序應符合 13.10.3.2.4 之規定。
	3.2.1. Discharge by vehicle driving operation. This procedure is applicable to the vehicle-based tests in active driving possible mode: (a) The vehicle shall be driven on a chassis dynamometer. The vehicle operation on a chassis dynamometer (e.g. simulation of continuous driving at steady speed) that will deliver as constant discharging power as reasonably achievable shall be determined, if necessary, through consultation with the manufacturer; (b) The REESS shall be discharged by the vehicle operation on a chassis dynamometer in accordance with paragraph 3.2.1.(a). The vehicle operation on the chassis		13.10.3.2.1 由車輛行駛運作放電。 本程序適用於可行車模式下之整車試驗： (a)車輛應於底盤動力計上行駛。車輛於底盤動力計上之運行（如以穩定速度連續行駛之模擬）將盡可能供給固定放電功率，必要時應與申請者確認。 (b) REESS 應依照 13.10.3.2.1(a)於底盤動力計上之車輛運行進行放電。當車輛之過度放電保護控制終止 REESS 放電電流或 REESS 溫度已

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
	dynamometer shall be terminated when the vehicle's over-dischage protection control terminates REESS discharge current or the temperature of the REESS is stabilized such that the temperature varies by a gradient of less than 4 deg. C through 2 hours. Where an over-discharge protection control fails to operate, or if there is no such control, then the discharging shall be continued until the REESS is discharged to 25 per cent of its nominal voltage level;		穩定，此係指溫度於歷經兩小時期間，其變化不超過四度，底盤動力計上之車輛運行應終止。若過度放電保護控制失效或無此控制時，則應繼續放電直至REESS放電至其標稱電壓水平之百分之二十五；
	(c) Immediately after the termination of discharging, one standard charge followed by a standard discharge as described in Annex 9, Appendix 1 shall be conducted if it is not prohibited by the vehicle.		(c)放電終止後，若車輛未禁止之情況下，則應執行依照 13.1 所述標準放電之一次標準充電。
	3.2.2. Discharge by auxiliary electrical equipment (vehicle-based test). This procedure is applicable to the vehicle-based tests in stationary condition:		13.10.3.2.2 藉由輔助電氣設備放電(整車試驗)。 本程序適用於靜止狀態下之整車試驗：
	(a) The vehicle shall be switched in to a stationary operation mode that allow consumption of electrical energy from REESS by auxiliary electrical equipment.		(a)車輛應切換至靜止運行模式，允許輔助電氣設備從 REESS 消耗電能。必要時應與申請者確認此類運行模式。可適當使用防止車輛移動之設

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
	Such an operation mode shall be determined, if necessary, through consultation with the manufacturer. Equipment (e.g. wheel chocks) that prevent the vehicle movement may be used as appropriate to ensure the safety during the test; (b) The REESS shall be discharged by the operation of electrical equipment, airconditioning, heating, lighting, audio-visual equipment, etc., that can be switched on under the conditions given in paragraph 3.2.2.(a). The operation shall be terminated when the vehicle's over-discharge protection control terminates REESS discharge current or the temperature of the REESS is stabilized such that the temperature varies by a gradient of less than 4 deg. C through 2 hours. Where an over-discharge protection control fails to operate, or if there is no such control, then the discharging shall be continued until the REESS is discharged to 25 per cent of its nominal voltage level;		備（如車輪擋），以確保試驗過程之安全； (b) REESS 應依照 13.10.3.2.2(a)規定之條件下可開啟電氣設備、空調、暖氣、照明、視聽設備等之運行而放電。當車輛之過度放電保護控制終止 REESS 放電電流或 REESS 溫度已穩定，此係指溫度於歷經兩小時期間，其變化不超過四度，應終止運行。若過度放電保護控制失效或無此控制時，則應繼續放電直至 REESS 放電至其標稱電壓水平之百分之二十五；

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) Immediately after the termination of discharging, one standard charge followed by a standard discharge as described in Annex 9, Appendix 1 shall be conducted if it is not prohibited by the vehicle.		(c)放電終止後，若車輛未禁止之情況下，則應執行依照 13.1 所述標準放電之一次標準充電。
	3.2.3. Discharge of REESS using discharge resistor (vehicle-based test).		13.10.3.2.3 使用放電電阻器對 REESS 放電（整車試驗）。
	This procedure is applicable to vehicles for which the manufacturer provides information to connect a breakout harness to a location just outside the REESS that permits discharging the REESS:		本程序適用於申請者提供資訊以將中斷導線連接至 REESS 外部允許 REESS 放電位置之車輛：
	(a) Connect the breakout harness to the vehicle as specified by the manufacturer. Place the vehicle in active driving possible mode;		(a)依照申請者宣告將中斷導線連接至車輛。將車輛處於可行車模式；
	(b) A discharge resistor is connected to the breakout harness and the REESS shall be discharged at a discharge rate under normal operating conditions in accordance with manufacturer provided information. A resistor with discharge power of 1 kW may be used;		(b)放電電阻器連接至中斷導線，且 REESS 應依照申請者提供之資訊於正常運作條件下以放電速率放電。可使用放電功率為一 kW 之電阻器；
	(c) The test shall be terminated when the vehicle's over-discharge protection control		(c)當車輛之過度放電保護控制終止 REESS 放電電流或 REESS 溫度已

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
	terminates REESS discharge current or the temperature of the REESS is stabilized such that the temperature varies by a gradient of less than 4 deg. C through 2 hours. Where an automatic discharge interrupt function fails to operate, or if there is no such function, then the discharging shall be continued until the REESS is discharged to 25 per cent of its nominal voltage level;		穩定，此係指溫度於歷經兩小時期間，其變化不超過四度，應終止試驗。若自動放電中斷功能失效或無此功能時，則應繼續放電直至 REESS 放電至其標稱電壓水平之百分之二十五；
	(d) Immediately after the termination of discharging, one standard charge followed by a standard discharge as described in Annex 9, Appendix 1 shall be conducted if it is not prohibited by the vehicle.		(d)放電終止後，若車輛未禁止之情況下，則應執行依照 13.1 所述標準放電之一次標準充電。
	3.2.4. Discharge by external equipment (component-based test). This procedure is applicable to component-based test:		13.10.3.2.4 藉由外部設備放電（零組件試驗）。 本程序適用於零組件試驗：
	(a) All relevant main contactors shall be closed. The external charge-discharge shall be connected to the main terminals of the Tested-Device;		(a)所有相關之主接觸器應關閉。外部充放電連接至待測件之主端子；
	(b) A discharge shall be performed with a stable current within the normal operating		(b)放電應由申請者宣告之正常運作範圍內以穩定電流執行；

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
	range as specified by the manufacturer; (c) The discharging shall be continued until the Tested-Device (automatically) terminates REESS discharge current or the temperature of the Tested-Device is stabilized such that the temperature varies by a gradient of less than 4 deg. C through 2 hours. Where an automatic interrupt function fails to operate, or if there is no such function, then the discharging shall be continued until the Tested-Device is discharged to 25 per cent of its nominal voltage level; (d) Immediately after the termination of the discharging, one standard charge followed by a standard discharge as described in Annex 9, Appendix 1 shall be conducted if not inhibited by the Tested-Device. 3.3. The test shall end with an observation period of 1 h at the ambient temperature conditions of the test environment.		(c)放電應持續直至待測件（自動）終止 REESS 放電電流或待測件溫度已穩定，此係指溫度於歷經兩小時期間，其變化不超過四度。若自動中斷功能失效或無此功能時，則應繼續放電直至待測件放電至其標稱電壓水平之百分之二十五； (d)放電終止後，若待測件未禁止之情況下，則應執行依照 13.1 所述標準放電之一次標準充電。 13.10.3.3 於試驗環境溫度條件下，進行一小時之觀察期後，結束此試驗。
	Annex 9I **Over-temperature protection** **1. Purpose**		13.11 過熱保護 13.11.1 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
	The purpose of this test is to verify the performance of the protection measures of the REESS against internal overheating during the operation. In the case that no specific protection measures are necessary to prevent the REESS from reaching an unsafe state due to internal over-temperature, this safe operation must be demonstrated.		試驗目的係為驗證 REESS 於運作期間防護內部過熱之性能。若無需特定防護措施來避免REESS因內部過熱而達到不安全狀態，則申請者應演示證明此安全作動。
	2. The test may be conducted with a complete REESS according to paragraphs 3. and 4. Or with a complete vehicle according to paragraphs 5. and 6.		13.11.2 試驗可依照 13.11.3 及 13.11.4 規定使用完整 REESS 進行。或依照 13.11.5 及 13.11.6 使用整車。
	3. Installation for test conducted using a complete REESS		13.11.3 使用完整 REESS 進行試驗設置
	3.1. Ancillary systems that do not influence to the test results may be omitted from the Tested-Device. The test may be performed with a modified Tested-Device provided these modifications shall not influence the test results.		13.11.3.1 不影響試驗結果之輔助系統可從待測件省略。可使用修改之待測件執行試驗，惟該修改不應影響試驗結果。
	3.2. Where a REESS is fitted with a cooling function and where the REESS will remain functional in delivering its normal power		13.11.3.2 若 REESS 配備有冷卻功能，及若 REESS 無冷卻系統作動仍可維持傳送其正常功率功能，則試驗時

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
	without a cooling function system being operational, the cooling system shall be deactivated for the test.		應解除此系統功能。
	3.3. The temperature of the Tested-Device shall be continuously measured inside the casing in the proximity of the cells during the test in order to monitor the changes of the temperature. The on-board sensor, if existing may be used with compatible tools to read the signal.		13.11.3.3 試驗時，為了監控溫度變化，應持續量測待測件外殼內鄰近電池之溫度。若有配備感知器，則可與相容工具讀取訊號使用該感知器。
	3.4. The REESS shall be placed in a convective oven or climatic chamber. If necessary, for conducting the test, the REESS shall be connected to the rest of vehicle control system with extended cables. An external charge/discharge equipment may be connected under supervision by the vehicle manufacturer.		13.11.3.4 REESS 應放置於對流烤爐 (Convective oven) 或空調室內 (Climatic chamber)。必要時為進行試驗，應由延伸電纜將 REESS 連接至車輛控制系統之其餘部分。外部充電/放電設備可由車輛申請者之監督下連接。
	4. Test procedures for test conducted using a complete REESS.		13.11.4 使用完整 REESS 進行試驗之試驗程序
	4.1. At the beginning of the test, all protection devices which affect the function of the Tested-Device and are relevant to the outcome of the test shall be operational,		13.11.4.1 除了依照 13.11.3.2 之系統解除以外，試驗開始時，所有會影響待測件功能及試驗結果之保護裝置應處於作動狀態。

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
	except for any system deactivation implemented in accordance with paragraph 3.2. above.		
	4.2. The Tested-Device shall be continuously charged and discharged by the external charge/discharge equipment with a current that will increase the temperature of cells as rapidly as possible within the range of normal operation as defined by the manufacturer until the end of the test.		13.11.4.2 於申請者定義之正常運作範圍內，待測件應以盡可能迅速地提升電池溫度之電流藉由外部充電／放電設備持續充放電直至試驗結束。
	Alternatively, the charge and discharge may be conducted by vehicle driving operations on chassis dynamometer where the driving operation shall be determined through consultation with the manufacturer to achieve the conditions above.		或者，充電及放電可藉由車輛於底盤動力計上行駛運作進行，行駛運作應與申請者確認，以達到上述條件。
	4.3. The temperature of the chamber or oven shall be gradually increased, from 20 +/- 10 deg. C or at higher temperature if requested by the manufacturer, until it reaches the temperature determined in accordance with paragraph 4.3.1. or 4.3.2. below as applicable, and then maintained at a temperature that is equal to or higher than		13.11.4.3 空調室或烤爐應逐漸提升，從攝氏二十正／負十度或申請者要求之更高溫度，溫度直至適用之 13.11.4.3.1 或 13.11.4.3.2 規範之溫度，接著維持與此相同或較此更高之溫度，直至試驗終止。

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
	this, until the end of the test. 4.3.1. Where the REESS is equipped with protective measures against internal overheating, the temperature shall be increased to the temperature defined by the manufacturer as being the operational temperature threshold for such protective measures, to ensure that the temperature of the Tested-Device will increase as specified in paragraph 4.2. above. 4.3.2. Where the REESS is not equipped with any specific measures against internal overheating, the temperature shall be increased to the maximum operational temperature specified by the manufacturer. 4.4. The end of test: The test will end when one of the followings is observed: (a) The Tested-Device inhibits and/or limits the charge and/or discharge to prevent the temperature increase; (b) The temperature of the Tested-Device is stabilised, which means that the temperature varies by a gradient of less than 4 deg. C through 2 hours;		13.11.4.3.1 若 REESS 配備預防內部過熱之保護措施，溫度應提升至申請者所定義該防護措施作動之溫度值，確保待測件之溫度能如 13.11.4.2 所述方式提升。 13.11.4.3.2 若 REESS 未配備預防內部過熱之任何特定防護措施，溫度應提升至申請者指定之最高運作溫度。 13.11.4.4 試驗結束：觀察達下述條件之一時，試驗即結束： (a)待測件抑制及／或限制充電及／或放電以防止溫度升高。 (b)待測件溫度已穩定，此係指溫度梯度於歷經兩小時期間，其變化小於四度。

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) Any failure of the acceptance criteria prescribed in paragraph 6.9.2.1. of the Regulation.		(c)發生 12.1.9.2.1 試驗標準規範中之任一情況。
	5. Installation for test conducted using a complete vehicle.		13.11.5 使用整車進行試驗設置
	5.1. Based on information from the manufacturer, for a REESS fitted with a cooling function the cooling system shall be disabled or in a state of significantly reduced operation (for a REESS that will not operate if the cooling system is disabled) for the test.		13.11.5.1 依照申請者資訊，對於配備冷卻功能之 REESS，冷卻系統應於關閉或處於明顯降低運行之狀態（對於若冷卻系統關閉將不運行之 REESS）進行試驗。
	5.2. The temperature of the REESS shall be continuously measured inside the casing in the proximity of the cells during the test to monitor the changes of temperature using onboard sensors and compatible tools according to manufacturer provided information for reading the signals.		13.11.5.2 依照申請者提供讀取訊號之資訊，於試驗期間，應使用感知器及相容工具，於電池鄰近之外殼內連續測量 REESS 之溫度，以監控溫度變化。
	5.3. The vehicle shall be placed in a climate control chamber set to a temperature between 40 deg. C to 45 deg. C for at least 6 hours.		13.11.5.3 車輛應放置於溫度設置為攝氏四十度至攝氏四十五度間之氣候控制室至少六小時。
	6. Test procedures for test conducted using a complete vehicle.		13.11.6 使用整車進行試驗之試驗程序

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
	6.1. The vehicle shall be continuously charged and discharged in a manner that will increases the temperature of REESS cells as rapidly as possible within the range of normal operation as defined by the manufacturer until the end of the test.		13.11.6.1 於申請者定義之正常運作範圍內，車輛應以盡可能迅速地提升 REESS 電池溫度，持續充電及放電方式直至試驗結束。
	The charge and discharge will be conducted by vehicle driving operations on chassis dynamometer where the driving operation shall be determined through consultation with the manufacturer to achieve the conditions above.		充電及放電由車輛於底盤動力計上行駛運作進行，行駛運作應與申請者確認，以達到上述條件。
	For a vehicle that can be charged by an external power supply, the charging may be conducted using an external power supply if more rapid temperature increase is expected.		對於可藉由外部電源充電之車輛，若預計溫度上升快速，則可使用外部電源進行充電。
	6.2. The test will end when one of the followings is observed:		13.11.6.2 當觀察到下述情況之一時，試驗將結束：
	(a) The vehicle terminates the charge and/or discharge;		(a)車輛終止充電及／或放電；
	(b) The temperature of the REESS is stabilized such that the temperature varies by a gradient of less than 4 deg. C through 2 hours;		(b) REESS 溫度已穩定，此係指溫度梯度於歷經兩小時期間，其變化小於四度；

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	(c) Any failure of the acceptance criteria prescribed in paragraph 6.9.2.1. of the Regulation; (d) Three hours elapse from the time of starting the charge/discharge cycles in paragraph 6.1.		(c)發生 12.1.9.2.1 試驗標準規範中之任一情況； (d)從 13.11.6.1 之充電／放電循環開始時間起經過三個小時。
	Annex 9J **Over-current protection** **1. Purpose** The purpose of this test is to verify the performance of the overcurrent protection during DC external charging to prevent the REESS from any severe events caused by excessive levels of charge current as specified by the manufacturer. **2. Test conditions:** (a) The test shall be conducted at an ambient temperature of 20 +/- 10 deg. C; (b) The SOC of REESS shall be adjusted around the middle of normal operating range by normal operation recommended by the manufacturer such as driving the vehicle or using an external charger. The accurate adjustment is not required as long as the		13.12 過電流保護 13.12.1 目的 本試驗目的係驗證直流外部充電期間過電流保護之性能，以避免 REESS 因申請者宣告之充電電流過高而引起任何嚴重事件。 13.12.2 試驗條件： (a)試驗應於環境溫度攝氏二十正負十度下進行； (b) REESS 之 SOC 應藉由申請者建議之正常運作（如行駛車輛或使用外部充電器）於正常運作範圍之中間周圍調整。只要 REESS 正常運作，就不需準確調整；

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
	normal operation of the REESS is enabled; (c) The overcurrent level (assuming failure of external DC electricity supply equipment) and maximum voltage (within normal range) that can be applied shall be determined, if necessary, through consultation with the manufacturer. **3.** The overcurrent test shall be conducted in accordance with paragraph 4. or paragraph 5., as applicable and in accordance with manufacturer information. **4. Overcurrent during charging by external electricity supply.** This test procedure is applicable to vehicle-based test for vehicles that have the capability of charging by DC external electricity supply: (a) The DC charging vehicle inlet shall be used for connecting the external DC electricity supply equipment. The charge control communication of the external electricity supply equipment is altered or disabled to allow the overcurrent level determined through consultation with the manufacturer;		(c)可應用之過電流水平（假設外部直流外部電力供應失效）及最大電壓（於正常範圍內），必要時應與申請者確認。 13.12.3 過電流試驗應依照 13.12.4 或 13.12.5（如適用）及申請者資訊進行。 13.12.4 由外部電源充電之過電流。 本試驗程序適用於具有直流外部電源充電能力之車輛之整車試驗： (a)直流充電車輛插座應用於連接外部直流電力供應設備。外部電力供應設備之充電控制通訊為更改或關閉，以允許與申請者確認過電流水平；

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	(b) Charging of the REESS by the external DC electricity supply equipment shall be initiated to achieve the highest normal charge current specified by the manufacturer. The charge current is then increased over 5 seconds from the highest normal charge current to the overcurrent level determined in accordance with paragraph 2.(c) above. Charging is then continued at this overcurrent level;		(b)應啟動外部直流電力供應設備對 REESS 充電，以達到申請者宣告之最高正常充電電流。接著充電電流於超過五秒從最高正常充電電流增加至依照上述 13.12.2(c)確定之過電流水平。接著於此過電流水平繼續充電；
	(c) The charging shall be terminated when the functionality of the vehicle's overcurrent protection terminates the REESS charge current or the temperature of the REESS is stabilized such that the temperature varies by a gradient of less than 4 deg. C through 2 hours;		(c)當車輛之過電流保護功能終止 REESS 充電電流或 REESS 溫度已穩定，此係指溫度於歷經兩小時期間，其變化不超過四度，應終止充電；
	(d) Immediately after the termination of charging, one standard cycle as described in Annex 9, Appendix 1 shall be conducted, if it is not prohibited by the vehicle.		(d)充電終止後，若車輛未禁止之情況下，則應執行 13.1 所述之一個標準循環。
	5. Overcurrent during charging using breakout harness. This test procedure is applicable to REESS for		13.12.5 使用中斷導線充電期間之過電流。 本試驗程序適用於具有藉由直流外部

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	vehicles that have the capability of charging by DC external electricity supply and for which the manufacturer provides information to connect a breakout harness to a location just outside the REESS that permits charging of the REESS: (a) The breakout harness is connected to the vehicle or REESS as specified by the manufacturer; (b) The external electricity supply equipment along with the overcurrent supply is connected to the breakout harness and charging of the REESS is initiated to achieve the highest normal charge current specified by the manufacturer; (c) The charge current is then increased over 5 seconds from the highest normal charge current to the overcurrent level determined in accordance with paragraph 2.(c) above. Charging is then continued at this overcurrent level; (d) The charging shall be terminated when the functionality of the vehicle's overcurrent protection terminates charging or the		電源充電能力之車輛 REESS，且申請者提供資訊以將中斷導線連接至 REESS 外部允許 REESS 充電之位置： (a)中斷導線依照申請者宣告連接至車輛或 REESS； (b)將外部電力供應設備連同過電流電源連接至中斷導線，且啟動對 REESS 進行充電，以達到申請者宣告之最高正常充電電流； (c)然後充電電流於超過五秒從最高正常充電電流增加至依照上述 13.12.2(c)確定之過電流水平。然後於此過電流水平繼續充電； (d)當車輛之過電流保護功能終止充電或待測件溫度已穩定，此係指溫度於歷經兩小時期間，其變化不超

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	temperature of the Tested-Device is stabilized such that the temperature varies by a gradient of less than 4 deg. C through 2 hours; (e) Immediately after the termination of charging, one standard cycle as described in Annex 9, Appendix 1 shall be conducted, if it is not prohibited by the vehicle. **6.** The test shall end with an observation period of 1 hour at the ambient temperature conditions of the test environment.		過四度，應終止充電； (e)充電終止後，若車輛未禁止之情況下，則應執行 13.1 所述之一個標準循環。 13.12.6 於試驗環境溫度條件下，進行一小時之觀察期後，結束此試驗。

UN R175 Uniform provisions concerning the approval of motor vehicles with regard to the Acceleration Control for Pedal Error (ACPE) 01 Series
踩錯踏板狀況之加速抑制

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
01 Series	00 Series		
0. Introduction Collisions caused by unintended acceleration resulting from a driver applying the accelerator pedal instead of the brake pedal have been seen to increase in recent years. The issue is particularly prevalent in vehicles with automatic transmission, including electric and hybrid vehicles, and is a more notable occurrence for the elderly. This Regulation provides internationally harmonised technical provisions for Accelerator Control for Pedal Error systems (ACPE), which aim to mitigate the consequences of such incidents. ACPE limits the effect of an accelerator pedal application by the driver, and therefore it is important that systems only intervene in cases of genuine error. It is challenging to determine from accident data when misapplication of the accelerator pedal has occurred and therefore to define the characteristics of such incidents. Therefore, this initial phase of the Regulation has focused on those scenarios where it is most unambiguous that an error has occurred (i.e. when the vehicle is stationary and there is a clear obstruction present in the driving	**0. Introduction** Collisions caused by unintended acceleration resulting from a driver applying the accelerator pedal instead of the brake pedal have been seen to increase in recent years. The issue is particularly prevalent in vehicles with automatic transmission, including electric and hybrid vehicles, and is a more notable occurrence for the elderly. This Regulation provides internationally harmonised technical provisions for Accelerator Control for Pedal Error systems (ACPE), which aim to mitigate the consequences of such incidents. ACPE limits the effect of an accelerator pedal application by the driver, and therefore it is important that systems only intervene in cases of genuine error. It is challenging to determine from accident data when misapplication of the accelerator pedal has occurred and therefore to define the characteristics of such incidents. Therefore, this initial phase of the Regulation has focused on those scenarios where it is most unambiguous that an error has occurred (i.e. when the vehicle is stationary and there is a clear obstruction present in the driving	附件○、防誤踩油門系統(草案) (法規簡介，不影響檢測基準內容)	附件○、防誤踩油門系統(草案) (法規簡介，不影響檢測基準內容)

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
direction) and is closely aligned to the Japan New Car Assessment Program (JNCAP) protocol already established for assessing such systems.	direction) and is closely aligned to the Japan New Car Assessment Program (JNCAP) protocol already established for assessing such systems.		
The ACPE system must also be designed to accommodate any potential conflict with other systems, including Advanced Emergency Braking Systems (AEBS) - as regulated under UN Regulation No.152, whose purpose is to brake the vehicle when an imminent forward collision is detected. AEBS must provide a means for the driver to interrupt the system, for example by kick-down of the accelerator control. ACPE could misinterpret such a kick-down as a pedal confusion, resulting in a conflict between the two systems. This potential regulatory conflict is avoided in this initial phase of the Regulation by only considering the scenario of a stationary subject vehicle.	The ACPE system must also be designed to accommodate any potential conflict with other systems, including Advanced Emergency Braking Systems (AEBS) - as regulated under UN Regulation No.152, whose purpose is to brake the vehicle when an imminent forward collision is detected. AEBS must provide a means for the driver to interrupt the system, for example by kick-down of the accelerator control. ACPE could misinterpret such a kick-down as a pedal confusion, resulting in a conflict between the two systems. This potential regulatory conflict is avoided in this initial phase of the Regulation by only considering the scenario of a stationary subject vehicle.		
Some vehicle designs intended for very specific uses may jeopardise the functioning robustness of ACPE, for instance when some necessary equipment or design prevents the fitment of sensors in the required location. An example of such configuration is a vehicle adapted at the rear for wheelchair access. Where justified, and to the extent necessary, the Type Approval Authority may exempt such vehicles from	Some vehicle designs intended for very specific uses may jeopardise the functioning robustness of ACPE, for instance when some necessary equipment or design prevents the fitment of sensors in the required location. An example of such configuration is a vehicle adapted at the rear for wheelchair access. Where justified, and to the extent necessary, the Type Approval Authority may exempt such vehicles from		

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
some or all of the requirements, e.g. exemption from compliance with requirements in the rearward direction. Statistics have shown that majority of pedal error incidents occur in M1 category vehicles, so in the initial phase of the Regulation the development of requirements has focussed on these vehicles. However, incidents are also seen to occur in other categories of vehicle, and the technology as regulated here may also be beneficial for those vehicles. For that reason, it is permitted to approve vehicles other than Category M1 at a manufacturer's request. As ACPE is a driver assistance system, it is appropriate to provide a means of deactivation for those drivers who do not wish to use the system, or for situations where the vehicle is operated in a manner or environment likely to cause improper intervention of ACPE. A novel concept has been introduced in this regulation whereby long-term deactivation is permitted without continuous warning, but the vehicle user must be periodically informed that the system is available and deactivated. This is to reaffirm the choice of the driver or to ensure that other users of the vehicle (for example when it is changes ownership or if it is used by multiple drivers) are made	some or all of the requirements, e.g. exemption from compliance with requirements in the rearward direction. Statistics have shown that majority of pedal error incidents occur in M1 category vehicles, so in the initial phase of the Regulation the development of requirements has focussed on these vehicles. However, incidents are also seen to occur in other categories of vehicle, and the technology as regulated here may also be beneficial for those vehicles. For that reason, it is permitted to approve vehicles other than Category M1 at a manufacturer's request. As ACPE is a driver assistance system, it is appropriate to provide a means of deactivation for those drivers who do not wish to use the system, or for situations where the vehicle is operated in a manner or environment likely to cause improper intervention of ACPE. A novel concept has been introduced in this regulation whereby long-term deactivation is permitted without continuous warning, but the vehicle user must be periodically informed that the system is available and deactivated. This is to reaffirm the choice of the driver or to ensure that other users of the vehicle (for example when it is changes ownership or if it is used by multiple drivers) are made		

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aware of the status of the ACPE. The accident data shows that pedal misapplication scenarios can vary widely from those which have been included for testing ACPE under this version of the Regulation. Therefore, a second phase was looking to expand the situations where ACPE can provide benefit. These considerations led to requirements and test procedures to address 'moving-off' and moving vehicle scenarios (including addressing vehicles which 'creep' when the brake control is released), pedestrian scenarios. The situation on potential pedal misapplication in vehicles of Category N1 is ambiguous in some regions, therefore the contracting parties are recommended to carry out an evaluation of the necessity to apply this regulation in their region(s) for this vehicle category. Equally, the regulation could be updated in a subsequent phase to accommodate secondary collisions and higher speed, both when technical feasibility is confirmed.	aware of the status of the ACPE. The accident data shows that pedal misapplication scenarios can vary widely from those which have been included for testing ACPE under this version of the Regulation. Therefore, a second phase is looking to expand the situations where ACPE can provide benefit. These considerations will cover requirements and test procedures to address 'moving-off' and moving vehicle scenarios (including addressing vehicles which 'creep' when the brake control is released), pedestrian scenarios, and the inclusion of Category N1 vehicles. Equally, the regulation could be updated in a subsequent phase to accommodate secondary collisions and higher speed, both when technical feasibility is confirmed.		
1. Scope 1.1. This UN Regulation applies to the type approval of vehicles of Category M1 and N1 equipped with automatic transmission with regard to their Acceleration Control for Pedal Error systems (ACPE).	**1. Scope** 1.1. This UN Regulation applies to the type approval of vehicles of Category M1 equipped with automatic transmission with regard to their Acceleration Control for Pedal Error systems (ACPE).	一、實施時間及適用範圍 1.1 中華民國一百二十一年一月一日起，新型式之M1及N1類自動排檔車輛及中華民國一百二十三年一月一日起，各型式之M1及N1類自動排檔車輛，應配備符合本項規定之防誤	一、實施時間及適用範圍 1.1 中華民國○年一月一日起，新型式之M1類車輛及中華民國○年一月一日起，各型式之M1類車輛，應配備符合本項規定的防誤踩油門系統。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
1.2. At the request of the manufacturer, vehicles of other categories may be approved under this Regulation.	1.2. At the request of the manufacturer, vehicles of other categories may be approved under this Regulation.	踩油門系統。	
1.3. Vehicles where installation of means of forward and/or rear detection is incompatible with their intended use may be exempted from the relevant requirements (forward and/or rear direction) of this Regulation, subject to the decision of the Type Approval Authority.	1.3. Vehicles where installation of means of forward and/or rear detection is incompatible with their on-road use may be exempted from the relevant requirements (forward and/or rear direction) of this Regulation, subject to the decision of the Type Approval Authority.	1.2 依照審驗機構認定下，前方及／或後方偵測方式之安裝與其預期使用上不相容者，可免除本項對應之相關要求（前方及／或後方偵測）。	1.2 依照審驗機構認定下，前方及／或後方偵測方式之安裝與其道路使用上不相容者，可免除本項對應之相關要求（前方及／或後方偵測）。
1.4. Completed vehicles which have been built on a base vehicle which did not have the necessary structure to allow the installation of means of forward and/or rear detection may be exempted from the relevant requirements (forward and/or rear direction) of this Regulation, subject to the decision of the Type Approval Authority.		1.3 依照審驗機構認定下，基於不具備用以安裝前方及／或後方偵測之方式所需結構之車型的完成車，可免除本項對應之相關要求（前方及／或後方偵測）。	
		1.4 同一申請者同一年度同型式規格車輛，申請少量車型安全審驗且總數未逾二十輛者；或同一申請者同一年度同型式規格車輛，申請逐車少量車型安全審驗且總數未逾二十輛者，得免符合本項「防誤踩油門系統」規定。	1.3 同一申請者同一年度同型式規格車輛，申請少量車型安全審驗且總數未逾二十輛者；或同一申請者同一年度同型式規格車輛，申請逐車少量車型安全審驗且總數未逾二十輛者，得免符合本項「防誤踩油門系統」規定。
		1.5 檢測機構得依本項調和之聯合國車輛安全法規(UN Regulations)，UN R175 01系列及其後續相關修正規範進行測試。	1.4 檢測機構得依本項調和之聯合國車輛安全法規(UN Regulations)，UN R175 00系列及其後續相關修正規範進行測試。
2. Definitions	**2. Definitions**	2. 名詞釋義	2. 名詞釋義

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
For the purposes of this Regulation:	For the purposes of this Regulation:		
2.1. “Acceleration Control for Pedal Error (ACPE)” means a system to detect misapplication of the accelerator control by the driver and to control unintended acceleration.	2.1. “Acceleration Control for Pedal Error (ACPE)” means a system to detect misapplication of the accelerator control by the driver and to control unintended acceleration.	2.1 防誤踩油門系統(Acceleration Control for Pedal Error；ACPE)：係指偵測駕駛人誤使用加速器控制，並控制非預期加速之系統。	2.1 防誤踩油門系統(Acceleration Control for Pedal Error；ACPE)：係指偵測駕駛人誤使用加速器控制，並控制非預期加速之系統。
...	...		
2.3. "Common space" means an area on which two or more information functions (e.g. symbol) may be displayed but not simultaneously.	2.3. "Common space" means an area on which two or more information functions (e.g. symbol) may be displayed but not simultaneously.	2.2 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。	2.2 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。
2.4. "Dry road affording good adhesion" means a road with a sufficient nominal Peak Braking Coefficient (PBC) that would permit:	2.4. "Dry road affording good adhesion" means a road with a sufficient nominal Peak Braking Coefficient (PBC) that would permit:	2.3 具備良好抓地力之乾燥道路(Dry road affording good adhesion)：係指具備充足標稱最高煞車係數(PBC)以允許下述狀況發生之道路：	2.3 具備良好抓地力之乾燥道路(Dry road affording good adhesion)：係指具備充足標稱最高煞車係數(PBC)以允許下述狀況發生之道路：
(a) A mean fully developed deceleration of at least 9 m/s^2; or	(a) A mean fully developed deceleration of at least 9 m/s^2; or	(a)平均減速度至少九公尺／秒平方；或	(a)平均減速度至少九公尺／秒平方；或
(b) The design maximum deceleration of the relevant vehicle;	(b) The design maximum deceleration of the relevant vehicle;	(b)達到相關車輛之設計最高減速度。	(b)達到相關車輛之設計最高減速度。
whichever is lower.	whichever is lower.	以較低者為主。	以較低者為主。
2.5. "Sufficient nominal Peak Braking Coefficient (PBC)" means a road surface friction coefficient of:	2.5. "Sufficient nominal Peak Braking Coefficient (PBC)" means a road surface friction coefficient of:	2.4 充足標稱最高煞車係數(Sufficient nominal Peak Braking Coefficient (PBC))：係指道路表面摩擦係數：	2.4 充足標稱最高煞車係數(Sufficient nominal Peak Braking Coefficient (PBC))：係指道路表面摩擦係數：
(a) 0.9, when measured using the American Society for Testing and Materials (ASTM) of E1136-19 standard reference test tyre in accordance with ASTM Method E1337-19 at a speed of 40 mph;	(a) 0.9, when measured using the American Society for Testing and Materials (ASTM) of E1136-19 standard reference test tyre in accordance with ASTM Method E1337-19 at a speed of 40 mph;	(a) 利用美國材料試驗學會(ASTM) E1136-19標準參考試驗輪胎，並依照美國材料試驗學會ASTM E1337-19試驗方法，以時速四十英里／小時進行量測時為零點九。	(a) 利用美國材料試驗學會(ASTM) E1136-19標準參考試驗輪胎，並依照美國材料試驗學會ASTM E1337-19試驗方法，以時速四十英里／小時進行量測時為零點九。
(b) 1.017, when measured using either:	(b) 1.017, when measured using either:	(b) 依照下述其中一種方法量測時為一點零一七：	(b) 依照下述其中一種方法量測時為一點零一七：

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(i)The American Society for Testing and Materials (ASTM) of F2493-20 standard reference test tyre in accordance with ASTM Method E1337 19 at a speed of 40 mph; or	(i)The American Society for Testing and Materials (ASTM) of F2493-20 standard reference test tyre in accordance with ASTM Method E1337 19 at a speed of 40 mph; or	(i)利用美國材料試驗學會(ASTM) F2493-20標準參考試驗輪胎，並依照美國材料試驗學會ASTM E1337-19試驗方法，以時速四十英里／小時進行量測；或	(i)利用美國材料試驗學會(ASTM) F2493-20標準參考試驗輪胎，並依照美國材料試驗學會ASTM E1337-19試驗方法，以時速四十英里／小時進行量測；或
(ii) The k-test method specified in Appendix 2 to Annex 6 of UN Regulation No. 13-H.	(ii) The k-test method specified in Appendix 2 to Annex 6 of UN Regulation No. 13-H.	(ii) 本基準「附件四十三、防鎖死煞車系統」所述之抓地力係數(K)試驗方法。	(ii) 本基準「附件四十三、防鎖死煞車系統」所述之抓地力係數(K)試驗方法。
(c) The required value to permit the design maximum deceleration of the relevant vehicle, when measured using the k-test method in Appendix 2 to Annex 13 of UN Regulation No. 13.	(c) The required value to permit the design maximum deceleration of the relevant vehicle, when measured using the k-test method in Appendix 2 to Annex 13 of UN Regulation No. 13.	(c) 於使用本基準「防鎖死煞車系統」所述之抓地力係數(K)試驗方法進行測量時，容許M2、M3、N2或N3車輛可達設計最大減速度所需值。	(c) 於使用本基準「防鎖死煞車系統」所述之抓地力係數(K)試驗方法進行測量時，容許M2、M3、N2或N3車輛可達設計最大減速度所需值。
2.6. "Self-check" means an integrated function that checks for a system failure on a continuous basis at least while the system is active.	2.6. "Self-check" means an integrated function that checks for a system failure on a continuous basis at least while the system is active.	2.5 自我檢查(Self-check)：係指一個至少於系統作動時以連續方式進行系統偵錯之整合功能。	2.5 自我檢查(Self-check)：係指一個至少於系統作動時以連續方式進行系統偵錯之整合功能。
2.7. "Obstacle" means either a vehicle, or a wall-like structure or a pedestrian.	2.7. "Obstacle" means either a vehicle, or a wall-like structure.	2.6 障礙(Obstacle)：係指車輛或如牆壁之結構體或行人。	2.6 障礙(Obstacle)：係指車輛或如牆壁之結構體。
2.8. “Automatic Transmission” means any transmission which does not require the use of a clutch control by the driver in order to shift gears (automatic transmissions include e.g. single gear transmissions, continuously-variable transmissions, transmissions with an automated clutch).	2.8. “Automatic Transmission” means any transmission which does not require the use of a clutch control by the driver in order to shift gears (automatic transmissions include e.g. single gear transmissions, continuously-variable transmissions, transmissions with an automated clutch).	2.7 自動變速箱(Automatic Transmission)：係指任意無需駕駛人使用離合器控制以切換檔位（自動變速箱包含如單一檔位變速箱、連續變化變速箱、具備自動化離合器之變速箱等）之變速箱。	2.7 自動變速箱(Automatic Transmission)：係指任意無需駕駛人使用離合器控制以切換檔位（自動變速箱包含如單一檔位變速箱、連續變化變速箱、具備自動化離合器之變速箱等）之變速箱。
2.9. "Mass of a vehicle in running order" means the mass of an unladen vehicle with bodywork, including coolant, oils, at least 90 per cent of fuel, 100 per cent of other	2.9. "Mass of a vehicle in running order" means the mass of an unladen vehicle with bodywork, including coolant, oils, at least 90 per cent of fuel, 100 per cent of other	2.8 可行駛狀態之車重(Mass of a vehicle in running order)：係指含車身之無負載車輛重量，包含冷卻液、機油、至少百分之九十之燃油、百分	2.8 可行駛狀態之車重(Mass of a vehicle in running order)：係指含車身之無負載車輛重量，包含冷卻液、機油、至少百分之九十之燃油、百分

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
liquids, driver (75 kg) but except used waters, tools, spare wheel. 2.10. "Extreme outer edge" on either side of the vehicle, means the plane parallel to the median longitudinal plane of the vehicle and touching its lateral outer edge, disregarding the projection: (a) Of tyres near their point of contact with the ground, and of connections for tyre-pressure gauges; (b) Of any anti-skid devices mounted on the wheels; (c) Of devices for indirect vision; (d) Of side direction-indicator lamps, end-outline marker lamps, front and rear position lamps, parking lamps, retro-reflectors and side-marker lamps. 2.11. "Vehicle width" means the distance between the two vertical planes defined in paragraph 2.10. 2.12. “Moving off” means starting from stationary and moving forward or rearward after releasing the brakes. 2.13. “Maximum Creeping Speed” means the maximum steady state speed which the vehicle achieves on a horizontal surface with the powertrain engaged and operating at idle, and no acceleration or brake demand. 2.13.1. “Creeping” means the state of	liquids, driver (75 kg) but except used waters, tools, spare wheel.	之一百之其他液體及駕駛（七十五公斤），惟排除廢水、隨車工具及備用輪胎。 2.9 極端外部邊緣(Extreme outer edge)：係指平面平行於車輛之中央縱向平面並接觸其側方外部邊緣，且於不考慮下述投影之狀況下的車輛其中一側： (a) 靠近地面接觸點之輪胎，以及胎壓計之連接處； (b) 任意安裝於車輪上之防滑裝置； (c) 間接視野裝置； (d) 側方之方向燈、輪廓邊界標識燈、車寬燈（前位置燈）、尾燈（後位置燈）、停車燈、反光標誌，以及側方標識燈。 2.10 車輛寬度(Vehicle width)：係指規定2.9定義之兩垂直平面之間的距離。 2.11 起步(Moving off)：係指自靜態開始並於釋放煞車後，向前或向後移動。 2.12 最高蠕行速度(Maximum Creeping Speed)：係指車輛於水平地面上，隨著動力系統連接、於怠速運作，以及無加速或煞車需求之狀況下所達成之穩定狀態的最高速度。 2.12.1 蠕行(Creeping)：係指隨著動	之一百之其他液體及駕駛（七十五公斤），惟排除廢水、隨車工具及備用輪胎。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
motion with the powertrain engaged and operating at idle, and no acceleration or brake demand, up to the Maximum Creeping Speed. 2.14. "Reducing the effective demand of the accelerator control to zero" means where the resulting power/torque demand from the accelerator control is reduced to the equivalent of the driver removing any input into the accelerator control, irrespective of the actual input being given (this is exclusive of power/torque demand not in connection with the relative position of the accelerator control, e.g. rollback prevention, anti-stall).		力系統連接、於怠速運作，以及無加速或煞車需求之狀況下，至多於最高蠕行速度之移動狀態。 2.13 將加速器控制之有效需求降低至零(Reducing the effective demand of the accelerator control to zero)：係指不考慮已實際提供之輸入下（排除能量／扭力需求未與加速器控制相關位置連接之情形，例如：倒退防止措施、防失速措施），加速器控制之最終能量／扭力需求減少至相等於駕駛人停止任意對加速器控制之輸入的情形。	
... 2.2. "Vehicle Type with Regard to its ACPE" means a category of vehicles which do not differ in such essential aspects as: (a) Vehicle features which significantly influence the performances of ACPE; (b) The type and design of ACPE.	... 2.2. "Vehicle Type with Regard to its ACPE" means a category of vehicles which do not differ in such essential aspects as: (a) Vehicle features which significantly influence the performances of ACPE; (b) The type and design of ACPE.	3. 防誤踩油門系統之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ACPE性能有重大影響之車輛特性相同。 3.1.3 ACPE之型式及設計相同。	3. 防誤踩油門系統之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ACPE性能有重大影響之車輛特性相同。 3.1.3 ACPE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 ACPE shall be submitted by the vehicle manufacturer or by his authorized representative. 3.2. It shall be accompanied by the documents mentioned below in triplicate:	**3. Application for approval** 3.1. The application for approval of a vehicle type with regard to the ACPE shall be submitted by the vehicle manufacturer or by his authorized representative. 3.2. It shall be accompanied by the documents mentioned below in triplicate:	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. 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：

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
3.3. A description of the vehicle type with regard to the items mentioned in paragraph 2.2., together with a documentation package which gives access to the basic design of the ACPE and the means by which it is linked to other vehicle systems or by which it directly controls output variables. The numbers and/or symbols identifying the vehicle type shall be specified. 3.4. A vehicle representative of the vehicle type to be approved shall be submitted to the Technical Service conducting the approval tests.	3.3. A description of the vehicle type with regard to the items mentioned in paragraph 2.2., together with a documentation package which gives access to the basic design of the ACPE and the means by which it is linked to other vehicle systems or by which it directly controls output variables. The numbers and/or symbols identifying the vehicle type shall be specified. 3.4. A vehicle representative of the vehicle type to be approved shall be submitted to the Technical Service conducting the approval tests.	包含ACPE基本設計、其連結至其他車輛系統，或其直接控制輸出參數之規定3.相關車輛規格資料，與實車圖示及／或照片。應述明用於識別車輛型式之數字及／或符號。	包含ACPE基本設計、其連結至其他車輛系統，或其直接控制輸出參數之規定3.相關車輛規格資料，與實車圖示及／或照片。應述明用於識別車輛型式之數字及／或符號。
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. An approval number shall be assigned to each vehicle type approved; its first two digits (00 for the Regulation in its initial form) shall indicate the series of amendments incorporating the most recent major technical amendments made to the 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 ACPE, or to another vehicle type.	**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. An approval number shall be assigned to each vehicle type approved; its first two digits (00 for the Regulation in its initial form) shall indicate the series of amendments incorporating the most recent major technical amendments made to the 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 ACPE, or to another vehicle type.	(聯合國認證相關規定，經檢視不影響檢測基準內容)	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
4.3. 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 folded to that format, and on an appropriate scale.	4.3. 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 folded to that format, and on an appropriate scale.		
4.4. 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 Annex2, consisting of:	4.4. 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 Annex2, consisting of:		
4.4.1.A circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval ;	4.4.1.A circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval ;		
4.4.2.The number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the circle prescribed in paragraph 4.4.1. above.	4.4.2.The number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the circle prescribed in paragraph 4.4.1. above.		
4.5. If the vehicle conforms to a vehicle type approved under one or more other Regulations annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1. above need not be	4.5. If the vehicle conforms to a vehicle type approved under one or more other Regulations annexed to the Agreement, in the country which has granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1. above need not be		

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
repeated; in such a case, the Regulation and approval numbers and the additional symbols shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1. above. 4.6. The approval mark shall be clearly legible and be indelible. 4.7. The approval mark shall be placed close to or on the vehicle data plate.	repeated; in such a case, the Regulation and approval numbers and the additional symbols shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1. above. 4.6. The approval mark shall be clearly legible and be indelible. 4.7. The approval mark shall be placed close to or on the vehicle data plate.		
5. Specifications 5.1. Performance Requirements The following performance requirements shall apply to a vehicle with no trailer coupled, with a mass between maximum mass and mass in running order, and whose powertrain management system is properly operational. 5.1.1.The ACPE shall be able to limit unintended acceleration of the vehicle when an accelerator control misapplication by the driver has been detected at least: (a) When an obstacle exists in front of the vehicle when the driving direction is selected to be forward, and (b) When an obstacle exists behind the vehicle when the driving direction is selected to be rearwards. 5.1.2.An accelerator control application resulting in continuous acceleration and having a velocity of at least 400 per cent per	**5. Specifications** 5.1. Performance Requirements The following performance requirements shall apply to a vehicle with no trailer coupled, with a mass between maximum mass and mass in running order, and whose powertrain management system is properly operational. 5.1.1.The ACPE shall be able to limit unintended acceleration of the vehicle when an accelerator control misapplication by the driver has been detected at least: (a) When an obstacle exists in front of the vehicle when the driving direction is selected to be forward, and (b) When an obstacle exists behind the vehicle when the driving direction is selected to be rearwards. 5.1.2.An accelerator control application having a velocity of at least 400 per cent per second over a travel distance of at least 70	5. 規格規定 5.1 性能要求 下述性能要求應適用於未與拖車聯結、重量介於最大重量與可行駛狀態之車重，且傳動管理系統適當運作之車輛。 5.1.1 ACPE 應能至少於下述狀況偵測駕駛人誤使用加速器控制時，限制車輛之非預期加速： (a) 當行駛方向選擇為向前，且障礙存在於車輛之前方時，及 (b) 當行駛方向選擇為向後，且障礙存在於車輛之後方時。 5.1.2 加速器控制之使用上造成連續加速，並以至少每秒百分之四百的速度、總行程距離至少百分之七十	5. 規格規定 5.1 性能要求 下述性能要求應適用於未與拖車聯結、重量介於最大重量與可行駛狀態之車重，且傳動管理系統適當運作之車輛。 5.1.1 ACPE 應能至少於下述狀況偵測駕駛人誤使用加速器控制時，限制車輛之非預期加速： (a) 當行駛方向選擇為向前，且障礙存在於車輛之前方時，及 (b) 當行駛方向選擇為向後，且障礙存在於車輛之後方時。 5.1.2 加速器控制之使用上以至少每秒百分之四百的速度、總行程距離至少百分之七十的行程距離，且達

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
second over a travel distance of at least 70 per cent of the total travel distance of the accelerator control, and reaching a maximum position of the accelerator control of at least 90 per cent with that velocity shall be regarded as an accelerator control misapplication in the context of the paragraph 5.1.1.	per cent of the total travel distance of the accelerator control, and reaching a maximum position of the accelerator control of at least 90 per cent, shall be regarded as an accelerator control misapplication in the context of the paragraph 5.1.1.	的行程距離，且達到加速器控制至少百分之九十的最大位置者，應被作為規定5.1.1內容中所述加速器控制誤使用。	到加速器控制至少百分之九十的最大位置者，應被作為規定5.1.1內容中所述加速器控制誤使用。
5.1.3.Notwithstanding paragraph 5.1.2., in the case of systems that implement force-based triggering of the ACPE, an accelerator control force greater than the triggering threshold shall be considered as accelerator control misapplication. The manufacturer shall justify the triggering threshold to the satisfaction of the Type Approval Authority.	5.1.3.Notwithstanding paragraph 5.1.2., in the case of systems that implement force-based triggering of the ACPE, an accelerator control force greater than the triggering threshold shall be considered as accelerator control misapplication. The manufacturer shall justify the triggering threshold to the satisfaction of the Type Approval Authority.	5.1.3 儘管規定5.1.2已有規定，於系統實施基於強制方式觸發ACPE者，加速器控制力大於觸發值域者應視為加速器控制誤使用。申請者為滿足檢測機構應說明觸發值域。	5.1.3 儘管規定5.1.2已有規定，於系統實施基於強制方式觸發ACPE者，加速器控制力大於觸發值域者應視為加速器控制誤使用。申請者為滿足檢測機構應說明觸發值域。
5.1.4.The ACPE shall control acceleration when the vehicle is accelerated both from standstill and, as relevant, while creeping. 5.1.4.1 An ACPE intervention is not required when: (a) there is an AEBS warning or intervention occurring; or (b) the vehicle speed is greater than 10 km/h. 5.1.4.2 If ACPE is not ready to perform an intervention 6 s after the initiation of the vehicle powertrain, information of this status shall be indicated to the driver. This information shall exist until the system has been successfully initialised.	5.1.4.The ACPE shall control acceleration when the vehicle is accelerated from standstill.	5.1.4 ACPE應於車輛係自靜止及蠕行（如相關時）開始加速時皆控制加速。 5.1.4.1 於下述狀況發生時，無需ACPE介入： (a) AEBS警示或介入發生中，或； (b) 車輛速度大於十公里／小時。 5.1.4.2 若ACPE未於車輛動力系統啟動六秒後完成執行介入之預備時，應向駕駛人提供此狀態之資訊。該資訊應持續存在直至系統已成功完成初始化。	5.1.4 ACPE應於車輛係自靜止開始加速時控制加速。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
5.1.5 The ACPE shall limit vehicle acceleration in order to prevent or mitigate a collision with an obstacle located not more than 1.5 m in front of or behind the vehicle, in the vehicle path, at the time the triggering conditions (as outlined in paragraph 5.1.2.) are achieved, provided:	5.1.5.The ACPE shall limit vehicle acceleration in order to prevent or mitigate a collision with an obstacle located between 1.0 m and 1.5 m in front of or behind the vehicle, in the vehicle path, at the time the accelerator control is applied, provided:	5.1.5 若於下述情況下，ACPE應於達到觸發條件（如規定5.1.2所述）時，限制車輛加速以防止或減輕與位於車輛前方或後方之車輛路徑上，距離不超過一點五公尺之障礙的碰撞：	5.1.5 若於下述情況下，ACPE應於加速器控制被使用時，限制車輛加速以防止或減輕與位於車輛前方或後方之車輛路徑上，距離一公尺至一點五公尺間之障礙的碰撞：
(a) Vehicle external influences allow for the required acceleration inhibition, i.e.:	(a) Vehicle external influences allow for the required acceleration inhibition, i.e.:	(a) 車輛外部影響允許執行所需之加速抑制，即：	(a) 車輛外部影響允許執行所需之加速抑制，即：
(i) The road is flat, horizontal and dry affording good adhesion;	(i) The road is flat, horizontal and dry affording good adhesion;	(i) 於平坦、水平且具備良好抓地力之乾燥道路上；	(i) 於平坦、水平且具備良好抓地力之乾燥道路上；
(ii) The weather conditions do not affect the performance of the vehicle (e.g. no storm, not below 0°C);	(ii) The weather conditions do not affect the performance of the vehicle (e.g. no storm, not below 0°C);	(ii) 於不受影響車輛性能之天氣狀況（如未有風暴，溫度不低於攝氏零度）；	(ii) 於不受影響車輛性能之天氣狀況（如未有風暴，溫度不低於攝氏零度）；
(b) The vehicle state itself allows for the required acceleration inhibition, e.g.:	(b) The vehicle state itself allows for the required acceleration inhibition, e.g.:	(b) 車輛本身狀態允許執行所需加速抑制，例如：	(b) 車輛本身狀態允許執行所需加速抑制，例如：
(i) The tyres are in an appropriate state and properly inflated;	(i) The tyres are in an appropriate state and properly inflated;	(i) 輪胎為合適狀態且已適當充氣；	(i) 輪胎為合適狀態且已適當充氣；
(ii) The brakes if intended to be used are properly operational (brake temperature, pads condition etc.);	(ii) The brakes if intended to be used are properly operational (brake temperature, pads condition etc.);	(ii) 預期使用之煞車適於運作（煞車溫度、來令片條件）；	(ii) 預期使用之煞車適於運作（煞車溫度、來令片條件）；
(iii) There is no severe uneven load distribution;	(iii) There is no severe uneven load distribution;	(iii) 無嚴重不均之負載分配；	(iii) 無嚴重不均之負載分配；
(iv) No trailer is coupled to the motor vehicle and the mass of the motor vehicle is between maximum mass and mass in running order conditions;	(iv) No trailer is coupled to the motor vehicle and the mass of the motor vehicle is between maximum mass and mass in running order conditions;	(iv) 無拖車聯結至機動車輛，且車輛之重量介於最大重量及可行駛狀態間之狀況；	(iv) 無拖車聯結至機動車輛，且車輛之重量介於最大重量及可行駛狀態間之狀況；
(v) The vehicle's powertrain management system is properly operational	(v) The vehicle's powertrain management system is properly operational	(v) 車輛之傳動管理系統適當地運作。	(v) 車輛之傳動管理系統適當地運作。
(vi) If the vehicle is equipped with rear		(vi) 若車輛配備尾門、車廂蓋或後擋	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
hatches, trunk lids or tailgates, they are closed and latched in the normal conditions of vehicle operation.		板，則其於車輛運作之正常狀況下被關閉並閂上。	
(c) There are no external influences affecting the physical sensing capabilities, i.e.:	(c) There are no external influences affecting the physical sensing capabilities, i.e.:	(c) 無影響實體感測能力之外部影響，即：	(c) 無影響實體感測能力之外部影響，即：
(i)The ambient illumination conditions are at least 1000 Lux and there is no extreme blinding of the sensors (e.g. direct blinding sunlight, highly radar-reflective environment);	(i)The ambient illumination conditions are at least 1000 Lux and there is no extreme blinding of the sensors (e.g. direct blinding sunlight, highly radar-reflective environment);	(i)環境照度狀況處於至少一千Lux，且無感測器之極端致盲狀況（例如：直射致盲日光，高度雷達反射環境）；	(i)環境照度狀況處於至少一千Lux，且無感測器之極端致盲狀況（例如：直射致盲日光，高度雷達反射環境）；
(ii) The target vehicle is not extreme with regard to the Radar Cross Section (RCS) or the shape/silhouette (e.g. below fifth percentile of RCS of all M1 vehicles)	(ii) The target vehicle is not extreme with regard to the Radar Cross Section (RCS) or the shape/silhouette (e.g. below fifth percentile of RCS of all M1 vehicles)	(ii) 目標車輛於雷達截面積(RCS)或形狀/輪廓上無極端狀況（例如：小於所有M1類車輛之第五百分位RCS）；	(ii) 目標車輛於雷達截面積(RCS)或形狀/輪廓上無極端狀況（例如：小於所有M1類車輛之第五百分位RCS）；
(iii) There are no significant weather conditions affecting the sensing capabilities of the vehicle (e.g. heavy rain, dense fog, snow, dirt);	(iii) There are no significant weather conditions affecting the sensing capabilities of the vehicle (e.g. heavy rain, dense fog, snow, dirt);	(iii) 無影響車輛感測能力之重大氣候條件（例如：暴雨、濃霧、降雪、塵土）；	(iii) 無影響車輛感測能力之重大氣候條件（例如：暴雨、濃霧、降雪、塵土）；
(iv) There are no overhead obstructions close to the vehicle;	(iv) There are no overhead obstructions close to the vehicle;	(iv) 接近車輛處未有過高之障礙；	(iv) 接近車輛處未有過高之障礙；
(d) The situation is unambiguous, i.e.:	(d) The situation is unambiguous, i.e.:	(d) 狀況明確下，即：	(d) 狀況明確下，即：
(i)The obstacle is stationary, unobstructed, clearly separated from other objects in the driving direction;	(i)The obstacle is stationary, unobstructed, clearly separated from other objects in the driving direction;	(i)障礙為靜態、不受阻礙，且明確與所行駛方向內其它物件區隔；	(i)障礙為靜態、不受阻礙，且明確與所行駛方向內其它物件區隔；
	(ii) The lateral offset between the centreline of the obstacle and the centreline of the vehicle is not more than 0.2 m		(ii) 介於車輛中心線與障礙中心線之側向位移不超過零點二公尺；
	(iii) The direction of travel is straight with no curve, and the vehicle is not turning at an		(iii) 行駛方向筆直、無彎弧，以及車輛未於十字路口轉向且沿其車道行

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(ii) In the case of a vehicle obstacle, the centre line of the obstacle is located between two vertical longitudinal planes defining the extreme outer edge of the vehicle. (iii) In the case of a wall obstacle, the overlap between wall and vehicle is at least 1.0 m. (iv) In the case of a pedestrian obstacle, the distance between the centre line of the pedestrian obstacle and the centre line of the vehicle is not more than 25 per cent of the vehicle width. (v) The direction of travel is straight with no curve, and the vehicle is not turning at an intersection and following its lane. (vi) The obstacle is a vehicle of category M1, or a wall-like structure with a width of at least 2.0 m and a height of at least 1.0 m or a silhouette of a pedestrian that relates to a human being. (vii) The obstacle is located at least 1.0m from the vehicle at the time the triggering conditions (as outlined in paragraph 5.1.2.) are achieved; (viii) The vehicle is travelling at or below its maximum creeping speed in the forward	intersection and following its lane. (iv) The obstacle is a vehicle of category M1, or a wall like structure with a width of at least 2.0 m and a height of at least 1.0 m.	(ii) 於障礙為車輛之狀況下，障礙之中心線係位於定義車輛之極端外部邊緣的兩垂直縱向平面之間。 (iii) 於障礙為牆壁之狀況下，牆壁與車輛之間的重疊率至少為一點零公尺。 (iv) 於障礙為行人之狀況下，行人障礙中心線及車輛中心線之間的距離不超過車輛寬度的百分之二十五。 (v) 行駛方向為直線無彎曲，且車輛未於路口轉向並跟隨著其車道。 (vi) 障礙為M1類車輛、與牆壁相似且至少具備二點零公尺之寬度及一點零公尺之高度的結構，或能與人類連結之行人剪影。 (vii) 障礙於達成觸發條件（如規定5.1.2所述）之時，係位於距離車輛至少一點零公尺處； (viii)車輛係以處於或低於最高蠕行速度向前，以及四公里／小時向後行	駛； (iv) 障礙為一部M1類車輛，或如具備寬度至少二公尺及高度至少一公尺之結構的牆壁。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
direction and at or below 4km/h in rearward direction[3]. [3] This condition shall be reviewed by September 2032.		駛。 (本規定配合此項附件討論期程再行調整)	
5.1.5.1 When conditions deviate from those listed above, the system shall not deactivate or unreasonably switch the control strategy. This shall be demonstrated by the manufacturer in accordance with Annex 3 of this Regulation and, if deemed justified, may be followed by testing by the Technical Service in conditions deviating from those listed above or those in paragraph 6. The rationale for and the results of this verification testing shall be appended to the test report.	When conditions deviate from those listed above, the system shall not deactivate or unreasonably switch the control strategy. This shall be demonstrated by the manufacturer in accordance with Annex 3 of this Regulation and, if deemed justified, may be followed by testing by the Technical Service in conditions deviating from those listed above or those in paragraph 6. The rationale for and the results of this verification testing shall be appended to the test report.	5.1.5.1 於條件偏離上述所列項目之狀況下，系統不應解除或無理地切換控制之策略。此項目應由申請者依照規定7.進行展示，或可於視為合理之狀況下，由檢測機構於偏離上述所列項目或規定6.之條件下測試進行依循。此驗證測試之合理性及結果應檢附於試驗報告中。	於條件偏離上述所列項目之狀況下，系統不應解除或無理地切換控制之策略。此項目應由申請者依照規定7.進行展示，或可於視為合理之狀況下，由檢測機構於偏離上述所列項目或規定6.之條件下測試進行依循。此驗證測試之合理性及結果應檢附於試驗報告中。
5.1.6. ACPE performance 5.1.6.1. Acceleration from standstill		5.1.6 ACPE性能 5.1.6.1 自靜止進行加速	
In the case that a collision is not prevented, the collision speed shall be no greater than 8 km/h higher than the vehicle speed at the point where the triggering conditions specified in paragraph 5.1.2. are met.	5.1.6.In the case that a collision is not prevented, the collision speed shall be no greater than 8 km/h higher than the vehicle speed at the point where the triggering conditions specified in paragraph 5.1.2. are met.	於無法避免碰撞之狀況下，碰撞速度不應高於規定5.1.2所述之觸發條件滿足當下之車輛速度八公里／小時。	5.1.6 於無法避免碰撞之狀況下，碰撞速度不應高於規定5.1.2所述之觸發條件滿足當下之車輛速度八公里／小時。
In addition, the collision speed shall not be greater than 70 per cent of that speed the vehicle would have had in the same position and under the same circumstances but without any ACPE intervention.	In addition, the collision speed shall not be greater than 70% of that speed the vehicle would have had in the same position and under the same circumstances but without any ACPE intervention.	另碰撞速度不應高於相同位置且於相同情況下，惟無ACPE介入將產生之車輛速度的百分之七十。	另碰撞速度不應高於相同位置且於相同情況下，惟無ACPE介入將產生之車輛速度的百分之七十。
5.1.6.1.1. Low power to weight vehicles,		5.1.6.1.1 低功率重量比之車輛	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
In the case of vehicles that do not exceed 8 km/h without ACPE in the test scenarios but for which a speed reduction of 30 per cent cannot be achieved due to a low engine power to test mass ratio, the speed reduction shall be of at least 15 per cent.	5.1.6.1. In the case of vehicles that do not exceed 8 km/h without ACPE in the test scenarios but for which a speed reduction of 30 per cent cannot be achieved due to a low engine power to test mass ratio, the speed reduction shall be of at least 15 per cent.	於不超過八公里／小時之車輛於試驗情境中無ACPE，惟因低引擎功率對試驗重量比而無法達成百分之三十的速度減少量之狀況下，速度減少量應至少為百分之十五。	5.1.6.1 於不超過八公里／小時之車輛於試驗情境中無ACPE，惟因低引擎功率對試驗重量比而無法達成百分之三十的速度減少量之狀況下，速度減少量應至少為百分之十五。
5.1.6.2. Acceleration while creeping, In the case a collision is not prevented, the ACPE shall reduce the effective demand of the accelerator control to zero at or before the point of collision.		5.1.6.2 蠕行時進行加速 於碰撞無法避免之狀況下，ACPE應於碰撞點或其之前將加速器控制之有效需求降低至零。	
5.1.7. During any intervention, the vehicle acceleration shall continue to be limited by the ACPE. The intervention may be ended when the obstacle is no longer detected, or the driver has interrupted the function. The Manufacturer shall declare the ACPE continuation conditions to the technical service.	5.1.7. During any intervention, the vehicle acceleration shall continue to be limited by the ACPE. The intervention may be ended when the obstacle is no longer detected, or the driver has interrupted the function. The Manufacturer shall declare the ACPE continuation conditions to the technical service.	5.1.7 於任意介入期間，車輛加速應持續受到ACPE之限制。介入可於不再偵測障礙，或駕駛人已中斷功能時受到終止。申請者應向檢測機構宣告ACPE連續性條件。	5.1.7 於任意介入期間，車輛加速應持續受到ACPE之限制。介入可於不再偵測障礙，或駕駛人已中斷功能時受到終止。申請者應向檢測機構宣告ACPE連續性條件。
5.1.8.The effectiveness of ACPE shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by fulfilling the technical requirements and respecting the transitional provisions of the 06 or later series of amendments to UN Regulation No. 10.	5.1.8.The effectiveness of ACPE shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by fulfilling the technical requirements and respecting the transitional provisions of the 06 or later series of amendments to UN Regulation No. 10.	5.1.8 ACPE之效能不應受到電場或磁場之影響。此項目應透過滿足技術要求且符合本基準「附件五十六、電磁相容性」進行展示。	5.1.8 ACPE之效能不應受到電場或磁場之影響。此項目應透過滿足技術要求且符合本基準「附件五十六、電磁相容性」進行展示。
5.1.9.Conformity with the safety aspects of electronic control systems shall be shown by meeting the requirements of Annex 3.	5.1.9.Conformity with the safety aspects of electronic control systems shall be shown by meeting the requirements of Annex 3.	5.1.9 應透過滿足規定7.之要求以展現電子控制系統之安全層面符合規定。	5.1.9 應透過滿足規定7.之要求以展現電子控制系統之安全層面符合規定。
5.1.10. The ACPE shall inform the driver	5.1.10. The ACPE shall inform the driver	5.1.10 ACPE應依照規定5.4.2向駕	5.1.10 ACPE應依照規定5.4.2向駕

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
of its intervention in accordance with paragraph 5.4.2.	of its intervention in accordance with paragraph 5.4.2.	駛人通知其介入。	駛人通知其介入。
5.1.11. Interruption of ACPE by driver	5.1.11. Interruption of ACPE by driver	5.1.11 駕駛人之ACPE介入	5.1.11 駕駛人之ACPE介入
5.1.11.1. The ACPE shall provide a means for the driver to interrupt its intervention. This interruption shall be started by any intentional action which indicates that the driver has recognised the situation.	5.1.11.1. The ACPE shall provide a means for the driver to interrupt its intervention. This interruption shall be started by any intentional action which indicates that the driver has recognised the situation.	5.1.11.1 ACPE應對駕駛人提供一個用於中斷其介入之手段。前述中斷應藉由任意顯示駕駛人已識別相關情形之中斷行為而開始。	5.1.11.1 ACPE應對駕駛人提供一個用於中斷其介入之手段。前述中斷應藉由任意顯示駕駛人已識別相關情形之中斷行為而開始。
5.1.11.2. In the case of interruption by maintaining the accelerator control application, there shall be no rapid increase of acceleration.	5.1.11.2. In the case of interruption by maintaining the accelerator control application, there shall be no rapid increase of acceleration.	5.1.11.2 於中斷係藉由維持加速器控制之施加，則不應有急促之加速量增加。	5.1.11.2 於中斷係藉由維持加速器控制之施加，則不應有急促之加速量增加。
5.1.11.3. The fulfilment of these requirements shall be documented and demonstrated by the manufacturer to the Approval Authority during the inspection of the safety concept as part of the assessment to Annex 3.	5.1.11.3. The fulfilment of these requirements shall be documented and demonstrated by the manufacturer to the Approval Authority during the inspection of the safety concept as part of the assessment to Annex 3.	5.1.11.3 應就前述要求之達成情形進行記錄，且由申請者於規定7之評估期間，作為安全性概念檢驗之一部分向檢測機構展示。	5.1.11.3 應就前述要求之達成情形進行記錄，且由申請者於規定7之評估期間，作為安全性概念檢驗之一部分向檢測機構展示。
5.1.12. The performance requirements shall be verified using the test procedure as described in section 6.6.1. and 6.6.2.	5.1.12. The performance requirements shall be verified using the test procedure as described in section 6.	5.1.12 性能要求應使用規定6.6.1及規定6.6.2所述試驗程序進行驗證。	5.1.12 性能要求應使用規定6所述試驗程序進行驗證。
5.2. Deactivation	5.2. Deactivation	5.2 解除	5.2 解除
5.2.1. Short term deactivation	5.2.1. Short term deactivation	5.2.1 短期解除	5.2.1 短期解除
When a vehicle is equipped with a means to manually deactivate the ACPE, the ACPE shall be automatically reinstated at the initiation of any new engine start (or run cycle, as relevant).	When a vehicle is equipped with a means to manually deactivate the ACPE, the ACPE shall be automatically reinstated at the initiation of any new engine start (or run cycle, as relevant).	於車輛配備有手動解除ACPE之手段時，ACPE應能於任意新引擎啟動（或運轉循環，如相關時）之開始時自動恢復運作。	於車輛配備有手動解除ACPE之手段時，ACPE應能於任意新引擎啟動（或運轉循環，如相關時）之開始時自動恢復運作。
This requirement does not apply when a new engine start (or run cycle, as relevant) is	This requirement does not apply when a new engine start (or run cycle, as relevant) is	於新引擎啟動（或運轉循環，如相關時）係自動執行時不適用此要求，例	於新引擎啟動（或運轉循環，如相關時）係自動執行時不適用此要求，例

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
performed automatically, e.g., the operation of a stop/start system.	performed automatically, e.g., the operation of a stop/start system.	如：怠速熄火系統之運作。	如：怠速熄火系統之運作。
A deactivation warning shall be given at least at the time of deactivation.	A deactivation warning shall be given at least at the time of deactivation.	應至少於解除之時發出解除警示。	應至少於解除之時發出解除警示。
5.2.2. Long term deactivation	5.2.2. Long term deactivation	5.2.2 長期解除	5.2.2 長期解除
Notwithstanding paragraph 5.2.1., a vehicle may be equipped with a long term deactivation means to manually deactivate the ACPE, in that case, the system is not required to be reinstated at the initiation of each engine start (or run cycle, as relevant). However, the system shall provide information to the driver by either (a), (b) or (c):	Notwithstanding paragraph 5.2.1., a vehicle may be equipped with a long term deactivation means to manually deactivate the ACPE, in that case, the system is not required to be reinstated at the initiation of each engine start (or run cycle, as relevant). However, the system shall provide information to the driver by either (a), (b) or (c):	儘管規定5.2.1已有規定，車輛仍可配備有長期解除手段以手動解除ACPE，於相關狀況下，系統無須於每一次新引擎啟動（或運轉循環，如相關時）之開始時恢復運作。惟系統應依(a)、(b)或(c)中其一向駕駛人提供資訊：	儘管規定5.2.1已有規定，車輛仍可配備有長期解除手段以手動解除ACPE，於相關狀況下，系統無須於每一次新引擎啟動（或運轉循環，如相關時）之開始時恢復運作。惟系統應依(a)、(b)或(c)中其一向駕駛人提供資訊：
(a) A constant optical warning signal shall inform the driver that the ACPE has been deactivated. The yellow warning signal specified in paragraph 5.4.3. may be used for this purpose;	(a) A constant optical warning signal shall inform the driver that the ACPE has been deactivated. The yellow warning signal specified in paragraph 5.4.3. may be used for this purpose;	(a) 一恆亮之光學警示訊號應向駕駛人通知ACPE已被解除。規定5.4.3所述之黃色警示訊號可用於此目的；	(a) 一恆亮之光學警示訊號應向駕駛人通知ACPE已被解除。規定5.4.3所述之黃色警示訊號可用於此目的；
(b) The driver shall be periodically informed that the ACPE has been deactivated. In this case this information shall be given for a minimum of 10 seconds or until driver confirmation.	(b) The driver shall be periodically informed that the ACPE has been deactivated. In this case this information shall be given for a minimum of 10 seconds or until driver confirmation.	(b) 應定時向駕駛人通知ACPE已被解除。於此狀況下，應最少每十秒一次或直到駕駛人確認為止前發送此資訊。	(b) 應定時向駕駛人通知ACPE已被解除。於此狀況下，應最少每十秒一次或直到駕駛人確認為止前發送此資訊。
This information shall be given at least either every 7 days or every 10 engine starts (or run cycles, as relevant), not counting when a new engine start (or run cycle, as relevant) is performed automatically, e.g. the operation of a stop/start system. This information shall	This information shall be given at least either every 7 days or every 10 engine starts (or run cycles, as relevant), not counting when a new engine start (or run cycle, as relevant) is performed automatically, e.g. the operation of a stop/start system. This information shall	資訊應於不計新引擎啟動（或運轉循環，如相關時）係自動執行下，例如：怠速熄火系統之運作，至少每七天或每十次引擎啟動（或運轉循環，如相關時）時發出。此資訊應與規定5.4.3所述故障警示訊號有所區別；	資訊應於不計新引擎啟動（或運轉循環，如相關時）係自動執行下，例如：怠速熄火系統之運作，至少每七天或每十次引擎啟動（或運轉循環，如相關時）時發出。此資訊應與規定5.4.3所述故障警示訊號有所區別；

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
be distinct from the failure warning signal specified in paragraph 5.4.3.;	be distinct from the failure warning signal specified in paragraph 5.4.3.;		
or	or	或	或
(c) If deactivation is only for one direction of operation (forward or rearwards), a constant optical warning shall be given when the corresponding driving direction is selected for first time in the engine start cycle (or run cycle, as relevant).	(c) If deactivation is only for one direction of operation (forward or rearwards), a constant optical warning shall be given when the corresponding driving direction is selected for first time in the engine start cycle (or run cycle, as relevant).	(c) 若解除僅適用於單一之運作方向（前進或後退）時，一恆亮之光學警示訊號應於對應行駛方向於引擎啟動循環（或運轉循環，如相關時）首次被選擇時發出。	(c) 若解除僅適用於單一之運作方向（前進或後退）時，一恆亮之光學警示訊號應於對應行駛方向於引擎啟動循環（或運轉循環，如相關時）首次被選擇時發出。
The long-term deactivation process shall be designed in such a way that deactivation shall not be possible with less than 2 deliberate actions.	The long-term deactivation process shall be designed in such a way that deactivation shall not be possible with less than 2 deliberate actions.	長期解除程序應以解除不少於兩個之正面行為方式執行下進行設計。	長期解除程序應以解除不少於兩個之正面行為方式執行下進行設計。
5.2.3.Automatic deactivation	5.2.3.Automatic deactivation	5.2.3 自動解除	5.2.3 自動解除
5.2.3.1. When the vehicle is equipped with a means to automatically deactivate the ACPE, for instance in situations such as carrying a bicycle rack or towing a trailer, the following conditions shall apply as appropriate:	5.2.3.1. When the vehicle is equipped with a means to automatically deactivate the ACPE, for instance in situations such as carrying a bicycle rack or towing a trailer, the following conditions shall apply as appropriate:	5.2.3.1 於車輛配備有自動解除ACPE之手段時，例如於搭載自行車架或牽引一部拖車之狀況下，應依實際狀況適用下述條件：	5.2.3.1 於車輛配備有自動解除ACPE之手段時，例如於搭載自行車架或牽引一部拖車之狀況下，應依實際狀況適用下述條件：
5.2.3.1.1. The vehicle manufacturer shall provide a list of situations and corresponding criteria where the ACPE is automatically deactivated to the technical service at the time of type-approval and it shall be annexed to the test report.	5.2.3.1.1. The vehicle manufacturer shall provide a list of situations and corresponding criteria where the ACPE is automatically deactivated to the technical service at the time of type-approval and it shall be annexed to the test report.	5.2.3.1.1 申請者應於型式認證時向檢測機構提供狀況之列表以及ACPE自動解除之對應指標，並應檢附於試驗報告中。	5.2.3.1.1 申請者應於型式認證時向檢測機構提供狀況之列表以及ACPE自動解除之對應指標，並應檢附於試驗報告中。
5.2.3.1.2. The ACPE shall be automatically reactivated as soon as the conditions that led to the automatic deactivation are not present anymore.	5.2.3.1.2. The ACPE shall be automatically reactivated as soon as the conditions that led to the automatic deactivation are not present anymore.	5.2.3.1.2 一旦於導致自動解除之狀況不再存在時，ACPE應自動重新啟動。	5.2.3.1.2 一旦於導致自動解除之狀況不再存在時，ACPE應自動重新啟動。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
5.2.3.1.3. A deactivation warning shall be given at least at the time of deactivation unless a failure warning is given as per paragraph 5.3.3.	5.2.3.1.3. A deactivation warning shall be given at least at the time of deactivation unless a failure warning is given as per paragraph 5.3.3.	5.2.3.1.3 除故障警示已依照規定5.3.3發出外，解除警示應至少於解除之時發出。	5.2.3.1.3 除故障警示已依照規定5.3.3發出外，解除警示應至少於解除之時發出。
5.2.3.1.3.1.While an Automated Driving System is in control of the vehicle, or an Advanced Driver-Assistance System is in active mode (e.g. ALKS or ACSF category A is active), the ACPE may be suspended or its control strategies adapted without indication to the driver, as long as it remains ensured that the vehicle provides at least the same acceleration suppression capabilities as the ACPE. The suspension of the ACPE or the adapted control strategies shall be documented and demonstrated by the manufacturer to the Approval Authority during the inspection of the safety concept as part of the assessment to Annex 3.	5.2.3.1.3.1.While an Automated Driving System is in control of the vehicle, or an Advanced Driver-Assistance System is in active mode (e.g. ALKS or ACSF category A is active), the ACPE may be suspended or its control strategies adapted without indication to the driver, as long as it remains ensured that the vehicle provides at least the same acceleration suppression capabilities as the ACPE. The suspension of the ACPE or the adapted control strategies shall be documented and demonstrated by the manufacturer to the Approval Authority during the inspection of the safety concept as part of the assessment to Annex 3.	5.2.3.1.3.1 於自動駕駛系統正在控制車輛，或先進駕駛人輔助系統(例如：ALKS或ACSF類型A為開啟狀況)處於啟動模式時，一旦維持於確保車輛能提供至少與ACPE相同之加速抑制能力下，可暫停ACPE或其控制策略於未向駕駛人顯示之狀況下進行調適。ACPE之暫停或已調適之控制策略應被記錄，並由申請者向檢測機構於規定7.之評估期間，作為安全性概念檢驗之一部分向檢測機構展示。	5.2.3.1.3.1 於自動駕駛系統正在控制車輛，或先進駕駛人輔助系統(例如：ALKS或ACSF類型A為開啟狀況)處於啟動模式時，一旦維持於確保車輛能提供至少與ACPE相同之加速抑制能力下，可暫停ACPE或其控制策略於未向駕駛人顯示之狀況下進行調適。ACPE之暫停或已調適之控制策略應被記錄，並由申請者向檢測機構於規定7.之評估期間，作為安全性概念檢驗之一部分向檢測機構展示。
5.3. Failure detection / self-check	5.3. Failure detection / self-check	5.3 故障偵測／自我檢查	5.3 故障偵測／自我檢查
5.3.1.A failure warning shall be given to the driver when there is a failure in the ACPE that prevents the requirements of this Regulation being met. The warning shall be as specified in paragraph 5.4.3.	5.3.1.A failure warning shall be given to the driver when there is a failure in the ACPE that prevents the requirements of this Regulation being met. The warning shall be as specified in paragraph 5.4.3.	5.3.1 於ACPE產生故障並符合其滿足本附件之要求時，應向駕駛人發出故障警示。相關警示應如規定5.4.3所述。	5.3.1 於ACPE產生故障並符合其滿足本附件之要求時，應向駕駛人發出故障警示。相關警示應如規定5.4.3所述。
5.3.1.1. It is not required to provide the driver with a failure warning signal to indicate that the ACPE is temporarily not available, for example due to inclement weather conditions.	5.3.1.1. It is not required to provide the driver with a failure warning signal to indicate that the ACPE is temporarily not available, for example due to inclement weather conditions.	5.3.1.1 於指示ACPE暫時無法使用時（例如因極端天氣狀況），無須向駕駛人發出故障警示訊號。	5.3.1.1 於指示ACPE暫時無法使用時（例如因極端天氣狀況），無須向駕駛人發出故障警示訊號。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
5.3.2.There shall not be an appreciable time interval between each ACPE self-check, and subsequently there shall not be a delay in illuminating the warning signal, in the case of an electrically detectable failure. However, if the vehicle speed is greater than 10 km/h at the time a failure is detected, the warning signal may be suppressed until the next time the vehicle speed is below 10 km/h.	5.3.2.There shall not be an appreciable time interval between each ACPE self-check, and subsequently there shall not be a delay in illuminating the warning signal, in the case of an electrically detectable failure. However, if the vehicle speed is greater than 10 km/h at the time a failure is detected, the warning signal may be suppressed until the next time the vehicle speed is below 10 km/h.	5.3.2 於可電子偵測故障情況下，每次ACPE之自我檢查區間不應有明顯之時間間隔，且後續之警示訊號亮起亦不應延遲。惟若車輛於故障受到偵測之時速度高於十公里／小時，則警示訊號可被暫停直至下次車輛速度降低至十公里／小時以下。	5.3.2 於可電子偵測故障情況下，每次ACPE之自我檢查區間不應有明顯之時間間隔，且後續之警示訊號亮起亦不應延遲。惟若車輛於故障受到偵測之時速度高於十公里／小時，則警示訊號可被暫停直至下次車輛速度降低至十公里／小時以下。
5.3.3.A failure warning shall also be given to the driver in the case of a detected non-electrical failure condition (e.g. sensor blindness or sensor misalignment) unless a deactivation warning is given as per paragraph 5.2.3.1.3.	5.3.3.A failure warning shall also be given to the driver in the case of a detected non-electrical failure condition (e.g. sensor blindness or sensor misalignment) unless a deactivation warning is given as per paragraph 5.2.3.1.3.	5.3.3 除解除警示已依規定5.2.3.1.3發出外，於偵測到任何非電氣故障之狀況時（例如感測器失效或感測器未對準），亦應向駕駛人發出故障警示訊號。	5.3.3 除解除警示已依規定5.2.3.1.3發出外，於偵測到任何非電氣故障之狀況時（例如感測器失效或感測器未對準），亦應向駕駛人發出故障警示訊號。
5.4. Warning signals	5.4. Warning signals	5.4 警示訊號	5.4 警示訊號
5.4.1.General	5.4.1.General	5.4.1 通則	5.4.1 通則
5.4.1.1. The optical warning signals shall be visible even by daylight; the satisfactory condition of the signals must be easily verifiable by the driver from the driver's seat.	5.4.1.1. The optical warning signals shall be visible even by daylight; the satisfactory condition of the signals must be easily verifiable by the driver from the driver's seat.	5.4.1.1 光學警示訊號應於白天時清楚可視，並設置於當駕駛者乘坐於駕駛座時，視野範圍內清楚可辨識之適當位置。	5.4.1.1 光學警示訊號應於白天時清楚可視，並設置於當駕駛者乘坐於駕駛座時，視野範圍內清楚可辨識之適當位置。
5.4.1.2. Each ACPE optical warning signal shall be activated either when the engine start (or run, as relevant) switch is turned to the "on" (run) position or when the engine start (or run, as relevant) switch is in a position between the "on" (run) and "start" position that is designated by the	5.4.1.2. Each ACPE optical warning signal shall be activated either when the engine start (or run, as relevant) switch is turned to the "on" (run) position or when the engine start (or run, as relevant) switch is in a position between the "on" (run) and "start" position that is designated by the	5.4.1.2 每一ACPE光學警示訊號應於引擎啟動（或運轉循環，如相關時）切換至「on（開啟）」位置，或切換至一個介於「on（開啟）」及「start（啟動）」位置之間，由申請者設計作為檢查位置（初始化系統（電源開啟））時啟動。此規定不適用於共用	5.4.1.2 每一ACPE光學警示訊號應於引擎啟動（或運轉循環，如相關時）切換至「on（開啟）」位置，或切換至一個介於「on（開啟）」及「start（啟動）」位置之間，由申請者設計作為檢查位置（初始化系統（電源開啟））時啟動。此規定不適用於共用

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
manufacturer as a check position (initial system (power-on)). This requirement does not apply to warning signals shown in a common space.	manufacturer as a check position (initial system (power-on)). This requirement does not apply to warning signals shown in a common space.	空間顯示區內之警示訊號。	空間顯示區內之警示訊號。
5.4.2. Intervention warning signal	5.4.2. Intervention warning signal	5.4.2 介入警示訊號	5.4.2 介入警示訊號
An intervention warning shall be given by an optical signal. In addition, a haptic or acoustic signal shall be provided to the driver, unless such a signal is already being provided by another vehicle system comprising an object detection capability (e.g. parking distance warning).	An intervention warning shall be given by an optical signal. In addition, a haptic or acoustic signal shall be provided to the driver, unless such a signal is already being provided by another vehicle system comprising an object detection capability (e.g. parking distance warning).	應藉由光學訊號發出介入警示。此外，除相關警示已由另一個組成物件偵測能力之車輛系統(例如：停車距離警示)提供外，應向駕駛人提供一個觸覺或聲音訊號。	應藉由光學訊號發出介入警示。此外，除相關警示已由另一個組成物件偵測能力之車輛系統(例如：停車距離警示)提供外，應向駕駛人提供一個觸覺或聲音訊號。
The optical warning signal may be the flashing of the failure warning signal.	The optical warning signal may be the flashing of the failure warning signal.	光學警示訊號可為閃爍之故障警示訊號。	光學警示訊號可為閃爍之故障警示訊號。
A description of the warning indication presented to the driver shall be provided by the vehicle manufacturer at the time of type-approval and recorded in the test report.	A description of the warning indication presented to the driver shall be provided by the vehicle manufacturer at the time of type-approval and recorded in the test report.	向駕駛人呈現警示之說明應由申請者於型式認證之時提供，並記錄於試驗報告中。	向駕駛人呈現警示之說明應由申請者於型式認證之時提供，並記錄於試驗報告中。
5.4.3. Failure warning signal	5.4.3. Failure warning signal	5.4.3 故障警示訊號	5.4.3 故障警示訊號
The failure warning shall be given by a constant yellow optical signal.	The failure warning shall be given by a constant yellow optical signal.	故障警示應藉由一個恆亮之黃色光學訊號發出。	故障警示應藉由一個恆亮之黃色光學訊號發出。
5.5. Provisions for the Periodic Technical Inspection	5.5. Provisions for the Periodic Technical Inspection	(定期檢驗相關規定，僅調和部分內容)	(定期檢驗相關規定，僅調和部分內容)
5.5.1.At a Periodic Technical Inspection, it shall be possible to confirm the correct operational status of the ACPE by a visible observation of the failure warning signal status. Following a “power-ON” and any bulb check, the failure warning signal shall remain illuminated if any failure was present	5.5.1.At a Periodic Technical Inspection, it shall be possible to confirm the correct operational status of the ACPE by a visible observation of the failure warning signal status. Following a “power-ON” and any bulb check, the failure warning signal shall remain illuminated if any failure was present		

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
at the end of the previous engine start (or run, as relevant) cycle, unless this failure is detected to be no longer present.	at the end of the previous engine start (or run, as relevant) cycle, unless this failure is detected to be no longer present.		
In the 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.	In the 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.		
5.5.2.At the time of type approval, the means to protect against simple unauthorised modification of the operation of the failure warning signal chosen by the manufacturer shall be confidentially outlined.	5.5.2.At the time of type approval, the means to protect against simple unauthorised modification of the operation of the failure warning signal chosen by the manufacturer shall be confidentially outlined.	5.5 於型式認證之時，由申請者所選擇用於防止故障警示訊號運作之簡易未授權修改的手段應機密地概述。	5.5 於型式認證之時，由申請者所選擇用於防止故障警示訊號運作之簡易未授權修改的手段應機密地概述。
Alternatively, this protection requirement is fulfilled when a secondary means of checking the correct operational status of the ACPE is available.	Alternatively, this protection requirement is fulfilled when a secondary means of checking the correct operational status of the ACPE is available.	作為替代，於用於檢查ACPE正確運作狀態之次要手段可用時，視為滿足此保護要求。	作為替代，於用於檢查ACPE正確運作狀態之次要手段可用時，視為滿足此保護要求。
6. Test procedure	**6. Test procedure**	6. 試驗程序	6. 試驗程序
6.1. Test surface and environment conditions	6.1. Test surface and environment conditions	6.1 試驗表面及環境條件	6.1 試驗表面及環境條件
6.1.1.The test shall be performed on a flat, dry, concrete or asphalt road affording good adhesion.	6.1.1.The test shall be performed on a flat, dry, concrete or asphalt road affording good adhesion.	6.1.1 試驗場地應於乾燥、平坦且有良好摩擦係數之水泥或柏油路面。	6.1.1 試驗場地應於乾燥、平坦且有良好摩擦係數之水泥或柏油路面。
6.1.2.The test surface has a consistent slope between level and 1 per cent.	6.1.2.The test surface has a consistent slope between level and 1 per cent.	6.1.2 試驗表面應具備一致之坡度，其應介於水平與百分之一之間。	6.1.2 試驗表面應具備一致之坡度，其應介於水平與百分之一之間。
6.1.3.The ambient temperature shall be between 0°C and 45°C.	6.1.3.The ambient temperature shall be between 0°C and 45°C.	6.1.3 環境溫度應介於攝氏零度至四十五度之間。	6.1.3 環境溫度應介於攝氏零度至四十五度之間。
6.1.4.The horizontal visibility range shall allow the target to be observed throughout the test.	6.1.4.The horizontal visibility range shall allow the target to be observed throughout the test.	6.1.4 水平可見範圍應可使目標於整個試驗中受到觀察。	6.1.4 水平可見範圍應可使目標於整個試驗中受到觀察。
6.1.5.The tests shall be performed when there is no wind liable to affect the results.	6.1.5.The tests shall be performed when there is no wind liable to affect the results.	6.1.5 試驗應於風速不影響試驗結果之狀況下執行。	6.1.5 試驗應於風速不影響試驗結果之狀況下執行。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
6.1.6.Natural ambient illumination must 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.	6.1.6.Natural ambient illumination must 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.	6.1.6 試驗區域須具備均勻之自然環境照度，且照度超過一千 lux。應確保試驗於朝向或遠離行駛時，日光不處於低角度位置。	6.1.6 試驗區域須具備均勻之自然環境照度，且照度超過一千 lux。應確保試驗於朝向或遠離行駛時，日光不處於低角度位置。
6.1.7.At the request of the manufacturer and with the agreement of the Technical Service tests may be conducted under deviating test conditions (suboptimal conditions, e.g. on a not dry surface; below the specified minimum ambient temperature), whilst the performance requirements are still to be met.	6.1.7.At the request of the manufacturer and with the agreement of the Technical Service tests may be conducted under deviating test conditions (suboptimal conditions, e.g. on a not dry surface; below the specified minimum ambient temperature), whilst the performance requirements are still to be met.	6.1.7 依申請者要求且與檢測機構協商後，當性能要求仍可符合時，可於偏離試驗狀況下實施測試（次佳狀況，如於非乾燥表面；環境溫度低於特定最低要求）。	6.1.7 依申請者要求且與檢測機構協商後，當性能要求仍可符合時，可於偏離試驗狀況下實施測試（次佳狀況，如於非乾燥表面；環境溫度低於特定最低要求）。
6.2. Instrumentation	6.2. Instrumentation	6.2 儀器	6.2 儀器
6.2.1.The speed of the vehicle shall be measured with an accuracy of +/- 0.1 km/h.	6.2.1.The speed of the vehicle shall be measured with an accuracy of +/- 0.1 km/h.	6.2.1 車輛之速度應以正／負零點一公里／小時之準確度進行測量。	6.2.1 車輛之速度應以正／負零點一公里／小時之準確度進行測量。
6.2.2.The position of the vehicle shall be measured with an accuracy of +/- 0.03 m.	6.2.2.The position of the vehicle shall be measured with an accuracy of +/- 0.03 m.	6.2.2 車輛之位置應以正／負零點零三公尺之準確度進行測量。	6.2.2 車輛之位置應以正／負零點零三公尺之準確度進行測量。
6.2.3.The accelerator control force (if applicable) shall be measured with an accuracy of +/- 1 N.	6.2.3.The accelerator control force (if applicable) shall be measured with an accuracy of +/- 1 N.	6.2.3 加速器控制力（依實際狀況）應以正／負一牛頓之準確度進行測量。	6.2.3 加速器控制力（依實際狀況）應以正／負一牛頓之準確度進行測量。
6.2.4.The accelerator control position shall be measured with an accuracy of +/- 1%. Alternatively, at the choice of the manufacturer. this measurement may be taken from the vehicle’s own position sensor.	6.2.4.The accelerator control position shall be measured with an accuracy of +/- 1%. Alternatively, at the choice of the manufacturer. this measurement may be taken from the vehicle’s own position sensor.	6.2.4 加速器控制位置應以正／負百分之一的準確度進行測量。作為替代，依照申請者之選擇，此量測可由車輛自身位置感測器採取。	6.2.4 加速器控制位置應以正／負百分之一的準確度進行測量。作為替代，依照申請者之選擇，此量測可由車輛自身位置感測器採取。
6.2.5.Measurements shall be recorded at a frequency of at least 100 Hz.	6.2.5.Measurements shall be recorded at a frequency of at least 100 Hz.	6.2.5 量測應以至少一百赫茲之頻率進行記錄。	6.2.5 量測應以至少一百赫茲之頻率進行記錄。
6.3. Test Vehicle	6.3. Test Vehicle	6.3 試驗車輛	6.3 試驗車輛
6.3.1.Pre-Test Conditioning	6.3.1.Pre-Test Conditioning	6.3.1 試驗前調整	6.3.1 試驗前調整

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
If requested by the vehicle manufacturer: (a) The vehicle can 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. (b) The vehicle can undergo a sequence of brake activations in order to ensure the service brake system is bedded in prior to the test.	If requested by the vehicle manufacturer: (a) The vehicle can 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. (b) The vehicle can undergo a sequence of brake activations in order to ensure the service brake system is bedded in prior to the test.	若申請者要求： (a)則車輛可於具備其他交通及道路側設備之都市及鄉村混合道路上至多行駛一百公里以初始化感測器系統。 (b)車輛於試驗前可透過煞車啟動之流程以確保常用煞車系統已經安置。	若申請者要求： (a)則車輛可於具備其他交通及道路側設備之都市及鄉村混合道路上至多行駛一百公里以初始化感測器系統。 (b)車輛於試驗前可透過煞車啟動之流程以確保常用煞車系統已經安置。
Details of the pre-test condition strategy requested by the vehicle manufacturer shall be identified and recorded in the vehicle type approval documentation.	Details of the pre-test condition strategy requested by the vehicle manufacturer shall be identified and recorded in the vehicle type approval documentation.	應識別且記錄由申請者所要求之試驗前調整策略之細節於車輛測試文件之中。	應識別且記錄由申請者所要求之試驗前調整策略之細節於車輛測試文件之中。
6.3.2. Prior to any testing, it shall be ensured that the ACPE is switched on and ready to function.	6.3.2.Prior to any testing, it shall be ensured that the ACPE is switched on and ready to function.	6.3.2 於任意試驗之前，應確保ACPE已切換至開啟並預備以運作。	6.3.2 於任意試驗之前，應確保ACPE已切換至開啟並預備以運作。
During the conduct of the test the technical service need to ensure that the boundary conditions of the ACPE - as defined by the manufacturer - with regard to the detection of the test target are taken into account (e.g. avoid blocking of a sonar system used, ensure that a vision system used can properly identify the pedestrian test target used as a human by making it fully visible to the camera system before testing, etc.)		於試驗執行期間，檢測機構需要於將對試驗目標之偵測納入考量下（例如:避免阻擋所使用之聲納系統、藉由使其於試驗前由攝影機系統完整拍攝，確保所使用視野系統可妥善識別做為人類所使用之行人試驗目表等），確保ACPE之邊界條件如申請者所定義。	
6.3.3.Test mass The vehicle shall be tested: (a) At the minimum mass (mass in running order with an additional mass of maximum	6.3.3.Test mass The vehicle shall be tested: (a) At the minimum mass (mass in running order with an additional mass of maximum	6.3.3 試驗重量 車輛應以如下狀況進行試驗： (a) 處於最小重量（可行駛狀態之車重增加額外最大一百二十五公斤之	6.3.3 試驗重量 車輛應以如下狀況進行試驗： (a) 處於最小重量（可行駛狀態之車重增加額外最大一百二十五公斤之

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
125 kg); (b) If this is deemed justified, the technical service may test at any other mass up to the technically permissible maximum laden mass as defined by the manufacturer. No alteration shall be made once the test procedure has begun. 6.4. Test Targets 6.4.1.The target used for the vehicle detection tests shall be a regular high-volume series production passenger car of Category M1 or alternatively a "soft target" representative of a passenger vehicle in terms of its identification characteristics applicable to the sensor system of the ACPE under test according to either ISO 19206-1:2018 or ISO 19206-3:2021 at the choice of the manufacturer. 6.4.2.The targets used for the pedestrian detection tests shall be a child articulated "soft target" in its resting position with the articulation being switched off and be representative of the human attributes applicable to the sensor system of the ACPE under test according to ISO 19206-2:2018. 6.5. Offset of vehicle and target 6.5.1.The reference point for the location of the vehicle shall be the most rearward point on the centreline of the vehicle when going rearwards, and the most forward point of the	125 kg); (b) If this is deemed justified, the technical service may test at any other mass up to the technically permissible maximum laden mass as defined by the manufacturer. No alteration shall be made once the test procedure has begun. 6.4. Test Targets 6.4.1.The target used for the vehicle detection tests shall be a regular high-volume series production passenger car of Category M1 or alternatively a "soft target" representative of a passenger vehicle in terms of its identification characteristics applicable to the sensor system of the ACPE under test according to either ISO 19206-1:2018 or ISO 19206-3:2021 at the choice of the manufacturer.	重量)。 (b) 若視為合理之狀況下，檢測機構可於最高至技術允許最大載重之任意其他重量下進行試驗。一但試驗程序已經開始則不應進行任何變更。 6.4 試驗目標 6.4.1 用於車輛偵測試驗之目標應為一般大量生產之M1類小客車，或代表客車之「軟式目標」，且依申請者選擇，就其識別性質而言，適用ISO 19206-1:2018或ISO 19206-3:2021試驗中之ACPE的感測器系統。 6.4.2 用於行人偵測試驗之目標，應為處於閒置位置且已將鉸接處關閉之孩童鉸接「軟式目標」，並依照ISO 19206-2:2018表現適用於受試驗ACPE之感測器系統的人類特質。 6.5 車輛與目標之偏置 6.5.1 車輛位置之參考點應為向後行駛時車輛中心線上之最後點，以及向前行駛時車輛之最前點。	重量)。 (b) 若視為合理之狀況下，檢測機構可於最高至技術允許最大載重之任意其他重量下進行試驗。一但試驗程序已經開始則不應進行任何變更。 6.4 試驗目標 6.4.1 用於車輛偵測試驗之目標應為一般大量生產之M1類小客車，或代表客車之「軟式目標」，且依申請者選擇，就其識別性質而言，適用ISO 19206-1:2018或ISO 19206-3:2021試驗中之ACPE的感測器系統。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
vehicle when going forwards. 6.5.2.The lateral offset between the centreline of the vehicle target and the centreline of the vehicle shall be between 0.0 m and the distance to extreme outer edge of the vehicle. 6.5.3.The lateral offset between the centre line of the pedestrian obstacle and the centre line of the vehicle is not more than 25 per cent of the vehicle width. 6.5.4.The orientation of the pedestrian target is to be determined by the technical service. 6.5.5.The orientation of the vehicle target shall be 0° or 180° respectively as defined in ISO 19206-3:2021, chosen by the technical service.		6.5.2 介於車輛目標中心線及車輛中心線之間的側向偏置應介於零點零公尺以及與車輛之極端外部邊緣的距離之間。 6.5.3 介於行人障礙中心線及車輛中心線之間的側向偏置不超過車輛寬度的百分之二十五。 6.5.4 行人目標之定位係由檢測機構決定。 6.5.5 車輛目標之定位應分別如ISO 19206-3:2021所定義為角度零度或一百八十度，並由檢測機構進行選擇。	
	6.5. Accelerator control misapplication test The lateral offset between the centreline of the target and the centreline of the vehicle shall be between 0.0 m and 0.2 m. The test procedure shall be as follows:		6.5 加速器控制誤使用試驗 介於目標中心線及車輛中心線之側向偏置應介於零點零公尺至零點二公尺之間。 試驗程序應如下所示：
6.6. Test procedures The test procedures shall be performed both in a forward and rearward direction and at least with the ACPE interventions triggered at 1.0 m (+0.1 m tolerance) and 1.5 m (-0.1 m tolerance) distance from the target position (as detailed in Table 1). **Table 1 Test conditions**	The test procedure shall be performed with and without an expected ACPE intervention both in a forward and rearward direction and at least with the vehicle situated 1.0 m (+0.1 m tolerance) and 1.5 m (-0.1 m tolerance) from the target position at the start of the test (as detailed in Table 1). **Table 1 Test conditions**	6.6 試驗程序 試驗程序就前進及後退方向，至少於ACPE介入距目標位置一點零公尺（容許誤差正零點一公尺）及一點五公尺(容許誤差負零點一公尺)受到觸發下執行（詳述如表一所示）。 表一、試驗條件	試驗程序分別於有預期之ACPE介入或未有預期之ACPE介入，就前進及後退方向，並於試驗開始時至少以車輛定位於距目標位置一點零公尺（容許誤差正零點一公尺）及一點五公尺(容許誤差負零點一公尺)下執行（詳述如表一所示）。 表一、試驗條件

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
(表格如頁末所示) 6.6.1.Test procedure for a stationary vehicle 6.6.1.1. Each test condition according to Table 1 shall be tested with and without the presence of the target. For tests without a target the ACPE shall be deactivated if necessary, and may be combined where feasible.	(表格如頁末所示)	(表格如頁末所示) 6.6.1 對靜態車輛之試驗程序 6.6.1.1 應對表一中每一試驗條件，於有目標存在以及無目標存在之狀況下進行試驗。對於無目標之試驗而言，如需要時應解除ACPE，且於可行時可組合執行。	(表格如頁末所示)
6.6.1.2. The procedure for each test with a stationary (non-creeping) vehicle shall be as follows:	The procedure for each test shall be as follows:	6.6.1.2 對於以靜態車輛(非蠕行)進行之每一試驗的程序應如下所示：	對每一試驗之程序應如下所示：
(a) Position the vehicle at a distance to the relevant target or speed measurement point as defined in Table 1.	(a) Position the vehicle at a distance to the target or speed measurement point as defined in Table 1.	(a) 將車輛定位至一個如表一所定義之對相關目標或速度量測點的距離。	(a) 將車輛定位至一個如表一所定義之對目標或速度量測點的距離。
(b) Hold the vehicle stationary and select the corresponding driving direction.	(b) Hold the vehicle stationary and select the corresponding driving direction.	(b) 將車輛維持於靜態並選擇對應行駛方向。	(b) 將車輛維持於靜態並選擇對應行駛方向。
(c) Accelerate the vehicle, whilst maintaining the steering control in the neutral position, by operating the accelerator control in order to achieve the relevant triggering conditions (as outlined in paragraph 5.1.2.) before the vehicle reaches a speed of 0.5 km/h.	(c) Accelerate the vehicle, whilst maintaining the steering control in the neutral position, by operating the accelerator control in order to achieve the relevant triggering conditions (as outlined in paragraph 5.1.2.) before the vehicle reaches a speed of 0.5 km/h.	(c) 藉由操作加速控制，於維持轉向控制於中間位置之同時將車輛加速，以於車輛到達零點五公里／小時之速度前達成相關觸發條件（如規定5.1.2所述）。	(c) 藉由操作加速控制，於維持轉向控制於中間位置之同時將車輛加速，以於車輛到達零點五公里／小時之速度前達成相關觸發條件（如規定5.1.2所述）。
(d) Record the speed at the collision point (if applicable) or the speed at the respective speed measurement point.	(d) Record the speed at the collision point (if applicable) or the speed at the respective speed measurement point. Before any test is started the vehicle may be driven in the direction of the target for a distance of up to 20 m to the start position and/or the engine may be switched “off” and	(d) 記錄於碰撞點(依實際狀況)或於相關速度量測點之速度。	(d) 記錄於碰撞點(依實際狀況)或於相關速度量測點之速度。 若申請者要求下，於任意試驗開始前，車輛可朝目標方向行駛至多至距離開始位置二十公尺，且／或引擎可被切換至「關閉」或「開啟」。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
6.6.2.Test procedure for a creeping vehicle 6.6.2.1. Each test condition according to Table 1 shall be tested once with a starting point and a profile of the accelerator control application selected at the discretion of the Technical Service. The starting point and the accelerator control application profile shall be selected such that the triggering condition (as outlined in paragraph 5.1.2.) is achieved as close to: (a) The maximum creeping speed in the forward direction, (b) 4km/h in the rearward direction, As reasonably practical whilst remaining at or below that speed and avoiding any AEBS warning or intervention which results in an ACPE intervention not occurring. 6.6.2.2. The procedure for each test with a creeping vehicle shall be as follows: (a) Position the vehicle at the selected starting point as determined by paragraph 6.6.2.1. (b) Hold the vehicle stationary and select the corresponding driving direction. (c) Release the braking system so that the vehicle starts creeping. (d) Operate the accelerator control in order to achieve the relevant triggering conditions (as outlined in paragraph 5.1.2.) at the point	“on”, if requested by the manufacturer.	6.6.2 對蠕行車輛之試驗程序 6.6.2.1 應對表一中每一試驗條件，依檢測機構所選擇之開始點及加速器控制施加樣態進行一次試驗。開始點及加速器控制施加樣態應以接近下述條件下達成觸發條件（如規定5.1.2所述）進行選擇： (a) 於前進方向之最高蠕行速度。 (b) 於後退方向之四公里／小時。 合理實例係如維持於或低於該速度，並避免導致不發生ACPE介入之任意AEBS警示或介入。 6.6.2.2 對於以蠕行車輛進行之每一試驗的程序應如下所示： (a) 將車輛定位於規定6.6.2.1決定之選擇開始點。 (b) 將車輛維持於靜態並選擇對應行駛方向。 (c) 釋放煞車系統以使車輛開始蠕行。 (d) 操作加速器控制以於車輛已到達依照表一之對目標距離下達成相關觸發條件（如規定5.1.2所述）。	

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
the vehicle has reached the distance to target according to Table 1. (e) In the case a collision is not prevented the manufacturer shall demonstrate to the satisfaction of the technical service that the intervention complies with the requirements of paragraph 5.1.6.2.		(e) 於未能避免碰撞之狀況，申請者為滿足檢測機構之要求下，應就介入符合規定5.1.6.2一項進行展演。	
6.7. If this is deemed justified, the Technical Service may additionally test in any test condition within the conditions specified in paragraph 5.1.5. or test alternative accelerator control application profiles.	6.6. If this is deemed justified, the Technical Service may test in any test condition within the conditions specified in paragraph 5.1. during the tests as described in paragraph 6.5.	6.7 若視為合理之狀況下，檢測機構可額外以規定5.1.5條件內之任意試驗條件下試驗，或試驗替代之加速器控制施加樣態。	6.6 若視為合理之狀況下，檢測機構可於規定6.5所述試驗期間，以規定5.1條件內之任意試驗條件下試驗。
7. Modification of vehicle type and extension of approval 7.1. Every modification of the vehicle type as defined in paragraph 2.2. above 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. 7.2. Confirmation or refusal of approval. specifying the alterations. shall be	**7. Modification of vehicle type and extension of approval** 7.1. Every modification of the vehicle type as defined in paragraph 2.2. above 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. 7.2. Confirmation or refusal of approval. specifying the alterations. shall be	(車輛型式及認證延伸之修改規定，不影響檢測基準內容故未調和)	(車輛型式及認證延伸之修改規定，不影響檢測基準內容故未調和)

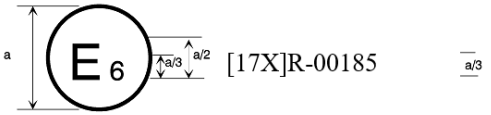
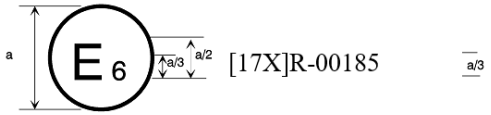
修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
communicated by the procedure specified in paragraph 4.3. above to the Contracting Parties to the Agreement which apply this Regulation. 7.3. The Type Approval Authority shall inform the other Contracting Parties of the extension by means of the communication form which appears in Annex 1 to this Regulation. It shall assign a serial number to each extension to be known as the extension number.	communicated by the procedure specified in paragraph 4.3. above to the Contracting Parties to the Agreement which apply 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 concerning conformity of production shall comply with those set out in the 1958 Agreement, Schedule 1 (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 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 years.	**8. Conformity of production** 8.1. Procedures concerning conformity of production shall comply with those set out in the 1958 Agreement, Schedule 1 (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 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 years.	(生產一致性規定，不影響檢測基準內容故未調和)	(生產一致性規定，不影響檢測基準內容故未調和)
9. Penalties for non-conformity of production 9.1. The approval granted in respect of a	**9. Penalties for non-conformity of production** 9.1. The approval granted in respect of a	(生產不一致懲罰規定，不影響檢測基準內容故未調和)	(生產不一致懲罰規定，不影響檢測基準內容故未調和)

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
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.	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.		
10. Production definitively discontinued If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he 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.	**10. Production definitively discontinued** If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he 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.	(生產永遠終止規定，不影響檢測基準內容故未調和)	(生產永遠終止規定，不影響檢測基準內容故未調和)
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 addresses of the Technical Services responsible for conducting approval tests and of the Type Approval	**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 addresses of the Technical Services responsible for conducting approval tests and of the Type Approval	(負責執行試驗之檢測機構及審驗機構之名稱及地址規定，不影響檢測基準內容故未調和)	(負責執行試驗之檢測機構及審驗機構之名稱及地址規定，不影響檢測基準內容故未調和)

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
Authorities which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval are to be sent.	Authorities which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval are to be sent.		
12. Transitional provisions 12.1. Transitional provisions applicable to the 01 series of amendments 12.1.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 01 series of amendments. 12.1.2. As from 1 September 2029, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the original version of this Regulation, first issued after 1 September 2029. 12.1.3. Until 1 September 2031, Contracting Parties applying this Regulation shall accept type approvals to the original version of this Regulation, first issued before 1 September 2029. 12.1.4. As from 1 September 2031, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the original version of this Regulation. 12.1.5. Notwithstanding paragraph 12.1.4., Contracting Parties applying this Regulation	**新型式：2029 / 09 / 01** **各型式：2031 / 09 / 01**		

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
shall continue to accept type approvals issued according to the original version of this Regulation, for vehicles which are not affected by the changes introduced by the 01 Series of amendments. 12.1.6. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation. 12.1.7. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation. 12.1.8. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation.			
Annex 1 Communication (Maximum format: A4 (210 x 297 mm) issued by : (Name of administration)	**Annex 1 Communication** (Maximum format: A4 (210 x 297 mm) issued by : (Name of administration)	(溝通文件內容，不影響檢測基準內容故未調和)	(溝通文件內容，不影響檢測基準內容故未調和)

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
.....	.....		
Concerning: Approval granted Approval extended Approval refused Approval withdrawn Production definitively discontinued of a type of vehicle with regard to its Acceleration Control for Pedal Error pursuant to UN Regulation No. [17X] 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 type: 6. Vehicle is equipped with ACPE which has been exempted from the relevant requirements (forward and/or rear direction) of this Regulation: yes/no 6.1. If yes, details: 7. Date of submission of vehicle for approval: 8. Technical Service performing the approval tests: 9. Date of report issued by that Service: 10. Number of report issued by that Service: 11. Approval granted/refused/extended/withdrawn:2 12. Place:	Concerning: Approval granted Approval extended Approval refused Approval withdrawn Production definitively discontinued of a type of vehicle with regard to its Acceleration Control for Pedal Error pursuant to UN Regulation No. [17X] 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 type: 6. Vehicle is equipped with ACPE which has been exempted from the relevant requirements (forward and/or rear direction) of this Regulation: yes/no 6.1. If yes, details: 7. Date of submission of vehicle for approval: 8. Technical Service performing the approval tests: 9. Date of report issued by that Service: 10. Number of report issued by that Service: 11. Approval granted/refused/extended/withdrawn:2 12. Place:		

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
13. Date: 14. Signature: 15. Annexed to this communication are the following documents. bearing the approval number indicated above: 16. Any remarks:	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 4.4. to 4.4.2. of this Regulation)  a = 8 mm min 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 Acceleration Control for Pedal Error (ACPE) pursuant to UN Regulation No. [17X]. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No. [17X] in its original form.	**Annex 2 Arrangements of approval marks** (see paragraphs 4.4. to 4.4.2. of this Regulation)  a = 8 mm min 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 Acceleration Control for Pedal Error (ACPE) pursuant to UN Regulation No. [17X]. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No. [17X] in its original form.	(認證標誌樣式規定，不影響檢測基準內容故未調和)	(認證標誌樣式規定，不影響檢測基準內容故未調和)
Annex 3 Special requirements to be applied to the safety aspects of electronic control systems 1. General	**Annex 3 Special requirements to be applied to the safety aspects of electronic control systems** 1. General	7. 電子控制系統之安全性特殊要求 7.1 通則 本項可由申請者確保及聲明符合此規定。	7. 電子控制系統之安全性特殊要求 7.1 通則 本項可由申請者確保及聲明符合此規定。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
This annex defines the special requirements for documentation, fault strategy and verification with respect to the safety aspects of Complex Electronic Vehicle Control Systems (paragraph 2.4. below) as far as this Regulation is concerned.	This annex defines the special requirements for documentation, fault strategy and verification with respect to the safety aspects of Complex Electronic Vehicle Control Systems (paragraph 2.4. below) as far as this Regulation is concerned.	此要求涉及本項規定中關於複合式電子車輛控制系統安全層面之文件提供、故障對策及驗證之特殊要求。	此要求涉及本項規定中關於複合式電子車輛控制系統安全層面之文件提供、故障對策及驗證之特殊要求。
This annex shall also apply to safety related functions identified in this Regulation which are controlled by electronic system(s) (paragraph 2.3.) as far as this Regulation is concerned.	This annex shall also apply to safety related functions identified in this Regulation which are controlled by electronic system(s) (paragraph 2.3.) as far as this Regulation is concerned.	此要求亦應適用於本法規部分特殊規定所需電子系統控制（如規定7.2.3）之安全相關功能。	此要求亦應適用於本法規部分特殊規定所需電子系統控制（如規定7.2.3）之安全相關功能。
This annex does not specify the performance criteria for "The System" but covers the methodology applied to the design process and the information which must be disclosed to the Technical Service, for type approval purposes.	This annex does not specify the performance criteria for "The System" but covers the methodology applied to the design process and the information which must be disclosed to the Technical Service, for type approval purposes.	此要求未具體規範系統(The System)之性能標準，惟為達認證需求而涵蓋有於設計過程中運用之方法、及必須向檢測機構揭露之資訊。	此要求未具體規範系統(The System)之性能標準，惟為達認證需求而涵蓋有於設計過程中運用之方法、及必須向檢測機構揭露之資訊。
This information shall show that "The System" respects, under non-fault and fault conditions, all the appropriate performance requirements specified elsewhere in this Regulation and that it is designed to operate in such a way that it does not induce safety critical risks.	This information shall show that "The System" respects, under non-fault and fault conditions, all the appropriate performance requirements specified elsewhere in this Regulation and that it is designed to operate in such a way that it does not induce safety critical risks.	此資訊應顯示系統於非故障及故障狀態皆符合本基準內其它規定所有適合之性能要求，及其設計之運作模式不會引起安全之風險。	此資訊應顯示系統於非故障及故障狀態皆符合本基準內其它規定所有適合之性能要求，及其設計之運作模式不會引起安全之風險。
2. Definitions	2. Definitions	7.2 名詞釋義	7.2 名詞釋義
For the purposes of this annex,	For the purposes of this annex,		
2.1. The System" means an electronic control system or complex electronic control system that provides or forms part of the control transmission of a function to which this	2.1. The System" means an electronic control system or complex electronic control system that provides or forms part of the control transmission of a function to which this	7.2.1 系統(The system)：係指一電子控制系統或複合式電子控制系統，其提供或組成適用於本基準功能之部分控制傳動裝置。系統亦包	7.2.1 系統(The system)：係指一電子控制系統或複合式電子控制系統，其提供或組成適用於本基準功能之部分控制傳動裝置。系統亦包

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
Regulation applies. This also includes any other system covered in the scope of this Regulation, as well as transmission links to or from other systems that are outside the scope of this Regulation, that acts on a function to which this Regulation applies."	Regulation applies. This also includes any other system covered in the scope of this Regulation, as well as transmission links to or from other systems that are outside the scope of this Regulation, that acts on a function to which this Regulation applies."	含任何涵蓋於本基準適用範圍之其他系統，以及作用於本基準適用功能之傳輸連接或非本基準適用範圍之其他系統。	含任何涵蓋於本基準適用範圍之其他系統，以及作用於本基準適用功能之傳輸連接或非本基準適用範圍之其他系統。
2.2. "Safety Concept" is a description of the measures designed into the system, for example within the electronic units, so as to address system integrity and thereby ensure safe operation under fault and non-fault conditions, including in the event of an electrical failure. The possibility of a fall-back to partial operation or even to a back-up system for vital vehicle functions may be a part of the safety concept.	2.2. "Safety Concept" is a description of the measures designed into the system, for example within the electronic units, so as to address system integrity and thereby ensure safe operation under fault and non-fault conditions, including in the event of an electrical failure. The possibility of a fall-back to partial operation or even to a back-up system for vital vehicle functions may be a part of the safety concept.	7.2.2 安全性概念(Safety concept)：係指一種設計在系統中的措施，例如電子控制單元內，使系統更加健全以便在故障及非故障狀況時（包含電子系統有故障時）仍能於安全性狀況下操控。部份操作功能的持續或有一個備用系統維持車輛功能，也是安全性概念的部份。	7.2.2 安全性概念(Safety concept)：係指一種設計在系統中的措施，例如電子控制單元內，使系統更加健全以便在故障及非故障狀況時（包含電子系統有故障時）仍能於安全性狀況下操控。部份操作功能的持續或有一個備用系統維持車輛功能，也是安全性概念的部份。
2.3. "Electronic Control System" means a combination of units, designed to co-operate in the production of the stated vehicle control function by electronic data processing. Such systems, often controlled by software, are built from discrete functional components such as sensors, electronic control units and actuators and connected by transmission links. They may include mechanical, electro-pneumatic or electro-hydraulic elements.	2.3. "Electronic Control System" means a combination of units, designed to co-operate in the production of the stated vehicle control function by electronic data processing. Such systems, often controlled by software, are built from discrete functional components such as sensors, electronic control units and actuators and connected by transmission links. They may include mechanical, electro-pneumatic or electro-hydraulic elements.	7.2.3 電子控制系統(Electronic control system)：係指電子單元組合設計，經由電子式資料處理來對車輛的某些功能進行控制。這系統由軟體控制，連結不同的功能元件例如感知器、電子控制單元及作動器，且其元件間由傳輸連結線連接。可能包含機械式、電動氣壓式或電動液壓式元件。	7.2.3 電子控制系統(Electronic control system)：係指電子單元組合設計，經由電子式資料處理來對車輛的某些功能進行控制。這系統由軟體控制，連結不同的功能元件例如感知器、電子控制單元及作動器，且其元件間由傳輸連結線連接。可能包含機械式、電動氣壓式或電動液壓式元件。
2.4. "Complex Electronic Vehicle Control Systems" are those electronic control systems in which a function controlled by an	2.4. "Complex Electronic Vehicle Control Systems" are those electronic control systems in which a function controlled by an	7.2.4 複合式電子車輛控制系統(Complex electronic vehicle control systems)：係指一個由電子系統或駕	7.2.4 複合式電子車輛控制系統(Complex electronic vehicle control systems)：係指一個由電子系統或駕

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electronic system or the driver may be over-ridden by a higher level electronic control system/function. A function which is over-ridden becomes part of the complex system, as well as any overriding system/function within the scope of this Regulation. The transmission links to and from overriding systems/function outside of the scope of this Regulation shall also be included.	electronic system or the driver may be over-ridden by a higher level electronic control system/function. A function which is over-ridden becomes part of the complex system, as well as any overriding system/function within the scope of this Regulation. The transmission links to and from overriding systems/function outside of the scope of this Regulation shall also be included.	駛者所控制之電子控制系統功能，它可被高層次電子控制系統／功能介入而取代。被取代的功能成為此複合式系統的一部分，以及本基準適用範圍內之任何取代系統／功能者。傳輸連接至與用於取代非本基準適用範圍之系統／功能者亦同。	駛者所控制之電子控制系統功能，它可被高層次電子控制系統／功能介入而取代。被取代的功能成為此複合式系統的一部分，以及本基準適用範圍內之任何取代系統／功能者。傳輸連接至與用於取代非本基準適用範圍之系統／功能者亦同。
2.5. "Higher-Level Electronic Control" systems/functions are those which employ additional processing and/or sensing provisions to modify vehicle behaviour by commanding variations in the function(s) of the vehicle control system. This allows complex systems to automatically change their objectives with a priority which depends on the sensed circumstances.	2.5. "Higher-Level Electronic Control" systems/functions are those which employ additional processing and/or sensing provisions to modify vehicle behaviour by commanding variations in the function(s) of the vehicle control system. This allows complex systems to automatically change their objectives with a priority which depends on the sensed circumstances.	7.2.5 高層次電子控制(Higher-Level Electronic Control)系統／功能：指運用額外處理及／或感應方式，於車輛控制系統功能上進行變動，以調整車輛行駛行為。由感應得之情況(Sensed circumstances)，允許複合式系統依其優先度自動改變其目標。	7.2.5 高層次電子控制(Higher-Level Electronic Control)系統／功能：指運用額外處理及／或感應方式，於車輛控制系統功能上進行變動，以調整車輛行駛行為。由感應得之情況(Sensed circumstances)，允許複合式系統依其優先度自動改變其目標。
2.6. "Units" are the smallest divisions of system components which will be considered in this annex, since these combinations of components will be treated as single entities for purposes of identification, analysis or replacement.	2.6. "Units" are the smallest divisions of system components which will be considered in this annex, since these combinations of components will be treated as single entities for purposes of identification, analysis or replacement.	7.2.6 單元(Unit)：係指本項規定所述系統組件(Component)之最小組合單元，以將這些組件組合視為一個被識別、分析或替換之整體。	7.2.6 單元(Unit)：係指本項規定所述系統組件(Component)之最小組合單元，以將這些組件組合視為一個被識別、分析或替換之整體。
2.7. "Transmission links" are the means used for inter-connecting distributed units for the purpose of conveying signals, operating data or an energy supply. This equipment is generally electrical but may, in some part, be mechanical, pneumatic or hydraulic.	2.7. "Transmission links" are the means used for inter-connecting distributed units for the purpose of conveying signals, operating data or an energy supply. This equipment is generally electrical but may, in some part, be mechanical, pneumatic or hydraulic.	7.2.7 傳輸連接(Transmission links)：係指用於內部連結各配置元件，以傳送信號、作動數據或能源供給。一般而言，此等設備為電氣式，惟其可有部份為機械式、氣壓式或液壓式。	7.2.7 傳輸連接(Transmission links)：係指用於內部連結各配置元件，以傳送信號、作動數據或能源供給。一般而言，此等設備為電氣式，惟其可有部份為機械式、氣壓式或液壓式。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.8. "Range of control" refers to an output variable and defines the range over which the system is likely to exercise control.	2.8. "Range of control" refers to an output variable and defines the range over which the system is likely to exercise control.	7.2.8 控制幅度(Range of control)：係指輸出之變數，其定義系統可能進行操控之幅度。	7.2.8 控制幅度(Range of control)：係指輸出之變數，其定義系統可能進行操控之幅度。
2.9. "Boundary of functional operation" defines the boundaries of the external physical limits within which the system is able to maintain control.	2.9. "Boundary of functional operation" defines the boundaries of the external physical limits within which the system is able to maintain control.	7.2.9 功能性作動範圍(Boundary of functional operation)：其定義外部實體限制之範圍，讓系統能於該範圍內維持控制。	7.2.9 功能性作動範圍(Boundary of functional operation)：其定義外部實體限制之範圍，讓系統能於該範圍內維持控制。
2.10. "Safety Related Function" means a function of "The System" that is capable of changing the dynamic behaviour of the vehicle. "The System" may be capable of performing more than one safety related function.	2.10. "Safety Related Function" means a function of "The System" that is capable of changing the dynamic behaviour of the vehicle. "The System" may be capable of performing more than one safety related function.	7.2.10 安全相關功能(Safety related function)：係指「系統」中能改變車輛動態行為之功能。「系統」可具備執行多於一種安全相關功能之能力。	7.2.10 安全相關功能(Safety related function)：係指「系統」中能改變車輛動態行為之功能。「系統」可具備執行多於一種安全相關功能之能力。
3. Documentation	3. Documentation	7.3 文件提供	7.3 文件提供
3.1. Requirements	3.1. Requirements	7.3.1 要求	7.3.1 要求
The manufacturer shall provide a documentation package which gives access to the basic design of "The System" and the means by which it is linked to other vehicle systems or by which it directly controls output variables. The function(s) of "The System" and the safety concept, as laid down by the manufacturer, shall be explained. Documentation shall be brief, yet provide evidence that the design and development has had the benefit of expertise from all the system fields which are involved. For periodic technical inspections, the documentation shall describe how the current operational status of "The System"	The manufacturer shall provide a documentation package which gives access to the basic design of "The System" and the means by which it is linked to other vehicle systems or by which it directly controls output variables. The function(s) of "The System" and the safety concept, as laid down by the manufacturer, shall be explained. Documentation shall be brief, yet provide evidence that the design and development has had the benefit of expertise from all the system fields which are involved. For periodic technical inspections, the documentation shall describe how the current operational status of "The System"	申請者應提供一份文件以說明「系統」之基本設計及連結車輛其他系統或直接控制輸出變數之方法。申請者應於該文件中說明「系統」之功能及安全性概念。文件應簡要且應能佐證該系統所涉及領域於設計及開發時所受益的專業技術。	申請者應提供一份文件以說明「系統」之基本設計及連結車輛其他系統或直接控制輸出變數之方法。申請者應於該文件中說明「系統」之功能及安全性概念。文件應簡要且應能佐證該系統所涉及領域於設計及開發時所受益的專業技術。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
can be checked.	can be checked.		
The Technical Service shall assess the documentation package to show that "The System":	The Technical Service shall assess the documentation package to show that "The System":	檢測機構應評估相關文件以顯示「系統」：	檢測機構應評估相關文件以顯示「系統」：
(a) Is designed to operate, under non-fault and fault conditions, in such a way that it does not induce safety critical risks;	(a) Is designed to operate, under non-fault and fault conditions, in such a way that it does not induce safety critical risks;	(a) 非故障及故障狀態之設計運作模式下，不應引起安全之風險；	(a)非故障及故障狀態之設計運作模式下，不應引起安全之風險；
(b) Respects, under non-fault and fault conditions, all the appropriate performance requirements specified elsewhere in this Regulation; and,	(b) Respects, under non-fault and fault conditions, all the appropriate performance requirements specified elsewhere in this Regulation; and,	(b) 各方面在非故障及故障狀態下，皆符合本基準其它規定所有適合之性能要求；及	(b)各方面在非故障及故障狀態下，皆符合本基準其它規定所有適合之性能要求；及
(c) Was developed according to the development process/method declared by the manufacturer.	(c) Was developed according to the development process/method declared by the manufacturer.	(c) 依照申請者所宣告之研發流程／步驟進行開發。	(c)依照申請者所宣告之研發流程／步驟進行開發。
3.1.1.Documentation shall be made available in two parts:	3.1.1.Documentation shall be made available in two parts:	7.3.1.1 相關文件應包括兩部分：	7.3.1.1 相關文件應包括兩部分：
(a) The formal documentation package for the approval, containing the material listed in paragraph 3. (with the exception of that of paragraph 3.4.4.) which shall be supplied to the Technical Service at the time of submission of the type approval application. This documentation package shall be used by the Technical Service as the basic reference for the verification process set out in paragraph 4. of this annex. The Technical Service shall ensure that this documentation package remains available for a period determined in agreement with the Approval Authority. This period shall be at least 10	(a) The formal documentation package for the approval, containing the material listed in paragraph 3. (with the exception of that of paragraph 3.4.4.) which shall be supplied to the Technical Service at the time of submission of the type approval application. This documentation package shall be used by the Technical Service as the basic reference for the verification process set out in paragraph 4. of this annex. The Technical Service shall ensure that this documentation package remains available for a period determined in agreement with the Approval Authority. This period shall be at least 10	(a) 認證測試申請之正式文件，包括規定7.3所列資料（除規定7.3.4.4之內容），該資料於申請認證測試時應提供予檢測機構。此文件將由檢測機構用於規定7.4驗證程序之基本引用。檢測機構應確保將此份文件留存一段時間，留存時間應由車輛完全停止生產起至少十年。	(a)認證測試申請之正式文件，包括規定7.3所列資料（除規定7.3.4.4之內容），該資料於申請認證測試時應提供予檢測機構。此文件將由檢測機構用於規定7.4驗證程序之基本引用。檢測機構應確保將此份文件留存一段時間，留存時間應由車輛完全停止生產起至少十年。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
years counted from the time when production of the vehicle is definitely discontinued.	years counted from the time when production of the vehicle is definitely discontinued.		
(b) Additional material and analysis data of paragraph 3.4.4. which shall be retained by the manufacturer, but made open for inspection at the time of type approval. The manufacturer shall ensure that this material and analysis data remains available for a period of 10 years counted from the time when production of the vehicle is definitely discontinued."	(b) Additional material and analysis data of paragraph 3.4.4. which shall be retained by the manufacturer, but made open for inspection at the time of type approval. The manufacturer shall ensure that this material and analysis data remains available for a period of 10 years counted from the time when production of the vehicle is definitely discontinued."	(b) 規定7.3.4.4之附加資料及分析數據，申請者應保有此等資料，惟應於認證過程中開放予檢測機構。申請者應確保將此資料及分析數據留存一段時間，留存時間應由車輛完全停止生產起至少十年。	(b) 規定7.3.4.4之附加資料及分析數據，申請者應保有此等資料，惟應於認證過程中開放予檢測機構。申請者應確保將此資料及分析數據留存一段時間，留存時間應由車輛完全停止生產起至少十年。
3.2. Description of the functions of "The System"	3.2. Description of the functions of "The System"	7.3.2 系統功能說明文件	7.3.2 系統功能說明文件
A description shall be provided which gives a simple explanation of all the control functions of "The System" and the methods employed to achieve the objectives, including a statement of the mechanism(s) by which control is exercised.	A description shall be provided which gives a simple explanation of all the control functions of "The System" and the methods employed to achieve the objectives, including a statement of the mechanism(s) by which control is exercised.	應提供一份說明文件，簡要解釋「系統」所有控制功能及用來實現目的之方法，包括控制功能運行之機制說明。	應提供一份說明文件，簡要解釋「系統」所有控制功能及用來實現目的之方法，包括控制功能運行之機制說明。
Any described function that can be over-ridden shall be identified and a further description of the changed rationale of the function's operation provided.	Any described function that can be over-ridden shall be identified and a further description of the changed rationale of the function's operation provided.	應詳述任何可被取代之功能且更進一步說明運作功能所改變之基本原理。	應詳述任何可被取代之功能且更進一步說明運作功能所改變之基本原理。
3.2.1.A list of all input and sensed variables shall be provided and the working range of these defined.	3.2.1.A list of all input and sensed variables shall be provided and the working range of these defined.	7.3.2.1 應提供所有輸入與感測變數清單，以及定義工作範圍。	7.3.2.1 應提供所有輸入與感測變數清單，以及定義工作範圍。
3.2.2.A list of all output variables which are controlled by "The System" shall be provided and an indication given, in each	3.2.2.A list of all output variables which are controlled by "The System" shall be provided and an indication given, in each	7.3.2.2 應提供由系統所控制之所有輸出變數清單，及各變數由系統直接控制或由其他車輛系統控制之說	7.3.2.2 應提供由系統所控制之所有輸出變數清單，及各變數由系統直接控制或由其他車輛系統控制之說

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
case, of whether the control is direct or via another vehicle system. The range of control (paragraph 2.8.) exercised on each such variable shall be defined.	case, of whether the control is direct or via another vehicle system. The range of control (paragraph 2.8.) exercised on each such variable shall be defined.	明。應定義各變數之控制幅度(規定7.2.8)。	明。應定義各變數之控制幅度(規定7.2.8)。
3.2.3.Limits defining the boundaries of functional operation (paragraph 2.9.) shall be stated where appropriate to system performance.	3.2.3.Limits defining the boundaries of functional operation (paragraph 2.9.) shall be stated where appropriate to system performance.	7.3.2.3 應說明適用於系統性能之功能性作動範圍（規定7.2.9）之界限值。	7.3.2.3 應說明適用於系統性能之功能性作動範圍(規定7.2.9)之界限值。
3.3. System layout and schematics	3.3. System layout and schematics	7.3.3 系統佈線圖及示意圖	7.3.3 系統佈線圖及示意圖
3.3.1.Inventory of components.	3.3.1.Inventory of components.	7.3.3.1 零組件清單	7.3.3.1 零組件清單
A list shall be provided, collating all the units of "The System" and mentioning the other vehicle systems which are needed to achieve the control function in question.	A list shall be provided, collating all the units of "The System" and mentioning the other vehicle systems which are needed to achieve the control function in question.	應提供一份清單，彙整電子控制系統所有單元(Unit)，及說明所需控制功能之其他車輛系統。	應提供一份清單，彙整電子控制系統所有單元(Unit)，及說明所需控制功能之其他車輛系統。
An outline schematic showing these units in combination, shall be provided with both the equipment distribution and the interconnections made clear.	An outline schematic showing these units in combination, shall be provided with both the equipment distribution and the interconnections made clear.	應提供一份所有單元組合之簡要示意圖，明確標示裝置配置與內部連接。	應提供一份所有單元組合之簡要示意圖，明確標示裝置配置與內部連接。
3.3.2.Functions of the units	3.3.2.Functions of the units	7.3.3.2 單元功能說明文件	7.3.3.2 單元功能說明文件
The function of each unit of "The System" shall be outlined and the signals linking it with other units or with other vehicle systems shall be shown. This may be provided by a labelled block diagram or other schematic, or by a description aided by such a diagram.	The function of each unit of "The System" shall be outlined and the signals linking it with other units or with other vehicle systems shall be shown. This may be provided by a labelled block diagram or other schematic, or by a description aided by such a diagram.	應概述電子控制系統各單元之功能，及顯示與其他單元或其他車輛系統間互相連結之信號。此文件可為附有標示之方塊圖(Block diagram)或其他示意圖，或由此等圖面輔助之說明。	應概述電子控制系統各單元之功能，及顯示與其他單元或其他車輛系統間互相連結之信號。此文件可為附有標示之方塊圖(Block diagram)或其他示意圖，或由此等圖面輔助之說明。
3.3.3.Interconnections	3.3.3.Interconnections	7.3.3.3 內部連接	7.3.3.3 內部連接
Interconnections within "The System" shall be shown by a circuit diagram for the electric transmission links, by a piping diagram for	Interconnections within "The System" shall be shown by a circuit diagram for the electric transmission links, by a piping diagram for	系統內部連接之電氣傳輸連結，應以電路圖表示；氣壓或液壓傳動裝置之連接，應以管路圖表示；機械連接	系統內部連接之電氣傳輸連結，應以電路圖表示；氣壓或液壓傳動裝置之連接，應以管路圖表示；機械連接

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
pneumatic or hydraulic transmission equipment and by a simplified diagrammatic layout for mechanical linkages. The transmission links both to and from other systems shall also be shown	pneumatic or hydraulic transmission equipment and by a simplified diagrammatic layout for mechanical linkages. The transmission links both to and from other systems shall also be shown	應以簡要配置圖表示。亦應表示輸入或由其他系統輸出之傳輸連結。	應以簡要配置圖表示。亦應表示輸入或由其他系統輸出之傳輸連結。
3.3.4.Signal flow, operating data and priorities	3.3.4.Signal flow, operating data and priorities	7.3.3.4 信號流程、運作資料與優先順序	7.3.3.4 信號流程、運作資料與優先順序
There shall be a clear correspondence between these transmission links and the signals and/or operating data carried between units. Priorities of signals and/or operating data on multiplexed data paths shall be stated wherever priority may be an issue affecting performance or safety as far as this Regulation is concerned.	There shall be a clear correspondence between these transmission links and the signals and/or operating data carried between units. Priorities of signals and/or operating data on multiplexed data paths shall be stated wherever priority may be an issue affecting performance or safety as far as this Regulation is concerned.	單元間之傳輸連結與信號及／或運作資料應彼此明確對應。信號優先順序及／或運作資料可能會影響本法規相關之性能或安全性者，應說明多工路傳輸數據通路(Multiplexed data path)上之信號優先順序。	單元間之傳輸連結與信號及／或運作資料應彼此明確對應。信號優先順序及／或運作資料可能會影響本法規相關之性能或安全性者，應說明多工路傳輸數據通路(Multiplexed data path)上之信號優先順序。
3.3.5.Identification of units	3.3.5.Identification of units	7.3.3.5 單元識別	7.3.3.5 單元識別
Each unit shall be clearly and unambiguously identifiable (e.g. by marking for hardware and marking or software output for software content) to provide corresponding hardware and documentation association.	Each unit shall be clearly and unambiguously identifiable (e.g. by marking for hardware and marking or software output for software content) to provide corresponding hardware and documentation association.	各單元應能被清楚且明確地辨識（例如：藉由硬體之標示、軟體內容之標示或軟體輸出），以提供硬體與文件間之相對應關聯。	各單元應能被清楚且明確地辨識（例如：藉由硬體之標示、軟體內容之標示或軟體輸出），以提供硬體與文件間之相對應關聯。
Where functions are combined within a single unit or indeed within a single computer, but shown in multiple blocks in the block diagram for clarity and ease of explanation, only a single hardware identification marking shall be used. The manufacturer shall, by the use of this identification, affirm that the equipment supplied conforms to the corresponding document.	Where functions are combined within a single unit or indeed within a single computer, but shown in multiple blocks in the block diagram for clarity and ease of explanation, only a single hardware identification marking shall be used. The manufacturer shall, by the use of this identification, affirm that the equipment supplied conforms to the corresponding document.	為能清楚並簡易說明而以多方塊形式表示於方塊圖之單一單元或單一電腦內多項功能者，應僅使用單一硬體識別標示。申請者應藉由使用此識別以確認所收到之配備與相對應文件一致。	為能清楚並簡易說明而以多方塊形式表示於方塊圖之單一單元或單一電腦內多項功能者，應僅使用單一硬體識別標示。申請者應藉由使用此識別以確認所收到之配備與相對應文件一致。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
3.3.5.1. The identification defines the hardware and software version and, where the latter changes such as to alter the function of the unit as far as this Regulation is concerned, this identification shall also be changed.	3.3.5.1. The identification defines the hardware and software version and, where the latter changes such as to alter the function of the unit as far as this Regulation is concerned, this identification shall also be changed.	7.3.3.5.1 單元識別定義出硬體及軟體之版本，且軟體之改變（例如改變該單元之本法規相關功能），亦應改變此單元識別。	7.3.3.5.1 單元識別定義出硬體及軟體之版本，且軟體之改變（例如改變該單元之本法規相關功能），亦應改變此單元識別。
3.4. Safety concept of the manufacturer	3.4. Safety concept of the manufacturer	7.3.4 申請者之安全性概念說明文件	7.3.4 申請者之安全性概念說明文件
3.4.1.The Manufacturer shall provide a statement which affirms that the strategy chosen to achieve "The System" objectives will not, under non-fault conditions, prejudice the safe operation of the vehicle.	3.4.1.The Manufacturer shall provide a statement which affirms that the strategy chosen to achieve "The System" objectives will not, under non-fault conditions, prejudice the safe operation of the vehicle.	7.3.4.1 申請者應提供說明文件，確保為達到系統目的所選擇之策略，於非故障情況下不會損害車輛之安全運作。	7.3.4.1 申請者應提供說明文件，確保為達到系統目的所選擇之策略，於非故障情況下不會損害車輛之安全運作。
3.4.2.In respect of software employed in "The System", the outline architecture shall be explained and the design methods and tools used shall be identified. The manufacturer shall show evidence of the means by which they determined the realisation of the system logic, during the design and development process.	3.4.2.In respect of software employed in "The System", the outline architecture shall be explained and the design methods and tools used shall be identified. The manufacturer shall show evidence of the means by which they determined the realisation of the system logic, during the design and development process.	7.3.4.2 對於使用於系統內之軟體，應說明該軟體之概要架構，及識別出所用之設計方法與工具。申請者應出示證明文件以說明於設計及開發階段時所確定實現系統邏輯之方法。	7.3.4.2 對於使用於系統內之軟體，應說明該軟體之概要架構，及識別出所用之設計方法與工具。申請者應出示證明文件以說明於設計及開發階段時所確定實現系統邏輯之方法。
3.4.3.The Manufacturer shall provide the Technical Service with an explanation of the design provisions built into "The System" so as to generate safe operation under fault conditions. Possible design provisions for failure in "The System" are for example:	3.4.3.The Manufacturer shall provide the Technical Service with an explanation of the design provisions built into "The System" so as to generate safe operation under fault conditions. Possible design provisions for failure in "The System" are for example:	7.3.4.3 申請者應向檢測機構說明系統內建之設計機制，該機制用於故障發生時執行安全運行。系統故障設計機制範例如下：	7.3.4.3 申請者應向檢測機構說明系統內建之設計機制，該機制用於故障發生時執行安全運行。系統故障設計機制範例如下：
(a) Fall-back to operation using a partial system.	(a) Fall-back to operation using a partial system.	(a) 使用部分系統運作之備用機制(Fall-back)。	(a) 使用部分系統運作之備用機制(Fall-back)。
(b) Change-over to a separate back-up	(b) Change-over to a separate back-up	(b) 更換(Change-over)至獨立備用系	(b) 更換(Change-over)至獨立備用系

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
system. (c) Removal of the high level function. In case of a failure, the driver shall be warned for example by warning signal or message display. When the system is not deactivated by the driver, e.g. by turning the ignition (run) switch to "off", or by switching off that particular function if a special switch is provided for that purpose, the warning shall be present as long as the fault condition persists.	system. (c) Removal of the high level function. In case of a failure, the driver shall be warned for example by warning signal or message display. When the system is not deactivated by the driver, e.g. by turning the ignition (run) switch to "off", or by switching off that particular function if a special switch is provided for that purpose, the warning shall be present as long as the fault condition persists.	統。 (c) 解除高層級控制系統／功能。 若發生故障，則應警告駕駛者（例如：警告訊號或顯示警告訊息）。當系統非由駕駛者關閉（例如：關閉點火／啟動開關，或藉由所提供具關閉功能之特殊開關關閉該特定功能），只要故障情況持續存在，即應顯示警告。	統。 (c) 解除高層級控制系統／功能。 若發生故障，則應警告駕駛者（例如：警告訊號或顯示警告訊息）。當系統非由駕駛者關閉（例如：關閉點火／啟動開關，或藉由所提供具關閉功能之特殊開關關閉該特定功能），只要故障情況持續存在，即應顯示警告。
3.4.3.1. If the chosen provision selects a partial performance mode of operation under certain fault conditions, then these conditions shall be stated and the resulting limits of effectiveness defined.	3.4.3.1. If the chosen provision selects a partial performance mode of operation under certain fault conditions, then these conditions shall be stated and the resulting limits of effectiveness defined.	7.3.4.3.1 若選定於某些故障情況下使用部分性能運作模式，則應說明該些故障情況並界定其產生之效益極限。	7.3.4.3.1 若選定於某些故障情況下使用部分性能運作模式，則應說明該些故障情況並界定其產生之效益極限。
3.4.3.2. If the chosen provision selects a second (back-up) means to realise the vehicle control system objective, the principles of the change-over mechanism, the logic and level of redundancy and any built in back-up checking features shall be explained and the resulting limits of back-up effectiveness defined.	3.4.3.2. If the chosen provision selects a second (back-up) means to realise the vehicle control system objective, the principles of the change-over mechanism, the logic and level of redundancy and any built in back-up checking features shall be explained and the resulting limits of back-up effectiveness defined.	7.3.4.3.2 若選定備用系統以實現車輛控制系統目的，則應說明其更換機制之原理、邏輯、冗餘度(Level of redundancy)與任何內建之備用檢查功能，並界定其產生之備用系統效益極限。	7.3.4.3.2 若選定備用系統以實現車輛控制系統目的，則應說明其更換機制之原理、邏輯、冗餘度(Level of redundancy)與任何內建之備用檢查功能，並界定其產生之備用系統效益極限。
3.4.3.3. If the chosen provision selects the removal of the Higher Level Function, all the corresponding output control signals associated with this function shall be inhibited, and in such a manner as to limit the transition disturbance.	3.4.3.3. If the chosen provision selects the removal of the Higher Level Function, all the corresponding output control signals associated with this function shall be inhibited, and in such a manner as to limit the transition disturbance.	7.3.4.3.3 若選定解除高層級控制系統／功能，則應抑制所有與該功能相關並對應之輸出控制信號，以此限制其轉換干擾 (Transition disturbance)。	7.3.4.3.3 若選定解除高層級控制系統／功能，則應抑制所有與該功能相關並對應之輸出控制信號，以此限制其轉換干擾 (Transition disturbance)。

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
3.4.4.The documentation shall be supported, by an analysis which shows, in overall terms, how the system will behave on the occurrence of any individual hazard or fault which will have a bearing on vehicle control performance or safety.	3.4.4.The documentation shall be supported, by an analysis which shows, in overall terms, how the system will behave on the occurrence of any individual hazard or fault which will have a bearing on vehicle control performance or safety.	7.3.4.4 應以分析資料作為佐證文件，整體而言，該文件說明任何會影響車輛控制性能或安全性之獨立風險或故障出現時系統之行為。	7.3.4.4 應以分析資料作為佐證文件，整體而言，該文件說明任何會影響車輛控制性能或安全性之獨立風險或故障出現時系統之行為。
The chosen analytical approach(es) shall be established and maintained by the Manufacturer and shall be made open for inspection by the Technical Service at the time of the type approval.	The chosen analytical approach(es) shall be established and maintained by the Manufacturer and shall be made open for inspection by the Technical Service at the time of the type approval.	所選擇之分析方法應由申請者建置及維持，且應於認證過程中開放予檢測機構。	所選擇之分析方法應由申請者建置及維持，且應於認證過程中開放予檢測機構。
The Technical Service shall perform an assessment of the application of the analytical approach(es). The audit shall include:	The Technical Service shall perform an assessment of the application of the analytical approach(es). The audit shall include:	檢測機構應評估分析方法。查核內容應包含：	檢測機構應評估分析方法。查核內容應包含：
(a) Inspection of the safety approach at the concept (vehicle) level with confirmation that it includes consideration of interactions with other vehicle systems. This approach shall be based on a Hazard / Risk analysis appropriate to system safety.	(a) Inspection of the safety approach at the concept (vehicle) level with confirmation that it includes consideration of interactions with other vehicle systems. This approach shall be based on a Hazard / Risk analysis appropriate to system safety.	(a) 概念（車輛）層級之安全方法檢查，包含與其他車輛系統互動之考量進行確認。此方法應基於系統安全合適之危險／風險分析。	(a)概念（車輛）層級之安全方法檢查，包含與其他車輛系統互動之考量進行確認。此方法應基於系統安全合適之危險／風險分析。
(b) Inspection of the safety approach at the system level. This approach shall be based on a Failure Mode and Effect Analysis (FMEA), a Fault Tree Analysis (FTA) or any similar process appropriate to system safety.	(b) Inspection of the safety approach at the system level. This approach shall be based on a Failure Mode and Effect Analysis (FMEA), a Fault Tree Analysis (FTA) or any similar process appropriate to system safety.	(b) 系統層級之安全方法檢查，此方法可依照失效模式及影響分析(FMEA)、故障樹分析(FTA)或任何適用於判斷控制系統安全之類似過程。	(b)系統層級之安全方法檢查，此方法可依照失效模式及影響分析(FMEA)、故障樹分析(FTA)或任何適用於判斷控制系統安全之類似過程。
(c) Inspection of the validation plans and results. This validation shall use, for example, Hardware in the Loop (HIL)	(c) Inspection of the validation plans and results. This validation shall use, for example, Hardware in the Loop (HIL)	(c) 驗證計畫及結果檢查，此項驗證應使用如：硬體迴路(HIL)試驗、車輛於道路進行操作性試驗或任何適	(c)驗證計畫及結果檢查，此項驗證應使用如：硬體迴路(HIL)試驗、車輛於道路進行操作性試驗或任何適當

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
testing, vehicle on–road operational testing, or any means appropriate for validation.	testing, vehicle on–road operational testing, or any means appropriate for validation.	當之驗證方法。	之驗證方法。
The assessment shall consist of checks of hazards and faults chosen by the Technical Service to establish that the manufacturer's explanation of the safety concept is understandable, logical and that the validation plans are suitable and have been completed.	The assessment shall consist of checks of hazards and faults chosen by the Technical Service to establish that the manufacturer's explanation of the safety concept is understandable, logical and that the validation plans are suitable and have been completed.	此評估應包含由檢測機構所選擇之危險及錯誤檢查，以證實申請者安全性概念之說明可理解、合邏輯且驗證計畫為合適且已被完成。	此評估應包含由檢測機構所選擇之危險及錯誤檢查，以證實申請者安全性概念之說明可理解、合邏輯且驗證計畫為合適且已被完成。
The Technical Service may perform or may require to perform tests as specified in paragraph 4. to verify the safety concept.	The Technical Service may perform or may require to perform tests as specified in paragraph 4. to verify the safety concept.	檢測機構可執行或可要求執行規定7.4之試驗以驗證安全性概念。	檢測機構可執行或可要求執行規定7.4之試驗以驗證安全性概念。
3.4.4.1. This documentation shall itemize the parameters being monitored and shall set out, for each fault condition of the type defined in paragraph 3.4.4. of this annex, the warning signal to be given to the driver and/or to service/technical inspection personnel.	3.4.4.1. This documentation shall itemize the parameters being monitored and shall set out, for each fault condition of the type defined in paragraph 3.4.4. of this annex, the warning signal to be given to the driver and/or to service/technical inspection personnel.	7.3.4.4.1 此文件應詳列所監測之參數，且依照規定7.3.4.4所述該型式系列之各故障情況，列出發送給駕駛者及／或維修／技術性檢查人員之警告訊號。	7.3.4.4.1 此文件應詳列所監測之參數，且依照規定7.3.4.4所述該型式系列之各故障情況，列出發送給駕駛者及／或維修／技術性檢查人員之警告訊號。
3.4.4.2. This documentation shall describe the measures in place to ensure the "The System" does not prejudice the safe operation of the vehicle when the performance of "The System" is affected by environmental conditions e.g. climatic, temperature, dust ingress, water ingress, ice packing.	3.4.4.2. This documentation shall describe the measures in place to ensure the "The System" does not prejudice the safe operation of the vehicle when the performance of "The System" is affected by environmental conditions e.g. climatic, temperature, dust ingress, water ingress, ice packing.	7.3.4.4.2 此文件應描述所採取之措施，以確保「系統」之性能受環境狀況影響（例如：氣候、溫度、灰塵侵入、進水及堆冰(Ice packing)）時，不會損害車輛之安全運作。	7.3.4.4.2 此文件應描述所採取之措施，以確保「系統」之性能受環境狀況影響（例如：氣候、溫度、灰塵侵入、進水及堆冰(Ice packing)）時，不會損害車輛之安全運作。
4. Verification and test	4. Verification and test	7.4 驗證及試驗	7.4 驗證及試驗
4.1. The functional operation of "The System", as laid out in the documents	4.1. The functional operation of "The System", as laid out in the documents	7.4.1 系統之功能運作，應依規定7.3要求之相關文件內容，進行下列	7.4.1 系統之功能運作，應依規定7.3要求之相關文件內容，進行下列條件

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
required in paragraph 3., shall be tested as follows:	required in paragraph 3., shall be tested as follows:	條件試驗：	試驗：
4.1.1.Verification of the function of "The System"	4.1.1.Verification of the function of "The System"	7.4.1.1 系統功能之驗證	7.4.1.1 系統功能之驗證
The Technical Service shall verify "The System" under non-fault conditions by testing a number of selected functions from those declared by the manufacturer in paragraph 3.2. above.	The Technical Service shall verify "The System" under non-fault conditions by testing a number of selected functions from those declared by the manufacturer in paragraph 3.2. above.	檢測機構應於非故障狀況下，藉由試驗申請者所宣告之上述規定7.3.2中一數量之功能驗證系統。	檢測機構應於非故障狀況下，藉由試驗申請者所宣告之上述規定7.3.2中一數量之功能驗證系統。
For complex electronic systems, these tests shall include scenarios whereby a declared function is overridden.	For complex electronic systems, these tests shall include scenarios whereby a declared function is overridden.	對於複合式電子系統而言，試驗應包含一宣告功能受到取代之場景。	對於複合式電子系統而言，試驗應包含一宣告功能受到取代之場景。
4.1.2.Verification of the safety concept of paragraph 3.4.	4.1.2.Verification of the safety concept of paragraph 3.4.	7.4.1.2 系統安全性概念（依規定7.3.4）之驗證	7.4.1.2 系統安全性概念(依規定7.3.4)之驗證
The reaction of "The System" shall be checked under the influence of a failure in any individual unit by applying corresponding output signals to electrical units or mechanical elements in order to simulate the effects of internal faults within the unit. The Technical Service shall conduct this check for at least one individual unit, but shall not check the reaction of "The System" to multiple simultaneous failures of individual units.	The reaction of "The System" shall be checked under the influence of a failure in any individual unit by applying corresponding output signals to electrical units or mechanical elements in order to simulate the effects of internal faults within the unit. The Technical Service shall conduct this check for at least one individual unit, but shall not check the reaction of "The System" to multiple simultaneous failures of individual units.	應藉由運用對應之輸出信號給電氣單元或機械元件，模擬該單元內部故障，以讓檢測機構檢查系統於任何獨立單元內發生故障影響時之反應。檢測機構應至少於一獨立單元上執行此項檢查，惟不應檢查「系統」對單一獨立單元同時發生多個失效之反應。	應藉由運用對應之輸出信號給電氣單元或機械元件，模擬該單元內部故障，以讓檢測機構檢查系統於任何獨立單元內發生故障影響時之反應。檢測機構應至少於一獨立單元上執行此項檢查，惟不應檢查「系統」對單一獨立單元同時發生多個失效之反應。
The Technical Service shall verify that these tests include aspects that may have an impact on vehicle controllability and user information (HMI aspects)."	The Technical Service shall verify that these tests include aspects that may have an impact on vehicle controllability and user information (HMI aspects)."	檢測機構應驗證這些包含可能會對車輛可控性及使用者資訊（人機介面層面）造成影響之試驗。	檢測機構應驗證這些包含可能會對車輛可控性及使用者資訊（人機介面層面）造成影響之試驗。
4.1.2.1. The verification results shall	4.1.2.1. The verification results shall	7.4.1.2.1 就其整體影響程度之驗證結	7.4.1.2.1 就其整體影響程度之驗證結

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
correspond with the documented summary of the failure analysis, to a level of overall effect such that the safety concept and execution are confirmed as being adequate.	correspond with the documented summary of the failure analysis, to a level of overall effect such that the safety concept and execution are confirmed as being adequate.	果，應符合申請者所提供之故障分析文件所述結果，以確認該安全性概念及運作均適切。	果，應符合申請者所提供之故障分析文件所述結果，以確認該安全性概念及運作均適切。
5. Reporting by Technical Service	5. Reporting by Technical Service	7.5 檢測機構之報告	7.5 檢測機構之報告
Reporting of the assessment by the Technical Service shall be performed in such a manner that allows traceability, e.g. versions of documents inspected are coded and listed in the records of the Technical Service.	Reporting of the assessment by the Technical Service shall be performed in such a manner that allows traceability, e.g. versions of documents inspected are coded and listed in the records of the Technical Service.	檢測機構應執行報告之評估，且其應允許進行追蹤，例如已檢查文件版本編碼及列於檢測機構之紀錄。	檢測機構應執行報告之評估，且其應允許進行追蹤，例如已檢查文件版本編碼及列於檢測機構之紀錄。
An example of a possible layout for the assessment form from the Technical Service to the Type Approval Authority is given in Appendix 1 to this Annex.	An example of a possible layout for the assessment form from the Technical Service to the Type Approval Authority is given in Appendix 1 to this Annex.		
Annex 3 - Appendix 1 Model assessment form for electronic systems	**Annex 3 - Appendix 1 Model assessment form for electronic systems**	(電子系統評估表格範例，不影響檢測基準內容故未調和)	(電子系統評估表格範例，不影響檢測基準內容故未調和)
Test report No:	Test report No:		
1. Identification	1. Identification		
1.1. Vehicle make:	1.1. Vehicle make:		
1.2. Type:	1.2. Type:		
1.3. Means of identification of type if marked on the vehicle:	1.3. Means of identification of type if marked on the vehicle:		
1.4. Location of that marking:	1.4. Location of that marking:		
1.5. Manufacturer’s name and address:	1.5. Manufacturer’s name and address:		
1.6. If applicable, name and address of manufacturer’s representative:	1.6. If applicable, name and address of manufacturer’s representative:		
1.7. Manufacturer’s formal documentation package:	1.7. Manufacturer’s formal documentation package:		
Documentation reference No:	Documentation reference No:		
Date of original issue:	Date of original issue:		

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
Date of latest update: 2. Test vehicle(s)/system(s) description 2.1. General description: 2.2. Description of all the control functions of "The System", and methods of operation: 2.3. Description of the components and diagrams of the interconnections within "The System": 3. Manufacturer’s safety concept 3.1. Description of signal flow and operating data and their priorities: 3.2. Manufacturer’s declaration: The manufacturer(s) ... affirm(s) that the strategy chosen to achieve "The System", objectives will not, under non-fault conditions, prejudice the safe operation of the vehicle. 3.3. Software outline architecture and the design methods and tools used: 3.4. Explanation of design provisions built into "The System" under fault conditions: 3.5. Documented analyses of the behaviour of "The System" under individual hazard or fault conditions: 3.6. Description of the measures in place for environmental conditions: 3.7. Provisions for the periodic technical inspection of "The System": 3.8. Results of "The System" verification test, as per para. 4.1.1. of Annex 3 to UN	Date of latest update: 2. Test vehicle(s)/system(s) description 2.1. General description: 2.2. Description of all the control functions of "The System", and methods of operation: 2.3. Description of the components and diagrams of the interconnections within "The System": 3. Manufacturer’s safety concept 3.1. Description of signal flow and operating data and their priorities: 3.2. Manufacturer’s declaration: The manufacturer(s) ... affirm(s) that the strategy chosen to achieve "The System", objectives will not, under non-fault conditions, prejudice the safe operation of the vehicle. 3.3. Software outline architecture and the design methods and tools used: 3.4. Explanation of design provisions built into "The System" under fault conditions: 3.5. Documented analyses of the behaviour of "The System" under individual hazard or fault conditions: 3.6. Description of the measures in place for environmental conditions: 3.7. Provisions for the periodic technical inspection of "The System": 3.8. Results of "The System" verification test, as per para. 4.1.1. of Annex 3 to UN		

修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
Regulation No. [17X]: 3.9. Results of safety concept verification test, as per para. 4.1.2. of Annex 3 to UN Regulation No. [17X]: 3.10. Date of test: 3.11. This test has been carried out and the results reported in accordance with ….. to UN Regulation No. [17X] as last amended by the ..... series of amendments. Signed: Date: 3.13. Comments:	Regulation No. [17X]: 3.9. Results of safety concept verification test, as per para. 4.1.2. of Annex 3 to UN Regulation No. [17X]: 3.10. Date of test: 3.11. This test has been carried out and the results reported in accordance with ….. to UN Regulation No. [17X] as last amended by the ..... series of amendments. Signed: Date: 3.13. Comments:		

修訂內容

(UN) Table 1 of paragraph 6.5

Driving direction	*Distance to target at the point triggering conditions achieved / Distance to speed measuring point (m)*	*Tolerance on the longitudinal distance (m)*
Forward	1.0	+ 0.1
Forward	1.5	-0.1
Rearward	1.0	+ 0.1
Rearward	1.5	-0.1

原內容

(UN) Table 1 of paragraph 6.5

Driving direction	*Distance to target / Distance to speed measuring point (m)*	*Tolerance on the longitudinal distance (m)*	*Tolerance on the lateral (offset) distance (m)*	*Presence of target*
Forward	1.0	+ 0.1	+/-0.2	Yes
Forward	1.0	+ 0.1	N/A	No *
Forward	1.5	-0.1	+/-0.2	Yes
Forward	1.5	-0.1	N/A	No *
Rearward	1.0	+ 0.1	+/-0.2	Yes
Rearward	1.0	+ 0.1	N/A	No **
Rearward	1.5	-0.1	+/-0.2	Yes
Rearward	1.5	-0.1	N/A	No **

Presence of target:
Yes : with ACPE intervention
No : without ACPE intervention or with ACPE deactivation
* These tests may be combined
** These tests may be combined

(基準) 規定6.5之表一

行駛方向	對處於觸發點達成點上之目標／速度量測點之距離（公尺）	縱向距離上之容許誤差（公尺）
前進	一點零	正零點一
前進	一點五	負零點一
後退	一點零	正零點一
後退	一點五	負零點一

(基準) 規定6.5之表一

行駛方向	對目標／速度量測點之距離（公尺）	縱向距離上之容許誤差（公尺）	側向（偏置）距離上之容許誤差（公尺）	目標存在與否
前進	一點零	正零點一	正／負零點二	是
前進	一點零	正零點一	不適用	否*
前進	一點五	負零點一	正／負零點二	是
前進	一點五	負零點一	不適用	否*
後退	一點零	正零點一	正／負零點二	是
後退	一點零	正零點一	不適用	否**
後退	一點五	負零點一	正／負零點二	是
後退	一點五	負零點一	不適用	否**

目標存在與否：

是：ACPE 介入

否：無 ACPE 介入或 ACPE 解除

* 相關試驗可進行組合

** 相關試驗可進行組合

UN R141 Uniform provisions concerning the approval of vehicles with regard to their Tyre Pressure Monitoring Systems (TPMS) 胎壓偵測輔助系統

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
UN R141 01 Series			
1. Scope This Regulation applies to the approval of vehicles of category: M1 up to a maximum mass of 3,500 kg, M2, M3, N1, N2, N3, O3 and O4,[1] when equipped with a tyre pressure monitoring system.	**1. Scope** This Regulation applies to the approval of vehicles of category M1 up to a maximum mass of 3,500 kg and N1[1] when equipped with a tyre pressure monitoring system, except for vehicles fitted with dual wheels on an axle.	附件六十八之一、胎壓偵測輔助系統（草案） ... 1. 實施時間及適用範圍： 1.1中華民國○年○月○日起，新型式之M1（最大重量小於等於三千五百公斤者）、M2、M3、N、O3及O4類車輛及中華民國○年○月○日起，M1（最大重量小於等於三千五百公斤者）、M2、M3、N、O3及O4類車輛應安裝符合本項規定之胎壓偵測輔助系統。	附件六十八、胎壓偵測輔助系統 ... 1. 實施時間及適用範圍： 1.1中華民國一百零三年十一月一日起，新型式之M1類車輛及中華民國一百零五年七月一日起，各型式之M1類車輛，應安裝符合本項規定之胎壓偵測輔助系統。
2. Definitions For the purposes of this Regulation: 2.1. "Approval of a vehicle" means the approval of a vehicle type with regard to its tyre pressure monitoring system. 2.2. "Vehicle type" means vehicles which do not differ significantly in such essential aspects as: (a) The manufacturer's trade name or mark; (b) Vehicle features which significantly influence the performances of the tyre pressure monitoring system; (c) The design of the tyre pressure monitoring system. 2.3. "Wheel" means a complete wheel	**2. Definitions** For the purposes of this Regulation: 2.1. "Approval of a vehicle" means the approval of a vehicle type with regard to its tyre pressure monitoring system. 2.2. "Vehicle type" means vehicles which do not differ significantly in such essential aspects as: (a) The manufacturer's trade name or mark; (b) Vehicle features which significantly influence the performances of the tyre pressure monitoring system; (c) The design of the tyre pressure monitoring system. 2.3. "Wheel" means a complete wheel	2. 名詞釋義： 2.1 車輪(Wheel)：係指由輪圈及輪盤	2. 名詞釋義： 2.1車輪(Wheel)：係指由輪圈及輪盤所

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
consisting of a rim and a wheel disc; 2.4 "Twin wheel" means the fitment of a pair of wheels on one side of an axle, on the same hub;	consisting of a rim and a wheel disc;	所組成之完整車輪。 2.2 雙輪(Twin wheel)：係指於同一輪軸單側之同一輪轂安裝一對輪胎之安裝配置。	組成之完整車輪。
2.5. "Tyre" means a pneumatic tyre, being a reinforced flexible envelope that is provided with, or forms in conjunction with the wheel on which it is mounted, a continuous, essentially toroidal, closed chamber containing a gas (usually air) or a gas and liquid, that is intended normally to be used at a pressure greater than atmospheric pressure;	2.4. "Tyre" means a pneumatic tyre, being a reinforced flexible envelope that is provided with, or forms in conjunction with the wheel on which it is mounted, a continuous, essentially toroidal, closed chamber containing a gas (usually air) or a gas and liquid, that is intended normally to be used at a pressure greater than atmospheric pressure;	2.3 輪胎(Tyre)：係指氣壓胎，可僅由一單獨強化彈性外體或與車輪組成，其實質上是一個含有氣體(通常為空氣)或者是含有氣體和液體、通常在一個比大氣壓力高之氣壓條件下使用之圓形密閉式胎體。	2.2 輪胎(Tyre)：係指氣壓胎，可僅由一單獨強化彈性外體或與車輪組成，其實質上是一個含有氣體(通常為空氣)或者是含有氣體和液體、通常在一個比大氣壓力高之氣壓條件下使用之圓形密閉式胎體。
Tyres shall be classified as follows: (a) Class C1 tyres — Tyres conforming to UN Regulation No. 30; (b) Class C2 tyres — Tyres conforming to UN Regulation No. 54 and identified by a load capacity index in single formation lower or equal to 121 and a speed category symbol higher or equal to 'N'; (c) Class C3 tyres: Tyres conforming to UN Regulation No. 54 and identified by: (i) A load capacity index in single formation higher or equal to 122; or (ii) A load capacity index in single formation lower or equal to 121 and a speed category symbol lower or equal to 'M'.		輪胎分類應如下述： (a) C1類輪胎-符合車輛安全檢測基準「二十八之一、輪胎」規定4.之輪胎。 (b) C2類輪胎-符合車輛安全檢測基準「二十八之一、輪胎」規定5.且載重能力指數（單輪）低於或等於121及速度代號高於或等於”N”之輪胎。 (c) C3類輪胎-符合車輛安全檢測基準「二十八之一、輪胎」規定5.且符合下述條件之輪胎： (i)載重能力指數（單輪）高於或等於122；或 (ii) 載重能力指數(單輪)低於或等於121及速度代號低於或等於”M”。	
2.6. "Maximum mass" means the maximum	2.5. "Maximum mass" means the maximum	2.4 最大重量(Maximum mass)：係指	2.3 最大重量(Maximum mass)：係指申

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
value of the vehicle stated by the manufacturer to be technically permissible (this mass may be higher than the "permissible maximum mass" laid down by the national administration);	value of the vehicle stated by the manufacturer to be technically permissible (this mass may be higher than the "permissible maximum mass" laid down by the national administration);	申請者宣告車輛承載技術上允許之最大重量。	請者宣告車輛承載技術上允許之最大重量。
2.7. "Maximum axle load" means the maximum value, as indicated by the manufacturer, of the total vertical force between the contact surfaces of the tyres or tracks of one axle and the ground and resulting from the part of the vehicle mass supported by that axle; this load may be higher than the "authorized axle load" laid down by the national administration. The sum of the axle loads may be greater than the value corresponding to the total mass of the vehicle;	2.6. "Maximum axle load" means the maximum value, as indicated by the manufacturer, of the total vertical force between the contact surfaces of the tyres or tracks of one axle and the ground and resulting from the part of the vehicle mass supported by that axle; this load may be higher than the "authorized axle load" laid down by the national administration. The sum of the axle loads may be greater than the value corresponding to the total mass of the vehicle;	2.5 最大軸荷重(Maximum axle load)：指申請者宣告，在該車軸輪胎（或軌跡）與地面間接觸面之總垂直力最大值，此垂直力來源為該車軸支撐之車輛重量部分，該荷重可能高於核定荷重。軸荷重總和可能高於車輛最大重量。	2.4最大軸荷重(Maximum axle load)：指申請者宣告，在該車軸輪胎(或軌跡)與地面間接觸面之總垂直力最大值，此垂直力來源為該車軸支撐之車輛重量部分，該荷重可能高於核定荷重。軸荷重總和可能高於車輛最大重量。
2.8. "Tyre Pressure Monitoring System (TPMS)" means a system fitted on a vehicle which can evaluate the pressure of the tyres or the variation of pressure over time and transmit corresponding information to the user while the vehicle is running;	2.7. "Tyre Pressure Monitoring System (TPMS)" means a system fitted on a vehicle, able to perform a function to evaluate the inflation pressure of the tyres or the variation of this inflation pressure over time and to transmit corresponding information to the user while the vehicle is running;	2.6 胎壓偵測系統(Tyre Pressure Monitoring System (TPMS))：指一個安裝於車輛上之系統，其可於車輛行駛時估算胎壓或隨時間之壓力變化，並能將相關資訊傳輸予駕駛。	2.5 胎壓偵測系統(Tyre Pressure Monitoring System (TPMS))：指安裝於車輛上可在車輛行駛時估算輪胎胎壓值或胎壓隨時間之變化情況，並能將相關資訊傳輸予駕駛之系統。
2.9. "Cold tyre inflation pressure" means the tyre pressure at ambient temperature, in the absence of any pressure build-up due to tyre usage;	2.8. "Cold tyre inflation pressure" means the tyre pressure at ambient temperature, in the absence of any pressure build-up due to tyre usage;	2.7 冷胎胎壓(Cold tyre inflation pressure)：指在環境溫度下，不會因輪胎的使用而造成壓力升高之胎壓。	2.6 冷胎胎壓(Cold tyre inflation pressure)：指在環境溫度下，不會因輪胎的使用而造成壓力升高之胎壓。
2.10. "Recommended cold inflation pressure (P_{rec})" means the pressure recommended for each tyre position by the vehicle	2.9. "Recommended cold inflation pressure (P_{rec})" means the pressure recommended for each tyre position by the vehicle	2.8 建議冷胎胎壓(Recommended cold inflation pressure (P_{rec}))：指在特定車輛設計使用條件下（如速度和負	2.7 建議冷胎胎壓(Recommended cold inflation pressure (Prec))：指在特定車輛設計使用條件下(如速度和負

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, for the intended service conditions (e.g. speed and load) of the given vehicle, as defined on the vehicle placard and/or the vehicle owner's manual;	manufacturer, for the intended service conditions (e.g. speed and load) of the given vehicle, as defined on the vehicle placard and/or the vehicle owner's manual;	載），由車輛製造廠對每個位置輪胎所建議之胎壓。	載)，由車輛製造廠對每個位置輪胎所建議之胎壓。
2.11. "In service operating pressure (P_{warm})" means the inflation pressure for each tyre position elevated from the cold pressure (Prec) by temperature effects during vehicle usage;	2.10. "In service operating pressure (P_{warm})" means the inflation pressure for each tyre position elevated from the cold pressure (Prec) by temperature effects during vehicle usage;	2.9 工作壓力(In service operating pressure (P_{warm}))：指在車輛使用期間，每個位置輪胎受溫度影響從冷胎胎壓(P_{rec})增加的充氣壓力。	2.8 工作壓力(In service operating pressure (Pwarm))：指在車輛使用期間，每個位置輪胎受溫度影響從冷胎胎壓(Prec)增加的充氣壓力。
2.12. "Test Pressure (P_{test})" means the actual pressure of the tyre(s) selected for each tyre position after deflation during the test procedure.	2.11. "Test Pressure (P_{test})" means the actual pressure of the tyre(s) selected for each tyre position after deflation during the test procedure.	2.10 試驗壓力(Test Pressure (P_{test}))：指在洩壓試驗期間，所選取位置輪胎之實際胎壓。	2.9 試驗壓力(Test Pressure (Ptest))：指在洩壓試驗期間，所選取位置輪胎之實際胎壓。
2.13. "Cumulative driving time" means the total time elapsed where the vehicle of category M1 up to a maximum mass of 3,500 kg or N1 is driven at speeds equal to or higher than 40 km/h and further deducted by 120 seconds for each event where the vehicle speed drops below 40 km/h or where the vehicle of other categories than M1 up to a maximum mass of 3,500 kg and N1 is driven at speeds equal to or higher than 30 km/h and further deducted by 120 seconds for each event where the vehicle speed drops below 30 km/h.		2.11 累積行駛時間(Cumulative driving time)：係指 M1（最大重量小於等於三千五百公斤者）或 N1 類車輛以等於或高於四十公里／小時之速度行駛且進一步於每次導致車速降至低於四十公里／小時之狀況發生時扣除一百二十秒後之總經過時間，或其他別於 M1（最大重量小於等於三千五百公斤者）及 N1 類車輛以等於或高於三十公里／小時之速度行駛且進一步於每次導致車速降至低於三十公里／小時之狀況發生時扣除一百二十秒後之總經過時間。	
2.14. "Tyre Pressure Refill System (TPRS)" means a system fitted on a vehicle which refills underinflated tyres fitted to an axle of the vehicle with air pressure from a vehicle mounted reservoir (infrastructure) while the		2.12 胎壓再充氣系統(Tyre pressure refill system; TPRS)：指一個安裝於車輛上之系統，該系統（惟不限於）在車輛行駛時，以來自於車輛所安裝儲存器之氣壓，對車輛其中一軸	

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 is running but not limited to. 2.15. "Central Tyre Inflation System (CTIS)" means a system fitted on a vehicle which controls the air pressure in each tyre fitted to an axle of the vehicle with air pressure from a vehicle mounted reservoir (infrastructure) while the vehicle is running but not limited to.		上所安裝且充氣不足之輪胎進行再填充充氣壓力。 2.13 中央輪胎充氣系統(Central tyre inflation system; CTIS)：指一個安裝於車輛上之系統，該系統（惟不限於）在車輛行駛時，以來自於車輛所安裝儲存器之氣壓，控制車輛其中一軸上所安裝之所有輪胎之充氣壓力。	
2. Definitions For the purposes of this Regulation: … 2.2. "Vehicle type" means vehicles which do not differ significantly in such essential aspects as: (a) The manufacturer's trade name or mark; (b) Vehicle features which significantly influence the performances of the tyre pressure monitoring system; (c) The design of the tyre pressure monitoring system.	**2. Definitions** For the purposes of this Regulation: … 2.2. "Vehicle type" means vehicles which do not differ significantly in such essential aspects as: (a) The manufacturer's trade name or mark; (b) Vehicle features which significantly influence the performances of the tyre pressure monitoring system; (c) The design of the tyre pressure monitoring system.	3. 胎壓偵測系統之適用型式及其範圍認定原則： 3.1 車輛廠牌相同。 3.2 對胎壓偵測系統性能有重大影響之車輛特性相同。 3.3 胎壓偵測系統設計相同。	3. 胎壓偵測系統之適用型式及其範圍認定原則： 3.1車輛廠牌相同。 3.2 作動原理相同。 3.3 可能對本基準4.所規範之系統性能有重大影響的所有零件須相同。
3. Application for approval 3.1. The application for approval of a vehicle type with regard to its Tyre Pressure Monitoring System (TPMS) shall be submitted by the vehicle manufacturer or by his duly accredited representative; 3.2. It shall be accompanied, in triplicate, by a description of the vehicle type with regard to	**3. Application for approval** 3.1. The application for approval of a vehicle type with regard to its tyre pressure monitoring system shall be submitted by the vehicle manufacturer or by his duly accredited representative; 3.2. It shall be accompanied, in triplicate, by a description of the vehicle type with regard to	4. 申請者於申請認證測試時應至少提供本規定所需受驗車輛（或試驗所必要車輛部份）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。 4.1.1 受驗車輛重量：前軸／後軸／總重量 4.1.2 標識及車輪尺寸之標準單位	4.1申請者於申請認證測試時應至少提供本規定所需受驗車輛(或試驗所必要車輛部份)及下列文件。 4.1.1 規定3.之車輛規格資料，與實車圖示及/或照片。 4.1.1.1 受驗車輛重量：前軸/後軸/總重量 4.1.1.2 標識及車輪尺寸之標準單位設

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
the items specified in Annex 1 to this Regulation: 3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Type Approval Authority or the Technical Service responsible for conducting the approval tests. 3.4. The Type Approval Authority shall verify the existence of satisfactory arrangements for ensuring effective control of the conformity of production before type approval is granted.	the items specified in Annex 1 to this Regulation: 3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Type Approval Authority or the Technical Service responsible for conducting the approval tests. 3.4. The Type Approval Authority shall verify the existence of satisfactory arrangements for ensuring effective control of the conformity of production before type approval is granted.	設備。 4.1.3 胎壓偵測輔助系統之簡要描述。 4.2 胎壓偵側輔助系統重置狀態(Reset status)（依4.6.5）。 4.3 輪圈位置之安裝說明(依5.1.4.3)。 4.4 受驗車輛之速度、負載條件、輪胎位置及冷胎胎壓（依5.2.1）。 4.5 重新設置系統之操作說明（依5.2.8）。 4.6 規定6.之附屬資料。 4.7 本項規定執行所要求之文件。	備。 4.1.1.3 胎壓偵測輔助系統之簡要描述。 4.1.2 胎壓偵側輔助系統重置狀態(Reset status) (依4.6.5)。 4.1.3 輪圈位置之安裝說明(依5.1.4.3)。 4.1.4 受驗車輛之速度、負載條件、輪胎位置及冷胎胎壓(依5.2.1)。 4.1.5 重新設置系統之操作說明(依5.2.8)。 4.1.6 規定6.之附屬資料。 4.1.7 本項規定執行所要求之文件。
4. Approval 4.1. If the vehicle submitted for approval pursuant to this Regulation meets all the requirements of paragraph 5. below, approval of that vehicle type shall be granted. 4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 01 for the Regulation as amended by the 01 series of amendments) shall indicate the series of amendments incorporating the most recent major technical amendments made to the regulation at the time of issue of the approval. The same Contracting Party may not assign the same number to another type of vehicle. 4.3. Notice of approval or of extension or of refusal of approval of a vehicle type	**4. Approval** 4.1. If the vehicle submitted for approval pursuant to this Regulation meets all the requirements of paragraph 5. below, approval of that vehicle type shall be granted. 4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 00 for the regulation in its original form) shall indicate the series of amendments incorporating the most recent major technical amendments made to the regulation at the time of issue of the approval. The same Contracting Party may not assign the same number to another type of vehicle. 4.3. Notice of approval or of extension or of refusal of approval of a vehicle type	(修訂不影響檢測基準)	

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
pursuant to this Regulation shall be communicated to the Contracting Parties to the Agreement which apply this Regulation by means of a form conforming to the model in Annex 1 to this Regulation.	pursuant to this Regulation shall be communicated to the Contracting Parties to the Agreement which apply this Regulation by means of a form conforming to the model in Annex 1 to this Regulation.		
4.4. 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 consisting of:	4.4. 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 consisting of:		
4.4.1. A circle surrounding the letter "E" followed by the distinguishing number of the country which granted approval; 2	4.4.1. A circle surrounding the letter "E" followed by the distinguishing number of the country which granted approval;2		
4.4.2. The number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the markings prescribed in paragraph 4.4.1.	4.4.2. The number of this Regulation, followed by the letter "R", a dash and the approval number to the right of the markings prescribed in paragraph 4.4.1.		
4.5. If the vehicle conforms to a vehicle type approved, under one or more regulations annexed to the Agreement, in the country which granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1. need not be repeated; in such a case, the regulation and approval numbers and the additional symbols for all the regulations under which approval has been granted in the country which granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1.	4.5. If the vehicle conforms to a vehicle type approved, under one or more regulations annexed to the Agreement, in the country which granted approval under this Regulation, the symbol prescribed in paragraph 4.4.1. need not be repeated; in such a case, the regulation and approval numbers and the additional symbols for all the regulations under which approval has been granted in the country which granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1.		

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
4.6. The approval mark shall be clearly legible and be indelible. 4.7. The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer. 4.8. Annex 2 to this Regulation gives examples of approval marks.	4.6. The approval mark shall be clearly legible and be indelible. 4.7. The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer. 4.8. Annex 2 to this Regulation gives examples of approval marks.		
5. Specifications and tests 5.1. General 5.1.1. Any vehicle of categories M1 up to a maximum mass of 3,500 kg, M2, M3, N1, N2, N3, O3 and O4, in all cases fitted with a Tyre Pressure Monitoring System (TPMS) complying with the definition of paragraph 2.8, shall meet the performance requirements contained in paragraphs 5.1.2. to 5.6. of this Regulation over a wide range of road and environmental conditions encountered within the territory of the Contracting Parties. 5.1.1.1. A Tyre Pressure Refill System (TPRS) or a Central Tyre Inflation System (CTIS) shall be deemed to be equivalent for Type Approval to a Tyre Pressure Monitoring System (TPMS) when it fulfils the requirements of paragraph 5.1.2., 5.1.3. and 5.4. to 5.6. and the test criteria of Annex 4 to this Regulation. In this case TPMS is not required to be installed.	**5. Specifications and tests** 5.1. General 5.1.1. Any vehicle of categories M1 up to 3,500 kg and N1, in both cases with all axles equipped with single tyres, and fitted with a tyre pressure monitoring system complying with the definition of paragraph 2.7. shall meet the performance requirements contained in paragraphs 5.1.2. to 5.5.5. of this Regulation over a wide range of road and environmental conditions encountered within the territory of the Contacting Parties. 5.1.1.1. A Tyre Pressure Refill System (TPRS) shall be deemed to be equivalent to a Tyre Pressure Monitoring System (TPMS) when the test criteria of Annex 4 to this Regulation are met. In this case TPMS is not required to be installed.	5. 規格與試驗 5.1通則 5.1.1 任何M1類（最大重量小於等於三千五百公斤者）、M2、M3、N1、N2、N3、O3及O4類車輛於所有狀況下所配備符合規定2.6所定義之TPMS，應符合下述5.1.2至5.6之規定。 5.1.1.1 胎壓再充氣系統(TPRS)或中央輪胎充氣系統(CTIS)於符合規定5.1.2、規定5.1.3、規定5.4至5.6，以及規定8.之試驗標準時，於型式認證上應視為等同於胎壓偵測系統(TPMS)。於此狀況下，車輛可無須安裝胎壓偵測系統。	4. 規格與試驗 … 4.2通則 4.2.1 M1類、N1類車輛配備之TPMS(依2.5.定義)，應符合下述4.2.2至4.6.5之規定。 5.1.1.1 胎壓再充氣系統於符合規定8.之試驗標準時，應視為等同於胎壓偵測系統。於此狀況下，車輛可無須安裝胎壓偵測系統。

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
	5.1.1.2. A Central Tyre Inflation System (CTIS) shall be deemed to be equivalent to a Tyre Pressure Monitoring System (TPMS) when the test criteria of Annex 4 to this Regulation are met. In this case TPMS is not required to be installed.		5.1.1.2 中央輪胎充氣系統於符合規定8.之試驗標準時，應視為等同於胎壓偵測系統。於此狀況下，車輛可無須安裝胎壓偵測系統。
5.1.1.2. If more than one system as defined in paragraphs 2.8., 2.14. or 2.15. has been installed, the system(s) which communicate(s) warning messages to the driver shall be approved according to the requirements of this Regulation. If more than one system is installed on the vehicle it has to be ensured that no contradictory information is displayed to the driver, e.g. by prioritization.	5.1.1.3. If more than one system as defined in paragraphs 2.8., 2.14. or 2.15. has been installed, all systems shall be approved according to the requirements of this Regulation.	5.1.1.3 若車輛安裝一套以上之符合規定2.6、2.12或2.13所定義之系統，則對駕駛傳遞警示訊息之系統皆應依照本基準進行試驗。 若車輛上安裝多於一項之系統時，則應確保不會向駕駛顯示矛盾之資訊，例如藉由優先順序調整。	5.1.1.3 若車輛安裝一套以上之符合規定2.6、2.12或2.13所定義之系統，則所有系統皆應依照本基準進行試驗。
5.1.2. The effectiveness of the TPMS, TPRS or CTIS fitted on a vehicle shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by fulfilling the technical requirements and respecting the transitional provisions of UN Regulation No. 10 by applying:	5.1.2. The effectiveness of the tyre pressure monitoring system, the tyre pressure refill system or the central tyre inflation system fitted on a vehicle shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by fulfilling the technical requirements and respecting the transitional provisions of UN Regulation No. 10 by applying:	5.1.2 安裝於車輛之TPMS、TPRS或CTIS效能，不應受電磁場影響。須提供符合已公告且適用之電磁相容性規範之佐證文件。	5.1.2 安裝於車輛之胎壓偵測輔助系統、胎壓再充氣系統及中央輪胎充氣系統效能，不應受電磁場影響。須提供符合已公告且適用之電磁相容性規範之佐證文件。
(a) The 03 series of amendments for vehicles without a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries);	(a) The 03 series of amendments for vehicles without a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries);		
(b) The 06 series of amendments for vehicles with a coupling system for charging the	(b) The 04 series of amendments for vehicles with a coupling system for charging the		

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
Rechargeable Electric Energy Storage System (traction batteries).	Rechargeable Electric Energy Storage System (traction batteries)		
5.1.3. For vehicles of category M1 up to a maximum mass of 3,500 kg and N1, the system shall operate from a speed of 40 km/h or below, up to the vehicle's maximum design speed. For vehicles of categories M2, M3, N2, N3, O3 and O4, the system shall operate from a speed of 30 km/h or below, up to the vehicle's maximum design speed.	5.1.3. The system shall operate from a speed of 40 km/h or below, up to the vehicle's maximum design speed.	5.1.3 對於M1（最大重量小於等於三千五百公斤者）及N1類車輛而言，系統應能在四十公里／小時（或更低車速）至車輛最大設計速度之速度範圍內運作。 對於M2、M3、N2、N3、O3及O4類車輛而言，系統應能在三十公里／小時（或更低車速）至車輛最大設計速度之速度範圍內運作。	4.2.3 系統應能在四0公里/小時(或更低車速)至車輛最大設計速度之速度範圍內運作。
5.1.4. The vehicle shall fulfil the tests (puncture, diffusion and malfunction) as specified in Annex 3 to this Regulation.	5.1.4. The vehicle shall fulfil the tests (puncture, diffusion and malfunction) as specified in Annex 3.	5.1.4 車輛應符合規定7.之試驗（戳穿試驗、擴散試驗及失效試驗）要求標準。	4.2.4 車輛應符合5.規定之試驗（戳穿試驗、擴散試驗及失效試驗）要求標準。
5.1.5. If a variant of any vehicle submitted for approval is fitted with twin wheels, that variant shall be used for the tests defined in Annex 3 to this Regulation and one of the tyres on a twin wheel (the 'test tyre') must be deflated for the puncture test in 2.5 of Annex 3 to this Regulation.		5.1.5 若任何車輛之型式安裝有雙輪，則該型式應執行規定7.所定義之試驗，且雙輪（試驗輪胎）中其中一輪應依規定7.2.5執行戳穿試驗。	
5.1.6. For vehicles of categories M1 up to a maximum mass of 3500 kg and N1 In case of a given warning and if the TPMS is equipped with a reset function but does not detect a minimum pressure as defined in paragraphs 5.2. and 5.3. after executing the reset function, the reset control shall be designed and/or located inside the vehicle in such a way that the risk of an inadvertent reset by vehicle occupants or cargo is	5.1.6. For vehicles of categories M1 up to a maximum mass of 3500 kg and N1 In case of a given warning and if the tyre pressure monitoring system is equipped with a reset function but does not detect a minimum pressure as defined in paragraphs 5.2. and 5.3. after executing the reset function, the reset control shall be designed and/or located inside the vehicle in such a way that the risk of an inadvertent reset by	5.1.6 對於M1（最大重量小於等於三千五百公斤者）及N1類車輛而言，若一給定警示及TPMS配備有重置功能惟未偵測得規定5.2及5.3所定義之最小胎壓，於執行重置功能後，重置控制器應以降低由車輛上乘客或貨物造成因疏忽而重置之風險之方式設計及／或定位於車輛內部。	

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
reduced.	vehicle occupants or cargo is reduced.		
For vehicles where the TPMS does not detect if the pressure is above a minimum pressure as defined in paragraphs 5.2. and 5.3. after executing the reset function, the TPMS shall include at least measures avoiding a reset if the vehicle did not become stationary after a pressure warning was issued, and either	For vehicles where the tyre pressure monitoring system does not detect if the pressure is above a minimum pressure as defined in paragraphs 5.2. and 5.3. after executing the reset function, the tyre pressure monitoring system shall include at least measures avoiding a reset if the vehicle did not become stationary after a pressure warning was issued, and either	對於配備之TPMS於執行重置功能後，若壓力高於規定5.2及5.3所述之最小壓力又無法偵測之車輛，TPMS應包含至少若車輛於壓力警示發送後未停止時避免重置之方法，及	
(a) Measures avoiding inadvertent reset control operation (e.g. shortly touching on the reset control or continuous blocking of the reset control by vehicle occupants or cargo), or	(a) Measures avoiding inadvertent reset control operation (e.g. shortly touching on the reset control or continuous blocking of the reset control by vehicle occupants or cargo), or	(a)避免因疏忽造成重置控制器運作之方法（例如：車輛乘客或貨物短暫碰觸重置控制器或連續阻擋重置控制器），或	
(b) An activation by at least two deliberate actions (e.g. in a menu based system).	(b) An activation by at least two deliberate actions (e.g. in a menu based system).	(b)藉由至少兩次正向行為之一次致動（例如：於基於選單之系統內設置相關項目）	
The manufacturer shall provide in the vehicle owner's handbook, or by any other communication means in the vehicle, the necessary information.	The manufacturer shall provide in the vehicle owner's handbook, or by any other communication means in the vehicle, the necessary information.	申請者應於車主手冊內或藉由任何車輛內之溝通方式提供必要資訊。	
5.2. Tyre pressure detection for incident-related pressure loss.	5.2. Tyre pressure detection for incident-related pressure loss.	5.2 因意外事故造成氣壓損失之胎壓試驗要求標準	4.3 因意外事故造成氣壓損失之胎壓試驗要求標準
5.2.1. For vehicles of category M1 up to a maximum mass of 3,500 kg and N1, fitted with tyres of the tyre class C1, the TPMS shall illuminate the warning signal described in paragraph 5.5. within not more than ten minutes of cumulative driving time after the in service operating pressure in one of the vehicle's tyres has been reduced by	5.2.1. The TPMS shall illuminate the warning signal described in paragraph 5.5. within not more than ten minutes of cumulative driving time after the in service operating pressure in one of the vehicle's tyres has been reduced by twenty per cent or it is at a minimum pressure of 150 kPa, whatever is higher.	5.2.1 對於配備C1類輪胎之M1（最大重量小於等於三千五百公斤者）及N1類車輛而言，當車輛任一輪胎其工作壓力降低百分之二十或達到最小氣壓一百五十千帕（以較高者為準）時，TPMS應於累積行駛時間十分鐘內點亮規定5.5之警示。	4.3.1 當車輛任一輪胎其工作壓力降低百分之二0或達到最小氣壓一五0千帕(以較高者為準)時，TPMS應於累積行駛時間一0分鐘內點亮4.6規定之警示。

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
twenty per cent or it is at a minimum pressure of 150 kPa, whichever is higher. 5.2.2. For vehicles of category M1 up to a maximum mass of 3,500 kg and N1, fitted with tyres of the tyre class C2, the TPMS shall illuminate the warning signal described in paragraph 5.5. within ten minutes of cumulative driving time after the in service operating pressure in one of the vehicle's tyres has been reduced by 20 per cent or it is at a minimum pressure of 220 kPa, whichever is higher. 5.2.3. For vehicles of category M2, M3, N2 and N3, fitted with tyres of the tyre class C2 or C3, the TPMS shall illuminate the warning signal described inparagraph 5.5. within not more than ten minutes of cumulative driving time after the in-service operating pressure in one of the vehicle's rolling tyres in contact with the ground has been reduced by 20 per cent. 5.2.4. For vehicles of category O3 and O4, fitted with tyres of the tyre class C2 or C3, the TPMS shall illuminate the warning signal described in paragraph 5.5. within not more than ten minutes of cumulative driving time after the in service operating pressure in one of the vehicle's rolling tyres in contact with the ground has been reduced by 20 per cent. 5.2.5. The low tyre pressure warning signal		5.2.2 對於配備C2類輪胎之M1（最大重量小於等於三千五百公斤者）及N1類車輛而言，於其中一個輪胎之工作壓力降低百分之二十或達到二百二十千帕之最小壓力後（以較高者為主），胎壓偵測系統應於十分鐘之累積行駛時間內以規定5.5所述之點亮警示訊號。 5.2.3 對於配備C2或C3類輪胎之M2、M3、N2及N3類車輛而言，於其中一個接觸地面且滾動中輪胎之可行駛之運作壓力已降低百分之二十後，胎壓偵測系統應於不超過十分鐘之累積行駛時間內以規定5.5所述之點亮警示訊號。 5.2.4 對於配備C2或C3類輪胎之O3及O4類車輛而言，於其中一個接觸地面且滾動中輪胎之工作壓力已降低百分之二十後，胎壓偵測系統應於不超過十分鐘之累積行駛時間內以規定5.5所述之點亮警示訊號。 5.2.5 無論拖車之胎壓偵測系統何	

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
described in paragraph 5.5. shall be illuminated whenever the towed vehicle TPMS provides low tyre pressure warning information via the communication interface described in paragraph 5.6.		時透過規定5.6所述之通訊介面提供低胎壓警示，皆應點亮如規定5.5所述之低胎壓警示訊號。	
5.3. Detection for a tyre pressure level significantly below the recommended pressure for optimum performance including fuel consumption and safety.	5.3. Detection for a tyre pressure level significantly below the recommended pressure for optimum performance including fuel consumption and safety.	5.3 胎壓明顯低於最佳性能（油耗及安全）建議之胎壓偵測試驗要求標準	4.4 胎壓明顯低於最佳性能(油耗及安全)建議之胎壓偵測試驗要求標準
5.3.1. For vehicles of category M1 up to a maximum mass of 3,500kg and N1, fitted with tyres of the tyre class C1, the TPMS shall illuminate the warning signal described in paragraph 5.5. within not more than sixty minutes of cumulative driving time after the in service operating pressure in any of the vehicle's tyres, has been reduced by twenty per cent or it is at a minimum pressure of 150 kPa, whichever is higher.	5.3.1. The TPMS shall illuminate the warning signal described in paragraph 5.5. within not more than sixty minutes of cumulative driving time after the in-service operating pressure in any of the vehicle's tyres, up to a total of four tyres, has been reduced by twenty per cent or it is at a minimum pressure of 150 kPa, whatever is higher.	5.3.1 對於配備C1類輪胎之M1（最大重量小於等於三千五百公斤者）及N1類車輛而言，當車輛任一輪胎其工作壓力降低百分之二十或達到最小氣壓一百五十千帕（以較高者為準）時，則TPMS應於累積行駛時間六十分鐘內點亮規定5.5之警示。	4.4.1當車輛任一輪胎其工作壓力降低百分之二０或達到最小氣壓一五０千帕(以較高者為準)時，則TPMS應於累積行駛時間六０分鐘內點亮4.6規定之警示。
5.3.2. For vehicles of category M1 up to a maximum mass of 3,500kg and N1, fitted with tyres of the tyre class C2, the TPMS shall illuminate the warning signal described in 5.5. within not more than 60 minutes of cumulative driving time after the in-service operating pressure in any of the vehicle's tyres has been reduced by 20 per cent or it is at a minimum pressure of 220 kPa, whichever is higher.		5.3.2 對於配備C2類輪胎之M1（最大重量小於等於三千五百公斤者）及N1類車輛而言，於其中一個輪胎之可行駛之運作壓力降低百分之二十或達到二百二十千帕之最小壓力後（以較高者為主），胎壓偵測系統應於不超過六十分鐘之累積行駛時間內以規定5.5所述之點亮警示訊號。	
5.3.3. For vehicles of category M2, M3, N2 and N3, fitted with tyres of the tyre class C2		5.3.3 對於配備C2或C3類輪胎之M2、M3、N2及N3類車輛而言，於	

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
or C3, the TPMS shall illuminate the warning signal within not more than 60 minutes of cumulative driving time after the in-service operating pressure in any of the vehicle's rolling tyres in contact with the ground has been reduced by 20 per cent.		其中一個接觸地面且滾動中輪胎之可行駛之運作壓力已降低百分之二十後，胎壓偵測系統應於不超過六十分鐘之累積行駛時間內以規定5.5所述之點亮警示訊號。	
5.3.4. For vehicles of category O3 and O4, fitted with tyres of the tyre class C2 or C3, the TPMS shall transmit an appropriate warning signal described in 5.5 within not more than 60 minutes of cumulative driving time after the in-service operating pressure in any of the vehicle's rolling tyres in contact with the ground has been reduced by 20 per cent.		5.3.4 對於配備C2或C3類輪胎之O3及O4類車輛而言，於其中一個接觸地面且滾動中輪胎之可行駛之運作壓力已降低百分之二十後，胎壓偵測系統應於不超過六十分鐘之累積行駛時間內以規定5.5所述之點亮警示訊號。	
5.3.5. The low tyre pressure warning signal described in paragraph 5.5. shall be illuminated whenever the towed vehicle TPMS provides low tyre pressure warning information via the communication interface described in paragraph 5.6.		5.3.5 無論拖車之胎壓偵測系統何時透過規定5.6所述之通訊介面提供低胎壓警示，皆應點亮如規定5.5所述之低胎壓警示訊號。	
5.4. Malfunction detection.	5.4. Malfunction detection.	5.4 失效試驗要求標準	4.5 失效試驗要求標準
5.4.1. The TPMS/ TPRS/ CTIS shall illuminate the warning signal described in paragraph 5.5. not more than 10 minutes after the occurrence of a malfunction that affects the generation or transmission of control or response signals in the vehicle's TPMS/TPRS/CTIS.	5.4.1. The TPMS shall illuminate the warning signal described in paragraph 5.5. not more than 10 minutes after the occurrence of a malfunction that affects the generation or transmission of control or response signals in the vehicle's tyre pressure monitoring system.	5.4.1於車輛之TPMS／TPRS／CTIS內控制或響應訊號的產生或傳送發生故障時，TPMS應於十分鐘內點亮規定5.5之警示。	4.5.1於車輛胎壓偵測系統內控制或響應訊號的產生或傳送發生故障時，TPMS應於一0分鐘內點亮4.6規定之警示。
5.4.2. The malfunction indication warning signal described in paragraph 5.5. shall be		5.4.2 無論拖車之TPMS／TPRS／CTIS何時透過規定5.6所述之通訊	5.4.2 無論拖車之胎壓偵測系統何時透過規定5.6所述之通訊介面提供失

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
illuminated whenever the towed vehicle TPMS/TPRS/CTIS provides a malfunction indication via the communication interface described in paragraph 5.6.		介面提供失效指示警示，皆應點亮如規定5.5所述之失效指示警示訊號。	效指示警示，皆應點亮如規定5.5所述之失效指示警示訊號。
5.4.3. The malfunction indication warning signal described in paragraph 5.5. shall be illuminated whenever no valid TPMS TPRS/CTIS information is available from a connected towed vehicle, that is required to have TPMS/TPRS/CTIS, via any communication interface described in paragraph 5.6.		5.4.3 無論一已連接之拖車（被要求安裝TPMS／TPRS／CTIS者）何時透過規定5.6所述之任何通訊介面皆無有效胎壓偵測系統資訊可用，皆應點亮如規定5.5所述之失效警示訊號。	5.4.3 無論一已連接之拖車(被要求安裝胎壓偵測系統者) 何時透過規定5.6所述之任何通訊介面皆無有效胎壓偵測系統資訊可用，皆應點亮如規定5.5所述之失效警示訊號。
5.5. Warning indication.	5.5. Warning indication.	5.5 警告指示要求標準	4.6 警告指示要求標準
5.5.1. The warning indication shall be by means of an optical warning signal conforming to UN Regulation No. 121.	5.5.1. The warning indication shall be by means of an optical warning signal conforming to Regulation No. 121.	5.5.1 警告指示應為符合本基準中「汽車控制器標誌」規定之光學式警告訊號。	4.6.1 警告指示應為符合本基準中「汽車控制器標誌」規定之光學式警告訊號。
5.5.2 In the case of a vehicle of category N2 or N3 towing at least one vehicle of category O3 or O4, the optical warning signal referred to in 5.5.1. must indicate whether any warning relates to the individual towing or to the towed vehicle(s).		5.5.2 若一輛N2或N3類車輛牽引至少一輛O3或O4類車輛，則規定5.5.1所述之光學警示訊號應指示任何相關於獨立之牽引車輛或拖車之警示。	
5.5.3. The warning signal shall be activated when the ignition (start) switch is in the "on" (run) position (bulb check). This requirement does not apply to tell-tales shown in a common space.	5.5.2. The warning signal shall be activated when the ignition (start) switch is in the "on" (run) position (bulb check). This requirement does not apply to tell-tales shown in a common space.	5.5.3 當點火（啟動）開關位於「開-ON」（燈號檢查）時，警告訊號應被致動。惟此要求不適用於共用空間之識別標誌。	4.6.2 當點火(啟動)開關位於「開-ON」(燈號檢查)時，警告訊號應被致動。惟此要求不適用於共用空間之識別標誌。
5.5.4. The warning signal must be visible even by daylight; the satisfactory condition of the signal must be easily verifiable by the driver from the driver's seat.	5.5.3. The warning signal must be visible even by daylight; the satisfactory condition of the signal must be easily verifiable by the driver from the driver's seat.	5.5.4 警告訊號必須讓駕駛於全天候皆能易於辨識，且於駕駛座能輕易判讀。	4.6.3 警告訊號必須讓駕駛於全天候皆能易於辨識，且於駕駛座能輕易判讀。

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
5.5.5 For vehicles of category O3 and O4, the optical warning signal referred to in 5.5.1 must be displayed to the driver of the towing vehicle of category N2 or N3, as specified in paragraph 5.5.4.		5.5.5 對於O3及O4類車輛而言，規定5.5.1所述之光學警告訊號應對N2或N3類牽引車輛之駕駛進行顯示，如規定5.5.4所述。	
5.5.6.The malfunction indication may be the same warning signal as the one used to indicate low tyre pressure. If the warning signal described in paragraph 5.5.1. is used to indicate both low tyre pressure and a malfunction of the TPMS/ TPRS / CTIS, the following shall apply: with the ignition (start) switch in the "on" (run) position the warning signal shall flash to indicate a malfunction. After a short period of time the warning signal shall remain continuously illuminated as long as the malfunction exists and the ignition (start) switch is in the "on" (run) position.	5.5.4. The malfunction indication may be the same warning signal as the one used to indicate under-inflation. If the warning signal described in paragraph 5.5.1. is used to indicate both under-inflation and a malfunction of the TPMS, the following shall apply: with the ignition (start) switch in the "on" (run) position the warning signal shall flash to indicate a malfunction. After a short period of time the warning signal shall remain continuously illuminated as long as the malfunction exists and the ignition (start) switch is in the "on" (run) position.	5.5.5使用於故障指示之警告訊號可和使用於低胎壓之警告訊號相同。若以5.5.1規定之相同警告訊號來指示低胎壓及TPMS／TPRS／CTIS故障時，則應符合下述規定：點火（啟動）開關位於「開-ON」，警告訊號應閃爍以指示故障情況存在，經過短時間後，若故障存在且點火（啟動）開關位於「開-ON」，則警告訊號應持續點亮。	4.6.4使用於故障指示之警告訊號可和使用於胎壓不足之警告訊號相同。若以4.6.1規定之相同警告訊號來指示胎壓不足及TPMS故障時，則應符合下述規定：點火(啟動)開關位於「開-ON」，警告訊號應閃爍以指示故障情況存在，經過短時間後，若故障存在且點火(啟動)開關位於「開-ON」，則警告訊號應持續點亮。
The flashing and illumination sequence shall be repeated each time the ignition (start) switch is in the "on" (run) position until the malfunction has been corrected.	The flashing and illumination sequence shall be repeated each time the ignition (start) switch is in the "on" (run) position until the malfunction has been corrected.	每次點火（啟動）開關位於「開-ON」時，應重複閃爍及持續點亮順序，直到故障被排除。	每次點火(啟動)開關位於「開-ON」時，應重複閃爍及持續點亮順序，直到故障被排除。
5.5.7. The tell-tale of the warning described in paragraph 5.5.1. may be used in a flashing mode in order to provide information about the reset status of the tyre pressure monitoring system in accordance with the owner's manual of the vehicle.	5.5.5. The tell-tale of the warning described in paragraph 5.5.1. may be used in a flashing mode in order to provide information about the reset status of the tyre pressure monitoring system in accordance with the owner's manual of the vehicle.	5.5.6 為提供有關胎壓偵側輔助系統重置狀態(Reset status)之資訊，可以閃爍模式使用依5.5.1規定之警告識別標誌，且應與車主手冊之相關記載一致。	4.6.5 為提供有關胎壓偵側輔助系統重置狀態(Reset status)之資訊，可以閃爍模式使用依4.6.1規定之警告識別標誌，且應與車主手冊之相關記載一致。
5.6. Communications interface between towing and towed vehicles	5.6. Communications interface between towing and towed vehicles	5.6 牽引車輛及拖車之間之通訊介面	5.6 牽引車輛及拖車之間之通訊介面

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
5.6.1.Vehicles of category N2 or N3 towing at least one vehicle of category O3 or O4 and vehicles of category O3 and O4 shall be equipped with a communication interface to exchange TPMS/ TPRS / CTIS data information between towing and towed vehicles. This may be achieved as a wired or a wireless interface, provided that the TPMS/ TPRS/ CTIS equipment in the towing vehicle and in the towed vehicle(s) are compatible.	5.6.1 Vehicles of category N2 or N3 towing at least one vehicle of category O3 or O4 and vehicles of category O3 and O4 shall be equipped with a communication interface to exchange TPMS data information between towing and towed vehicles. This may be achieved as a wired or a wireless interface, provided that the TPMS equipment in the towing vehicle and in the towed vehicle(s) are compatible.	5.6.1 N2或N3類車輛牽引至少一輛O3或O4類車輛者且O3及O4類車輛者，於牽引車輛及拖車之間應配備用以交換TPMS／TPRS／CTIS檔案資訊之通訊介面。若牽引車輛及拖車之TPMS／TPRS／CTIS設備可相容，則可透過有線或無線介面滿足此項要求。	5.6.1 N2或N3類車輛牽引至少一輛O3或O4類車輛者且O3及O4類車輛者，於牽引車輛及拖車之間應配備用以交換胎壓偵測系統檔案資訊之通訊介面。若牽引車輛及拖車之胎壓偵測系統設備可相容，則可透過有線或無線介面滿足此項要求。
5.6.1.1. The data communication with wired equipment shall be based on the braking electric control line conforming to ISO 11992-1:2019 and ISO 11992-2:2014 and be a point-to-point type using the seven pin connector according to ISO 7638-1:2018 or ISO 7638-2:2018 or an appropriate automated connector.	5.6.1.1. The data communication with wired equipment shall be based on the braking electric control line conforming to ISO 11992-1:2019 and ISO 11992-2:2014 and be a point-to-point type using the seven pin connector according to ISO 7638-1:2018 or ISO 7638-2:2018 or an appropriate automated connector.	5.6.1.1 以有線設備執行之檔案通訊應基於符合ISO 11992-1:2019及ISO 11992-2:2014之煞車電力控制線，且為點對點型並使用依照ISO 7638-1:2018或ISO 7638-2:2018之七針連接器或適當之自動連接器。	5.6.1.1 以有線設備執行之檔案通訊應基於符合ISO 11992-1:2019及ISO 11992-2:2014之煞車電力控制線，且為點對點型並使用依照ISO 7638-1:2018或ISO 7638-2:2018之七針連接器或適當之自動連接器。
Other wired specifications may be used, provided that the TPMS/ TPRS/ CTIS equipment in the towing vehicle and in the towed vehicle(s) are compatible and fulfil the same functional requirements.	Other wired specifications may be used, provided that the TPMS equipment in the towing vehicle and in the towed vehicle(s) are compatible and fulfil the same functional requirements.	若牽引車輛及拖車之TPMS／TPRS／CTIS設備可相容及滿足相同功能性要求，則可使用其他有線規格。	若牽引車輛及拖車之胎壓偵測系統設備可相容及滿足相同功能性要求，則可使用其他有線規格。
5.6.1.1.1. The support of messages is specified within Part A of Annex 5 to this Regulation for the towing vehicle and the towed vehicle(s).	...	5.6.1.1.1 對牽引車輛及拖車而言，訊息提供應如規定9.1所述。	...
5.6.1.1.2. The functional compatibility of towing and towed vehicles equipped with data communication lines as described in		5.6.1.1.2 配備如規定5.6.1.1所述之數據傳輸線之牽引車輛及拖車之功能相容性應於滿足如規定9.1所述之相	

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
paragraph 5.6.1.1. above shall be assessed at the time of type approval by checking that the relevant provisions as specified in Part A of Annex 5 are fulfilled.		關規定下進行評估。	
Annex 6 to this Regulation provides a procedure for tests that may be used to perform this assessment.		規定10.提供可用於執行此項評估之試驗程序。	
5.6.1.2. In the case of a point-to-point link between a towing vehicle ECU and a towed vehicle ECU, the towed vehicle ECU, which constitutes part of the point-to-point link, shall provide an interface according to an open standard specification to allow the ECU(s) providing TPMS/ TPRS /CTIS functionality, which does (do) not constitute part of the point-to- point link, to connect, communicate and operate via the towed vehicle ECU which constitutes part of the point-to-point link with ECU of the towing vehicle, i.e. standardised gatewaying.	5.6.1.2. In the case of a point-to-point link between a towing vehicle ECU and a towed vehicle ECU, there shall be an open standard specification to allow an ECU providing TPMS functionality, which does not constitute part of the point-topoint link, to connect, communicate and operate via the towed vehicle ECU which constitutes part of the point-to-point link, i.e. standardised gatewaying.	5.6.1.2 若牽引車輛及拖車之電子控制單元採點對點連接，則構成部分點對點連接之拖車ECU應依照開放標準規格提供介面，以允許一個或多個電子控制單元於未構成部分點對點連接之狀況下，提供TPMS／TPRS／CTIS功能，以透過由構成部分點對點連接之拖車之電子控制單元（即標準化閘道）與牽引車輛之ECU進行連接、傳輸及運作。	5.6.1.2 若牽引車輛及拖車之電子控制單元採點對點連接，則應為開放標準規格以允許電子控制單元於未構成部分點對點連接之狀況下，提供胎壓偵測輔助系統功能，以透過由構成部分點對點連接之拖車之電子控制單元(即標準化閘道)進行連接、傳輸及運作。
This data communication interface is specified in Part B of Annex 5.	This data communication interface is specified in Part B of Annex 5.	數據傳輸介面如規定9.2所述。	數據傳輸介面如規定9.2所述。
5.6.1.3. In the case of data communication with wireless equipment, the communication link shall be an open standard specification. Provision shall be made to ensure that the wireless link is set up between the physically connected vehicles (as opposed to other vehicles in the vicinity), and that information shared over this link is secure against outside interference. The same		5.6.1.3 若數據傳輸係以無線設備執行，則通訊連結應為開放標準規格。規範應設置以確保無線連接設定於車輛物理連結之間（相對於附近之其他車輛），且透過此連接所分享之資訊對外部干擾應安全無虞。應滿足如規定5.6.1.1所要求之相同功能性要求。	

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
functional requirements as required in paragraph 5.6.1.1. shall be fulfilled. 5.7. Alternative procedure for a subject trailer 5.7.1. In the case that a manufacturer chooses to approve a vehicle type of category O3 or O4 with regard to TPMS, TPRS or CTIS according to Annex 8 “Alternative procedure for type approval of subject trailer(s)” to this Regulation, then information is utilized from test reports issued in accordance with Annex 7, Appendix 3 and / or Appendix 4 to this Regulation.		5.7 目標拖車之替代程序 5.7.1 於申請者選擇依照規定12「對目標拖車之型式認證替代程序」辦理O3或O4類車輛之TPMS、TPRS或CTIS的車型認證，則使用來自依照本基準規定11.7及／或規定11.8核發之試驗報告的資訊。	
6. Supplementary information 6.1. The owner’s manual, if any, of the vehicle shall contain at least the following information:	**6. Supplementary information** 6.1. The owner's manual, if any, of the vehicle shall contain at least the following information:	6. 附屬資料 6.1 車輛之車主手冊應至少包括下述資訊：	6. 附屬資料 6.1 車輛之車主手冊應至少包括下述資訊：
6.1.1. A statement that the vehicle is equipped with such a system (and information how to reset the system, if the actual system includes such a feature).	6.1.1. A statement that the vehicle is equipped with such a system (and information how to reset the system, if the actual system includes such a feature).	6.1.1 車輛配備此系統之說明，以及系統重置方法之資訊（若實際系統包含此功能者）。	6.1.1 車輛配備此系統之說明，以及系統重置方法之資訊(若實際系統包含此功能者)。
6.1.2. An image of the tell-tale symbol described in paragraph 5.5.1. (and an image of the malfunction tell-tale symbol, if a dedicated tell-tale is used for this function).	6.1.2. An image of the tell-tale symbol described in paragraph 5.5.1. (and an image of the malfunction tell-tale symbol, if a dedicated tell-tale is used for this function).	6.1.2 規定5.5.1之識別標誌符號圖像，以及故障識別標誌符號之圖像（若有提供給此功能之專用識別標誌）。	6.1.2 4.6.1規定之識別標誌符號圖像，以及故障識別標誌符號之圖像(若有提供給此功能之專用識別標誌)。
6.1.3. Additional information about the significance of the low tyre pressure warning tell-tale illuminating and a description of the corrective action to be	6.1.3. Additional information about the significance of the low tyre pressure warning tell-tale illuminating and a description of the corrective action to be	6.1.3 補充資訊：關於偏低胎壓警告識別符號點亮，以及其發生時之矯正措施描述，若實際系統具備重置功能則應包含重置程序。	6.1.3 補充資訊：關於偏低胎壓警告識別符號點亮，以及其發生時之矯正措施描述。

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
undertaken if this happens, including the reset procedure if the actual system includes such a feature.	undertaken if this happens.		
6.2. If no owner's manual is supplied with the vehicle, the information required in paragraph 6.1. above shall be displayed in a prominent place on the vehicle	6.2. If no owner's manual is supplied with the vehicle, the information required in paragraph 6.1. above shall be displayed in a prominent place on the vehicle.	6.2 若車輛沒有提供車主手冊，則上述 6.1 要求之資料應顯示於車內明顯處。	6.2 若車輛沒有提供車主手冊，則上述 6.1 要求之資料應顯示於車內明顯處。
7. Modifications and extension of approval of the vehicle type	**7. Modifications and extension of approval of the vehicle type**	修訂不影響檢測基準內容	
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. 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;	7.1.1. 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.	7.1.2. 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 4.3. above to the Contracting Parties to the Agreement applying this Regulation.	7.2. Confirmation or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3. above to the Contracting Parties to the Agreement applying this Regulation.		

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
7.3. 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.	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. The conformity of production procedures shall comply with those set out in Schedule 1 to the Agreement (E/ECE/TRANS/505/Rev.3), with the following requirements: 8.2. The Type Approval Authority which has granted type approval, may at any time verify the conformity of production in each production facility. The normal frequency of these verifications shall be at least once per year.	**8. Conformity of production** 8.1. The conformity of production procedures shall comply with those set out in Appendix 2 of the Agreement (E/ECE/324-E/ECE/TRANS/505/Rev.2), with the following requirements: 8.2. The Type Approval Authority which has granted type approval, may at any time verify the conformity of production in each production facility. The normal frequency of these verifications shall be at least once per year.	修訂不影響檢測基準內容	
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 are not complied with. 9.2. If a Contracting Party to the Agreement, which applies this Regulation, withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation, by means	**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 are not complied with. 9.2. If a Contracting Party to the Agreement, which applies this Regulation, withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation, by means	修訂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
of a copy of the approval form bearing at the end, in large letters, the signed and dated annotation "APPROVAL WITHDRAWN".	of a copy of the approval form bearing at the end, in large letters, the signed and dated annotation "APPROVAL WITHDRAWN".		
10. Production definitively discontinued If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he shall so inform the authority which granted the approval. Upon receiving the relevant communication that authority shall inform thereof the other Contracting Parties to the Agreement applying this Regulation by means of a copy of the approval form bearing at the end, in large letters, the signed and dated annotation "PRODUCTION DISCONTINUED".	**10. Production definitively discontinued** If the holder of the approval completely ceases to manufacture a type of vehicle approved in accordance with this Regulation, he shall so inform the authority which granted the approval. Upon receiving the relevant communication that authority shall inform thereof the other Contracting Parties to the Agreement applying this Regulation by means of a copy of the approval form bearing at the end, in large letters, the signed and dated annotation "PRODUCTION DISCONTINUED".	修訂不影響檢測基準內容	
11. Names and addresses of Technical Services responsible for conducting approval tests, and of Type Approval Authorities The Contracting Parties to the Agreement which apply 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, issued in other countries, are to be	**11. Names and addresses of Technical Services responsible for conducting approval tests, and of Type Approval Authorities** The Contracting Parties to the Agreement which apply 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, issued in other countries, are to be	修訂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
sent.	sent.		
12. Transitional provisions 12.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 01 series of amendments. 12.2. As from 6 July 2022, for vehicle types of category N1 without twin wheels fitted on an axle, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 6 July 2022. 12.3. Until 6 July 2022, for vehicle types of category M1 up to a maximum mass of 3,500 kg and without twin wheels fitted on an axle and until 6 July 2024 for vehicle types of category N1 without twin wheels fitted on an axle, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 6 July 2022. 12.4. As from 6 July 2022, for vehicle types of category M1 up to a maximum mass of 3,500 kg and without twin wheels fitted on an axle and as from 6 July 2024 for vehicle types of category N1 without twin wheels fitted on an axle, Contracting Parties applying this Regulation shall not be obliged to accept type	**12. Transitional provisions** 12.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 01 series of amendments. 12.2. As from 6 July 2022, for vehicle types of category M1 and as from 6 July 2024 for vehicle types of other categories than M1, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments, first issued after 6 July 2022. 12.3. Until 6 July 2022, for vehicle types of category M1 and until 6 July 2024 for vehicle types of other categories than M1, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of amendments, first issued before 6 July 2022. 12.4. As from 6 July 2022, for vehicle types of category M1 and as from 6 July 2024 for vehicle types of other categories than M1, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation.		

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
approvals issued to the preceding series of amendments to this Regulation.			
12.5. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation/are only obliged to accept type approval granted in accordance with the 01 series of amendments.	12.5. Notwithstanding the transitional provisions above, Contracting Parties who start to apply this Regulation after the date of entry into force of the most recent series of amendments are not obliged to accept type approvals which were granted in accordance with any of the preceding series of amendments to this Regulation/are only obliged to accept type approval granted in accordance with the 01 series of amendments.		
12.6. Notwithstanding paragraph 12.4., Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the preceding series of amendments to this Regulation, for the vehicles/vehicle systems which are not affected by the changes introduced by the 01 series of amendments.	12.6. Notwithstanding paragraph 12.4., Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the preceding series of amendments to this Regulation, for the vehicles/vehicle systems which are not affected by the changes introduced by the 01 series of amendments.		
12.7. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation.	12.7. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation.[3]		
12.8. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation.	12.8. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation.[3]		

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 1 **Communication** (maximum format: A4 (210 x 297 mm)) issued by: Name of administration: .... concerning:2 Approval Approval extended Approval refused Approval withdrawn Production definitively discontinued of a vehicle type with regard to its tyre pressure monitoring system pursuant to UN Regulation No. 141. Approval No.: Extension No.: 1. Trade name or mark of the vehicle: 2 Vehicle type (if applicable, variants that are included): 3. Manufacturer's name and address: 4. If applicable, name and address of the manufacturer's representative:	**Annex 1** **Communication** (maximum format: A4 (210 x 297 mm)) issued by: Name of administration: .... concerning:2 Approval Approval extended Approval refused Approval withdrawn Production definitively discontinued of a vehicle type with regard to its tyre pressure monitoring system pursuant to Regulation No. 141. Approval No.: Extension No.: **1.** Trade name or mark of the vehicle: **2.** Vehicle type (if applicable, variants that are included): **3.** Manufacturer's name and address: **4.** If applicable, name and address of the manufacturer's representative:	修訂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
5. Vehicle submitted for approval on: 6. Technical Service responsible for conducting approval tests: 7. Date of test report: 8. Number of test report: 9. Brief description of the vehicle type: 9.1. Mass of the vehicle when tested: Front axle: Second axle: Third axle: Fourth axle: Fifth axle: Sixth axle: etc. Total: 9.2. Tyre Class, Marking and wheel size(s) of standard unit equipment: 9.3. Brief description of the tyre pressure monitoring system[2] / tyre pressure refill system[2] / central tyre inflation system[2] including implemented measures to avoid inadvertent reset control operation according to paragraph 5.1.6., if applicable 10. Result of the tests: 10.1. According to Annex 3 to this Regulation (TPMS), if applicable2 : | | Measured Time to warning (mm:ss) | | "Puncture test" | | | "Diffusion test" | |	**5.** Vehicle submitted for approval on: **6.** Technical Service responsible for conducting approval tests: **7.** Date of test report: **8.** Number of test report: **9.** Brief description of the vehicle type: 9.1. Mass of the vehicle when tested: Front axle: Rear axle: Total: 9.2. Marking and wheel size(s) of standard unit equipment: 9.3. Brief description of the tyre pressure monitoring system **10.** Result of the tests:		

<table>
<tr><th>增/修內容</th><th>原內容</th><th>修訂國內法規條文草案</th><th>對應國內法規條文</th></tr>
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<tr><td>"Malfunction test"</td><td></td></tr>
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10.2 According to Annex 4 to this Regulation (TPRS/ CTIS), if applicable2 :
<table>
<tr><td></td><td>Start of refilling Time [s]</td><td>Refill Process completed Time [s]</td><td>Malfunction warning ON Time [s]</td></tr>
<tr><td>"Refill functionality"</td><td></td><td></td><td></td></tr>
<tr><td>"Malfunction warning"</td><td></td><td></td><td></td></tr>
</table>
11. Position of approval mark:
12. Reason(s) of extension (if applicable):
13. Approval granted/refused/extended/withdrawn[2]
14. Place:
15. Date:
16. Signature:
17. The list of documents deposited with the Type Approval Authority which has granted approval is annexed to this communication and can be obtained upon request.
</td>
<td>
11. Position of approval mark:
12. Reason(s) of extension (if applicable):
13. Approval granted/refused/extended/withdrawn[2]
14. Place:
15. Date:
16. Signature:
17. The list of documents deposited with the Type Approval Authority which has granted approval is annexed to this communication and can be obtained upon request.
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<tr>
<td>Annex 2</td>
<td>Annex 2</td>
<td>修訂不影響檢測基準內容</td>
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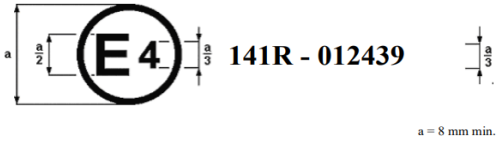
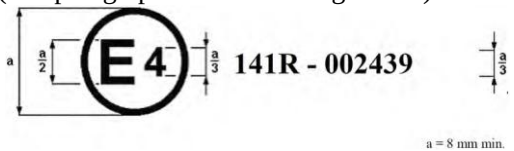
</table>

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
Arrangements of approval marks (See paragraph 4.4. of this Regulation)  The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the equipment of a tyre pressure monitoring system, been approved in the Netherlands (E 4), pursuant to UN Regulation No. 141 under approval number 012439. The first two digits of the approval number indicates that the approval was granted in accordance with the requirements of UN Regulation No. 141 as amended by the 01 series of amendments.	**Arrangements of approval marks** (See paragraph 4.4. of this Regulation)  The above approval mark affixed to a vehicle shows that the vehicle type concerned has, with regard to the equipment of a tyre pressure monitoring system, been approved in the Netherlands (E 4), pursuant to Regulation No. 141 under approval number 002439. The approval number indicates that the approval was granted in accordance with the requirements of Regulation No. 141 in its original form.		
Annex 3 Tests requirements for Tyre Pressure Monitoring Systems (TPMS) **1. Test conditions** 1.1. General In the case that both TPRS and TPMS are fitted to a vehicle, when TPMS is tested according to the tests outlined in this Annex, then TPRS shall be deactivated before commencing tests of TPMS. TPRS shall remain deactivated during tests of TPMS and can be reactivated after TPMS tests have been completed. In the case that both CTIS and TPMS are fitted to a vehicle, when TPMS is tested according to the tests outlined in this Annex, then CTIS	**Annex 3 Tests for Tyre Pressure Monitoring Systems (TPMS)** **1. Test conditions**	7. 胎壓偵測系統(TPMS)之試驗要求 7.1 試驗條件 7.1.1 通則 若胎壓再充氣系統及胎壓偵測系統皆配備於車輛上，則胎壓偵測系統依照本規定所述進行試驗前應關閉胎壓再充氣系統。胎壓再充氣系統於胎壓偵測系統試驗期間應維持關閉狀態且可於胎壓偵測系統試驗完成後重新啟動。 若中央輪胎充氣系統及胎壓偵測系統皆配備於車輛上，則胎壓偵測系統依照本規定所述進行試驗前應關閉	5. 胎壓偵測系統(TPMS)之試驗 5.1 試驗條件

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
shall be deactivated before commencing tests of TPMS. CTIS shall remain deactivated during tests of TPMS and can be reactivated after TPMS tests have been completed.		中央輪胎充氣系統。中央輪胎充氣系統於胎壓偵測系統試驗期間應維持關閉狀態且可於胎壓偵測系統試驗完成後重新啟動。	
1.2. Ambient temperature.	1.1. Ambient temperature.	7.1.2 環境溫度	5.1.1 環境溫度
The ambient temperature shall be between 0 °C and 40 °C.	The ambient temperature shall be between 0 deg. C and 40 deg. C.	環境溫度應在攝氏零度及四十度之間。	環境溫度應在攝氏0度及四0度之間。
1.3. Road test surface.	1.2. Road test surface.	7.1.3 試驗路面	5.1.2 試驗路面
The road shall have a surface affording good adhesion. The road surface shall be dry during testing.	The road shall have a surface affording good adhesion. The road surface shall be dry during testing.	路面應有良好之摩擦係數。在試驗期間路面應保持乾燥。	路面應有良好之摩擦係數。在試驗期間路面應保持乾燥。
1.4. The tests shall be conducted in an environment free of interferences from radio wave.	1.3. The tests shall be conducted in an environment free of interferences from radio wave.	7.1.4 應在無線電波不會干擾試驗結果之環境中進行試驗。	5.1.3 應在無線電波不會干擾試驗結果之環境中進行試驗。
1.5. Vehicle conditions.	1.4. Vehicle conditions.	7.1.5 車輛狀態	5.1.4 車輛狀態
1.5.1. Test weight.	1.4.1. Test weight.	7.1.5.1 試驗重量	5.1.4.1 試驗重量
The vehicle may be tested at any condition of load, the distribution of the mass among the axles being that stated by the vehicle manufacturer without exceeding any of the maximum permissible mass for each axle.	The vehicle may be tested at any condition of load, the distribution of the mass among the axles being that stated by the vehicle manufacturer without exceeding any of the maximum permissible mass for each axle.	車輛可在任何負載條件下進行試驗，軸重分配應依申請者宣告，不超過每軸最大設計軸重。	車輛可在任何負載條件下進行試驗，軸重分配應依申請者宣告，不超過每軸最大設計軸重。
However, in the case where there is no possibility to set or reset the system, the vehicle shall be unladen, but for systems which will automatically raise the lift axle when no load is detected the vehicle shall be laden enough to avoid lifting of those axles. For vehicles of category M1 up to a maximum mass of 3,500 kg, M2, M3, N1, N2, and N3 there may be, in addition to the driver, a second person on the front seat (if fitted) who	However, in the case where there is no possibility to set or reset the system, the vehicle shall be unladen. There may be, in addition to the driver, a second person on the front seat who is responsible for noting the results of the tests.	惟於不可設置或重置系統之情況下，車輛應為無負載，但對應用於未偵測負載將自動舉升車軸之系統，車輛應滿載狀態足以避免車軸受到舉升。對M1（最大重量小於等於三千五百公斤者）、M2、M3、N1、N2及N3類車輛而言，除駕駛之外，得有第二人在前排座椅上，負責記錄試驗結果。	然而，在不可設置或重置系統之情況下，車輛應為無負載。除駕駛之外，得有第二人在前排座椅上，負責記錄試驗結果。

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
is responsible for noting the results of the tests.			
The load condition shall not be modified during the test.	The load condition shall not be modified during the test.	負載條件於試驗期間不得修改。	負載條件於試驗期間不得修改。
1.5.2. Vehicle speed.	1.4.2. Vehicle speed.	7.1.5.2 車速	5.1.4.2 車速
The TPMS shall be calibrated and tested for vehicles of category M1 up to a maximum mass of 3,500 kg and N1:	The TPMS shall be calibrated and tested:	M1（最大重量小於等於三千五百公斤者）及N1類車輛之胎壓偵測系統應依下述規定進行校正及試驗：	TPMS應依下述進行校正及試驗：
(a) In a speed range from forty km/h and 120 km/h or the vehicle's maximum design speed if it is less than 120 km/h for the puncture test to verify the requirements of paragraph 5.2. to this Regulation; and	(a) In a speed range from forty km/h and 120 km/h or the vehicle's maximum design speed if it is less than 120 km/h for the puncture test to verify the requirements of paragraph 5.2. to this Regulation; and	(a) 於速度範圍從四十公里／小時至一百二十公里／小時或車輛最大設計車速（最大設計車速小於一百二十公里／小時者）執行戳穿試驗，以驗證符合5.2之要求，及	(a) 在速度範圍從四０公里/小時至一二０公里/小時或車輛最大設計車速(當設計車速低於一二０公里/小時)執行戳穿試驗，以驗證符合4.3之要求，及
(b) In a speed range from forty km/h and 100 km/h or the vehicle's maximum design speed if it is less than 100 km/h for the diffusion test to verify the requirements of paragraph 5.3 to this Regulation and for the malfunction test to verify the requirements of paragraph 5.4. to this Regulation.	(b) In a speed range from forty km/h and 100 km/h for the diffusion test to verify the requirements of paragraph 5.3 to this Regulation and for the malfunction test to verify the requirements of paragraph 5.4. to this Regulation.	(b) 於速度範圍從四十公里／小時至一百公里或車輛之最大設計車速（最大設計車速小於一百公里／小時者）執行擴散試驗，以驗證符合5.3之要求；另執行失效試驗，以驗證符合5.4之要求。	(b) 在速度範圍從四０公里/小時至一００公里執行擴散試驗，以驗證符合4.4之要求；另執行失效試驗，以驗證符合4.5之要求。
The TPMS shall be calibrated and tested for vehicles of categories M2, M3, N2, N3, O3 and O4:		M2、M3、N2、N3、O3及O4類車輛之胎壓偵測系統應依下述規定進行校正及試驗：	
(c) In a speed range from 30 km/h and 90 km/h (or the vehicle's maximum design speed if it is less than 90 km/h) for the puncture test to verify the requirements of paragraph 5.2. to this Regulation; and		(c) 於速度範圍從三十公里／小時至九十公里／小時或車輛最大設計車速（最大設計車速小於九十公里／小時者）執行戳穿試驗，以驗證符合5.2之要求，及	
(d) In a speed range from 30 km/h and 90 km/h (or the vehicle's maximum design speed if it is less than 90 km/h) for the diffusion test to		(d) 於速度範圍從三十公里／小時至九十公里或車輛之最大設計車速（最大設計車速小於九十公里／小	

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
verify the requirements of paragraph 5.3 to this Regulation and for the malfunction test to verify the requirements of paragraph 5.4. to this Regulation.		時者)執行擴散試驗，以驗證符合5.3之要求；另執行失效試驗，以驗證符合5.4之要求。	
The whole speed range shall be covered during the test.	The whole speed range shall be covered during the test.	在試驗期間之車速應涵蓋整個速度範圍內。	在試驗期間之車速應涵蓋整個速度範圍內。
For vehicles equipped with cruise control, the cruise control shall not be engaged during testing.	For vehicles equipped with cruise control, the cruise control shall not be engaged during testing.	配備定速控制器之車輛，定速裝置於試驗期間不應作動。	配備定速控制器之車輛，定速裝置於試驗期間不應作動。
1.5.3. Rim position.	1.4.3. Rim position.	7.1.5.3 輪圈位置	5.1.4.3 輪圈位置
The vehicle rims may be positioned at any wheel position, consistent with any related instructions or limitations from the vehicle's manufacturer.	The vehicle rims may be positioned at any wheel position, consistent with any related instructions or limitations from the vehicle's manufacturer.	除非申請者相關說明或限制外，其輪圈可安裝在車輛任一車輪位置上。	除非申請者相關說明或限制外，其輪圈可安裝在車輛任一車輪位置上。
1.5.4. Stationary location.	1.4.4. Stationary location.	7.1.5.4 靜止位置	5.1.4.4 靜止位置
When the vehicle is parked, the vehicle's tyres shall be shaded from direct sun.	When the vehicle is parked, the vehicle's tyres shall be shaded from direct sun.	當車輛停放時，車輪應遮蔽避免日曬。該位置應進行防風保護以避免影響試驗結果。	當車輛停放時，車輪應遮蔽避免日曬。該位置應進行防風保護以避免影響試驗結果。
The location shall be shielded from any wind that may affect the results.	The location shall be shielded from any wind that may affect the results.		
1.5.5. Brake pedal application.	1.4.5. Brake pedal application.	7.1.5.5 煞車踏板作用	5.1.4.5 煞車踏板作用
Driving time shall not accumulate during service brake application while the vehicle is moving.	Driving time shall not accumulate during service brake application while the vehicle is moving.	車輛移動時，當作動常用煞車時不應列入試驗累積行駛時間。	車輛移動時，當作動常用煞車時不應列入試驗累積行駛時間。
1.5.6. Tyres.	1.4.6. Tyres.	7.1.5.6 輪胎	5.1.4.6 輪胎
The vehicle shall be tested with the tyres installed on the vehicle according to the vehicle manufacturer's recommendation. However, the spare tyre may be utilised for testing TPMS malfunction.	The vehicle shall be tested with the tyres installed on the vehicle according to the vehicle manufacturer's recommendation. However, the spare tyre may be utilised for testing TPMS malfunction.	車輛安裝申請者所建議之輪胎進行試驗。然而，當試驗TPMS失效時，可使用備胎。	車輛安裝申請者所建議之輪胎進行試驗。然而，當試驗TPMS失效時，可使用備胎。
1.5.7. Lift axle(s)		7.1.5.7 舉升軸	
If the vehicle is equipped with lift axle(s), the		若車輛配備舉升軸，則舉升軸應完全	

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
lift axle(s) shall be fully lowered such that the tyres shall have contact with the ground during testing.		降低以使輪胎於試驗期間接觸地面。	
1.6. Accuracy of pressure measurement equipment.	1.5. Accuracy of pressure measurement equipment.	7.1.6 壓力量測設備之準確度	5.1.5 壓力量測設備之準確度
Pressure measurement equipment to be used for the tests contained in this annex shall be accurate to at least +/-3 kPa.	Pressure measurement equipment to be used for the tests contained in this annex shall be accurate to at least +/-3kPa.	本節之試驗，其使用之壓力量測設備應至少準確至正負三千帕。	本節之試驗，其使用之壓力量測設備應至少準確到正負三千帕。
2. Test procedure	**2. Test procedure**	7.2 試驗程序	5.2 試驗程序
The test shall be performed at a test speed within the range in accordance with paragraph 1.5.2. to this annex, at least once for the test case according to paragraph 2.6.1. to this annex ("puncture test"), and at least once for each test case according to paragraph 2.6.2. to this annex ("diffusion test").	The test shall be performed at a test speed within the range in accordance with paragraph 1.4.2. to this annex, at least once for the test case according to paragraph 2.6.1. to this annex ("puncture test"), and at least once for each test case according to paragraph 2.6.2. to this annex ("diffusion test").	應依照7.1.5.2規範之速度進行試驗，至少根據7.2.6.1（戳穿試驗）進行一次試驗，及至少依據7.2.6.2（擴散試驗）進行一次試驗。	應依照5.1.4.2規範之速度進行試驗，至少根據5.2.6.1(戳穿試驗)進行一次試驗，及至少依據5.2.6.2(擴散試驗)進行一次試驗。
2.1. Before inflating the vehicle's tyres, leave the vehicle stationary outside at ambient temperature with the engine off shaded from direct sunlight and not exposed to wind or other heating or chilling influences for at least one hour for vehicles of category M1 and N1 and at least 4 hours for vehicles of category M2, M3, N2, N3, O3 and O4. Inflate the vehicle's tyres to the vehicle manufacturer's recommended cold inflation pressure (P_{rec}), in accordance with the vehicle manufacturer's recommendation for the speed and load conditions, and tyre positions. All pressure measurements shall be carried out using the same test equipment.	2.1. Before inflating the vehicle's tyres, leave the vehicle stationary outside at ambient temperature with the engine off shaded from direct sunlight and not exposed to wind or other heating or chilling influences for at least one hour. Inflate the vehicle's tyres to the vehicle manufacturer's recommended cold inflation pressure (P_{rec}), in accordance with the vehicle manufacturer's recommendation for the speed and load conditions, and tyre positions. All pressure measurements shall be carried out using the same test equipment.	7.2.1 在車輛輪胎充氣前，將車輛停放於環境溫度下之戶外，將引擎關閉並遮蔽以避免直接日曬，並應使其不暴露於風吹或其他冷、熱之影響，對於M1及N1類車輛，應靜置至少一個小時，對於M2、M3、N2、N3、O3及O4類車輛，應靜置至少四個小時。依照申請者宣告之速度、負載條件及輪胎位置，將車輛輪胎充氣至申請者宣告之建議冷胎胎壓(P_{rec})。所有壓力量測應使用相同之試驗設備。	5.2.1 在車輛輪胎充氣前，將車輛停放於環境溫度下之戶外，將引擎關閉並遮蔽以避免直接日曬，並應使其不暴露於風吹或其他冷、熱之影響，靜置至少一個小時。依照申請者宣告之速度、負載條件及輪胎位置，將車輛輪胎充氣至申請者宣告之建議冷胎胎壓(Prec)。所有壓力量測應使用相同之試驗設備。

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
2.2. With the vehicle stationary and the ignition locking system in the "Lock" or "Off" position, activate the ignition locking system to the "On" or "Run" position. The ECU controlling the tell-tale shall perform a check of lamp function for the low tyre pressure tell-tale as specified in paragraph 5.5.2. of this Regulation. This last requirement does not apply to tell-tales shown in a common space.	2.2. With the vehicle stationary and the ignition locking system in the "Lock" or "Off" position, activate the ignition locking system to the "On" or "Run" position. The tyre pressure monitoring system shall perform a check of lamp function for the low tyre pressure tell-tale as specified in paragraph 5.5.2. of this Regulation. This last requirement does not apply to tell-tales shown in a common space.	7.2.2. 在車輛靜止且點火開關位於「鎖定-Lock」或「關-OFF」位置之狀態下，致動點火開關系統至「ON」或「開」位置。對於5.5.2規定之偏低胎壓識別標誌，控制識別標誌之電子控制單元應執行其燈號功能之檢查，惟此要求不適用於共用空間之識別標誌。	5.2.2. 在車輛靜止且點火開關位於「鎖定-Lock」或「關-OFF」位置之狀態下，致動點火開關系統至「ON」或「開」位置。對於4.6.2規定之偏低胎壓識別標誌，胎壓偵測系統應執行其燈號功能之檢查，惟此要求不適用於共用空間之識別標誌。
2.3. If applicable, set or reset the tyre pressure monitoring system in accordance with the vehicle manufacturer's recommendations and verify in particular the measures avoiding inadvertent reset control operation according to paragraph 5.1.6.	2.3. If applicable, set or reset the tyre pressure monitoring system in accordance with the vehicle manufacturer's recommendations.	7.2.3 依實際配備狀況，以申請者之宣告，設定或重置胎壓偵測系統。	5.2.3 依實際配備狀況，以申請者之宣告，設定或重置胎壓偵測系統。
2.4. Learning/ Tyre warming phase.	2.4. Learning phase.	7.2.4 學習／暖胎階段	5.2.4 學習階段
2.4.1. For vehicles of category M1 up to a maximum mass of 3,500 kg and N1, drive the vehicle for a minimum of 20 minutes within the speed range in paragraph 1.5.2. to this annex, and with an average speed of 80 km/h (+/-10 km/h). It is allowed to be outside the speed range for a maximum cumulative time of two minutes during this phase.	2.4.1. Drive the vehicle for a minimum of twenty minutes within the speed range in paragraph 1.4.2. to this annex, and with an average speed of eighty km/h (+/-10 km/h). It is allowed to be outside the speed range for a maximum cumulative time of two minutes during the learning phase.	7.2.4.1對於M1（最大總重小於等於三千五百公斤者）及N1類車輛，於7.1.5.2規定之速度範圍內，行駛車輛至少二十分鐘，其平均速度應為八十公里／小時（正負十公里／小時）。於此期間，車速未處於速度範圍內之累計時間最高不應超過二分鐘。	5.2.4.1 在5.1.4.2規定之速度範圍內，行駛車輛至少二０分鐘，其平均速度應為八０公里/小時(正負一０公里/小時)。於此學習階段期間，允許車速不在速度範圍內，惟累計時間不應超過二分鐘。
For vehicles of category M2, M3, N2, N3, O3 and O4, drive the vehicle for a minimum of 120 minutes within the speed range in paragraph 1.5.2. to this Annex, and with an average speed of 60 km/h (±10 km/h). It is allowed to be outside the speed range for a		對於M2、M3、N2、N3、O3及O4類車輛，以規定7.1.5.2所述速度範圍內行駛車輛至少一百二十分鐘，其平均速度應為六十公里／小時（正負十公里／小時）。於此期間，車速未處於速度範圍內之累計時間最高不應	

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
maximum cumulative time of two minutes during this phase.		超過二分鐘。	
2.4.2. At the discretion of the Technical Service, where the driving test is undertaken on a track (circle/oval) with only turns in a single direction, then the driving test in paragraph 2.4.1. above should be equally split (+/-2 minutes) in both directions.	2.4.2. At the discretion of the Technical Service, where the driving test is undertaken on a track (circle/oval) with only turns in a single direction, then the driving test in paragraph 2.4.1. above should be equally split (+/-2 minutes) in both directions.	7.2.4.2 可由檢測機構決定，若行駛試驗是在單向轉彎路徑（圓形／橢圓形）進行，則上述7.2.4.1行駛試驗應平均分成兩個方向（正負二分鐘）。	5.2.4.2 可由檢測機構決定，若行駛試驗是在單向轉彎路徑(圓形/橢圓形)進行，則上述5.2.4.1行駛試驗應平均分成兩個方向(正負二分鐘)。
2.4.3. Within the five minutes of completing the learning phase, measure the warm pressure of the tyre(s) to be deflated. The warm pressure shall be taken as the value Pwarm. This value will be used for subsequent operations.	2.4.3. Within the five minutes of completing the learning phase, measure the warm pressure of the tyre(s) to be deflated. The warm pressure shall be taken as the value Pwarm. This value will be used for subsequent operations.	7.2.4.3 完成學習階段後五分鐘內，測量將進行洩壓之輪胎之熱胎胎壓。此熱胎胎壓值將被視為P_{warm}。並將作為後續操作之使用。	5.2.4.3 完成學習階段後五分鐘內，測量將進行洩壓之輪胎之熱胎胎壓。此熱胎胎壓值將被視為Pwarm。並將作為後續操作之使用。
2.5. Deflation phase.	2.5. Deflation phase.	7.2.5 洩壓階段	5.2.5 洩壓階段
2.5.1. Procedure for the puncture test to verify the requirements of paragraph 5.2. to this Regulation.	2.5.1. Procedure for the puncture test to verify the requirements of paragraph 5.2. to this Regulation.	7.2.5.1 依照此戳穿試驗程序驗證符合5.2要求。	5.2.5.1 依照此戳穿試驗程序驗證符合4.3要求。
Following the requirements specified in 5.1.5, deflate one of the vehicle's tyres within five minutes of measuring the warm pressure as described in paragraph 2.4.3. above, until it is at Pwarm - 20 per cent, or it is at a minimum pressure:	Deflate one of the vehicle's tyres within five minutes of measuring the warm pressure as described in paragraph 2.4.3. above, until it is at Pwarm -20 per cent, or it is at a minimum pressure of 150 kPa, whichever is higher, namely P_{test}. Following a stabilisation period of between two and five minutes the pressure P_{test} shall be rechecked and adjusted if necessary.	依照規定7.1.5所述要求，上述7.2.4.3熱胎胎壓量測後五分鐘內對該輪胎洩壓，直到胎壓降低至(P_{warm}-20%)，或其最小壓力為：	上述5.2.4.3熱胎胎壓量測後五分鐘內對該輪胎洩壓，直到胎壓降低至(Pwarm-20%)，或其最小壓力為(一五０千帕)(以較高者為準)，即為Ptest。在胎壓穩定二到五分鐘之間，應重新檢查Ptest，並應視實際狀況進行必要之重新調整。
(a) Of 150 kPa for vehicles of category M1 up to a maximum mass of 3,500 kg and N1, fitted with tyres of tyre class C1; or		(a) 對於安裝C1類輪胎之M1（最大總重小於等於三千五百公斤者）及N1類車輛為一百五十千帕；或	
(b) Of 220 kPa for vehicles of category M1 up to a maximum mass of 3,500 kg and N1, fitted with tyres of tyre class C2, whichever is higher, namely P_{test}. Following a stabilisation		(b) 對於安裝C2類輪胎之M1（最大總重小於等於三千五百公斤者）及N1類車輛為二百二十千帕，以較高者為準，即為P_{test}。於胎壓穩定二到五	

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period of between two and five minutes the pressure P_{test} shall be rechecked and adjusted if necessary.		分鐘之間，應重新檢查P_{test}，並應視實際狀況進行必要之重新調整。	
2.5.2. Procedure for the diffusion test to verify the requirements of paragraph 5.3. to this Regulation.	2.5.2. Procedure for the diffusion test to verify the requirements of paragraph 5.3. to this Regulation.	7.2.5.2 依照此擴散試驗程序驗證符合5.3要求。	5.2.5.2 依照此擴散試驗程序驗證符合4.4要求。
For vehicles of category M1 up to a maximum mass of 3,500 kg and N1, fitted with tyres of tyre class C1 deflate all tyres within five minutes of measuring the warm pressure as described in paragraph 2.4.3. above, until the deflated tyres are at P_{warm} - 20 per cent plus a further deflation of 7 kPa, namely P_{test} or it is at a minimum pressure of 150 kPa.	Deflate all four tyres within five minutes of measuring the warm pressure as described in paragraph 2.4.3. above, until the deflated tyres are at P_{warm} - 20 per cent plus a further deflation of 7 kPa, namely P_{test}.	對於安裝C1類輪胎之M1（最大總重小於等於三千五百公斤者）及N1類車輛，經上述7.2.4.3熱胎胎壓量測後五分鐘內，對所有輪胎進行洩壓，直到胎壓降低至P_{warm}-20%加上進一步7kPa之洩壓，此即為P_{test}，或處於一百五十千帕之最小壓力。	上述5.2.4.3熱胎胎壓量測後五分鐘內，對所有四個輪胎進行洩壓，直到胎壓降低至(Pwarm-20%-7kPa)，此即為Ptest。
Following a stabilisation period of between two and five minutes the pressure P_{test} shall be rechecked and adjusted if necessary.	Following a stabilisation period of between two and five minutes the pressure P_{test} shall be rechecked and adjusted if necessary.	於胎壓穩定二到五分鐘之間，應重新檢查P_{test}，並應視實際狀況進行必要之重新調整。	在胎壓穩定二到五分鐘之間，應重新檢查Ptest，並應視實際狀況進行必要之重新調整。
For vehicles of category M1 up to a maximum mass of 3,500 kg and N1, fitted with tyres of tyre class C2 deflate all tyres within five minutes of measuring the warm pressure as described in paragraph 2.4.3. above, until the deflated tyres are at Pwarm - 20 per cent plus a further deflation of 7 kPa, namely Ptest or it is at a minimum pressure of 220 kPa. Following a stabilisation period of between two and five minutes the pressure P_{test} shall be rechecked and adjusted if necessary.		對於安裝C2類輪胎之M1（最大總重小於等於三千五百公斤者）及N1類車輛，經上述7.2.4.3熱胎胎壓量測後五分鐘內，對所有輪胎進行洩壓，直到胎壓降低至P_{warm}-20%加上進一步7kPa之洩壓，此即為P_{test}，或處於二百二十千帕之最小壓力。於胎壓穩定二到五分鐘之間，應重新檢查P_{test}，並應視實際狀況進行必要之重新調整。	
For vehicles of category M2, M3, N2, N3, O3 and O4 deflate all tyres within 15 minutes of measuring the warm pressure as described in		對於M2、M3、N2、N3、O3及O4類車輛，經上述7.2.4.3熱胎胎壓量測後十五分鐘內，對所有輪胎進行洩壓，直	

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paragraph 2.4.3. above, until the deflated tyres are at Pwarm - 20 per cent plus a further deflation of 7 kPa, namely Ptest. Following a stabilisation period of between 5 and 10 minutes the pressure P_{test} shall be rechecked and adjusted if necessary.		到胎壓降低至P_{warm}-20%加上進一步7kPa之洩壓，此即為P_{test}。於胎壓穩定五到十分鐘之間，應重新檢查P_{test}，並應視實際狀況進行必要之重新調整。	
2.6. Low tyre pressure detection phase.	2.6. Low tyre pressure detection phase.	7.2.6 偏低胎壓之試驗階段	5.2.6 偏低胎壓之試驗階段
2.6.1. Procedure for the puncture test to verify the requirements of paragraph 5.2. to this Regulation.	2.6.1. Procedure for the puncture test to verify the requirements of paragraph 5.2. to this Regulation.	7.2.6.1 依照此戳穿試驗程序驗證符合5.2要求。	5.2.6.1 依照此戳穿試驗程序驗證符合4.3要求。
2.6.1.1. Drive the vehicle along any portion of the test course (not necessarily continuously). The sum of the total cumulative drive time shall be the lesser of 10 minutes or the time at which the low tyre pressure tell-tale illuminates.	2.6.1.1. Drive the vehicle along any portion of the test course (not necessarily continuously). The sum of the total cumulative drive time shall be the lesser of 10 minutes or the time at which the low tyre pressure tell-tale illuminates.	7.2.6.1.1 沿試驗路徑中(無需連續)之任一部分行駛車輛，其總累計行駛時間為十分鐘或偏低胎壓識別標誌點亮之時間，兩者取其較小者。	5.2.6.1.1 沿試驗路徑中(無需連續)之任一部分行駛車輛，其總累計行駛時間為一0分鐘或偏低胎壓識別標誌點亮之時間，兩者取其較小者。
2.6.2. Procedure for the diffusion test to verify the requirements of paragraph 5.3. to this Regulation.	2.6.2. Procedure for the diffusion test to verify the requirements of paragraph 5.3. to this Regulation.	7.2.6.2 依照此擴散試驗程序驗證符合5.3要求。	5.2.6.2 依照此擴散試驗程序驗證符合4.4要求。
2.6.2.1. Drive the vehicle along any portion of the test course. After not less than twenty (20) minutes and not more than forty (40) minutes bring the vehicle to a complete standstill with the engine switched off and the ignition key removed for not less than one (1) minute or more than three (3) minutes. Resume the test. The sum of the total cumulative drive time shall be the lesser of sixty (60) minutes of cumulative driving under the conditions set out in paragraph 1.5.2. above or the time at which the low tyre pressure tell-tale	2.6.2.1. Drive the vehicle along any portion of the test course. After not less than twenty (20) minutes and not more than forty (40) minutes bring the vehicle to a complete standstill with the engine switched off and the ignition key removed for not less than one (1) minute or more than three (3) minutes. Resume the test. The sum of the total cumulative drive time shall be the lesser of sixty (60) minutes of cumulative driving under the conditions set out in paragraph 1.4.2. above or the time at which the low tyre pressure tell-tale	7.2.6.2.1 沿試驗路徑中之任一部分行駛車輛，在行駛二十至四十分鐘之間後，將車輛完全停下並關閉引擎，且拔出點火鑰匙達一至三分鐘。接著重新進行試驗。總累計行駛時間應為六十分鐘累計行駛時間（依7.1.4.2條件）或偏低胎壓識別標誌點亮之時間，兩者取其較小者。	5.2.6.2.1 沿試驗路徑中之任一部分行駛車輛，在行駛二0至四0分鐘之間後，將車輛完全停下並關閉引擎，且拔出點火鑰匙達一至三分鐘。接著重新進行試驗。總累計行駛時間應為六0分鐘累計行駛時間(依5.1.4.2條件)或偏低胎壓識別標誌點亮之時間，兩者取其較小者。

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
illuminates. 2.6.3. If the low tyre pressure signal did not illuminate, discontinue the test. 2.7. Low pressure tell-tale illumination 2.7.1. For vehicles of category M1 up to a maximum mass of 3,500 kg and N1 If the low tyre pressure tell-tale illuminated during the procedure in paragraph 2.6. above, deactivate the ignition locking system to the "Off" or "Lock" position. After a five minutes period, reactivate the vehicle's ignition locking system to the "On" ("Run") position. The tell-tale must illuminate and remain illuminated as long as the ignition locking system is in the "On" ("Run") position. 2.7.2. For vehicles of category M2, M3, N2, N3, O3 and O4 If the low tyre pressure tell-tale illuminated during the procedure in paragraph 2.6. above, deactivate the ignition locking system to the "Off" or "Lock" position. After a five minutes period, reactivate the vehicle's ignition locking system to the "On" ("Run") position. The tell-tale must illuminate within ten minutes and remain illuminated as long as the ignition locking system is in the "On" ("Run") position.	illuminates. 2.6.3. If the low tyre pressure signal did not illuminate, discontinue the test. 2.7. If the low tyre pressure tell-tale illuminated during the procedure in paragraph 2.6. above, deactivate the ignition locking system to the "Off" or "Lock" position. After a five minutes period, reactivate the vehicle's ignition locking system to the "On" ("Run") position. The tell-tale must illuminate and remain illuminated as long as the ignition locking system is in the "On" ("Run") position.	7.2.6.3　若偏低胎壓訊號未點亮，則中止試驗。 7.2.7　偏低胎壓識別標誌燈點亮規定 7.2.7.1　M1（最大總重小於等於三千五百公斤者）及N1類車輛 於上述7.2.6程序期間，若偏低胎壓識別標誌燈被點亮，則關閉點火開關系統，將其轉到「關-OFF」或「鎖定-Lock」位置。經五分鐘後，將車輛點火開關系統恢復至「開-ON」位置。當點火開關系統處於「開-ON」位置，識別標誌燈必須亮起，並保持點亮狀態。 7.2.7.2　M2、M3、N2、N3、O3及O4類車輛 於上述7.2.6程序期間，若偏低胎壓識別標誌燈被點亮，則關閉點火開關系統，將其轉到「關-OFF」或「鎖定-Lock」位置。經五分鐘後，將車輛點火開關系統恢復至「開-ON」位置。當點火開關系統處於「開-ON」位置，識別標誌燈必須於十分鐘內亮起，並保持點亮狀態。	5.2.6.3 若偏低胎壓訊號未點亮，則中止試驗。 5.2.7 在上述5.2.6程序期間，若偏低胎壓識別標誌燈被點亮，則關閉點火開關系統，將其轉到「關-OFF」或「鎖定-Lock」位置。經五分鐘後，將車輛點火開關系統恢復至「開-ON」位置。當點火開關系統處於「開-ON」位置，識別標誌燈必須亮起，並保持點亮狀態。
2.8. Inflate all of the vehicle's tyres to the vehicle manufacturer's recommended cold	2.8. Inflate all of the vehicle's tyres to the vehicle manufacturer's recommended cold	7.2.8　將車輛之所有輪胎充氣至申請者宣告之建議冷胎胎壓。依照申	5.2.8 將車輛之所有輪胎充氣至申請者宣告之建議冷胎胎壓。依照申請

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
inflation pressure. Reset the system in accordance with the instructions of the vehicle manufacturer. Determine whether the tell-tale has extinguished. If necessary, drive the vehicle until the tell-tale has been extinguished. If the telltale does not extinguish, discontinue the test.	inflation pressure. Reset the system in accordance with the instructions of the vehicle manufacturer. Determine whether the tell-tale has extinguished. If necessary, drive the vehicle until the tell-tale has been extinguished. If the tell-tale does not extinguish, discontinue the test.	請者宣告之操作說明，重新設置系統。確定識別標誌燈是否已熄滅。依實際狀況，行駛車輛直到識別標誌燈熄滅。若識別標誌燈未熄滅，則中止試驗。	者宣告之操作說明，重新設置系統。確定識別標誌燈是否已熄滅。依實際狀況，行駛車輛直到識別標誌燈熄滅。若識別標誌燈未熄滅，則中止試驗。
2.9. Repetition of the deflation phase.	2.9. Repetition of the deflation phase.	7.2.9 重複洩氣階段	5.2.9 重複洩氣階段
The test may be repeated, at the same or different loads, using the relevant test procedures in paragraphs 2.1. to 2.8. above, with the relevant tyre(s) on the vehicle under-inflated, in accordance with the provisions of paragraph 5.2. or 5.3. to this Regulation, whichever is relevant.	The test may be repeated, at the same or different loads, using the relevant test procedures in paragraphs 2.1. to 2.8. above, with the relevant tyre(s) on the vehicle under-inflated, in accordance with the provisions of paragraph 5.2. or 5.3. to this Regulation, whichever is relevant.	可視實際狀況，依照本法規5.2至5.3之規定，在充氣不足之相關輪胎上，利用上述7.2.1至7.2.8所述相關試驗程序，在相同或不同之負載條件下，重複進行試驗。	可視實際狀況，依照本法規4.3至4.4之規定，在充氣不足之相關輪胎上，利用上述5.2.1至5.2.8所述相關試驗程序，在相同或不同之負載條件下，重複進行試驗。
3. TPMS malfunction detection	**3. TPMS malfunction detection**	7.3 TPMS失效試驗	5.3 TPMS失效試驗
3.1. Simulate a TPMS malfunction, for example, by disconnecting the power source to any TPMS component, disconnecting any electrical connection between TPMS components, or installing a tyre or wheel on the vehicle that is incompatible with the TPMS. When simulating a TPMS malfunction, the electrical connections for the tell-tale lamps shall not be disconnected.	3.1. Simulate a TPMS malfunction, for example, by disconnecting the power source to any TPMS component, disconnecting any electrical connection between TPMS components, or installing a tyre or wheel on the vehicle that is incompatible with the TPMS. When simulating a TPMS malfunction, the electrical connections for the tell-tale lamps shall not be disconnected.	7.3.1 模擬一個TPMS失效，例如：切斷任何TPMS組件之電源、切斷TPMS組件間之任何電路接線，或於車輛上安裝一個與該TPMS不相容之輪胎或車輪。在模擬TPMS失效時，不應切斷識別標誌燈之電路接線。	5.3.1 模擬一個TPMS失效，例如：切斷任何TPMS組件之電源、切斷TPMS組件間之任何電路接線，或於車輛上安裝一個與該TPMS不相容之輪胎或車輪。在模擬TPMS失效時，不應切斷識別標誌燈之電路接線。
3.2. Drive the vehicle for up to ten minutes of cumulative time (not necessarily continuously) along any portion of the test course.	3.2. Drive the vehicle for up to ten minutes of cumulative time (not necessarily continuously) along any portion of the test course.	7.3.2 沿試驗路徑中任一部分，累計行駛車輛十分鐘（無連續之必要）。	5.3.2 沿試驗路徑中任一部分，累計行駛車輛一0分鐘(無連續之必要)。
3.3. The sum of the total cumulative drive time under paragraph 3.2. shall be the lesser of ten	3.3. The sum of the total cumulative drive time under paragraph 3.2. shall be the lesser of ten	7.3.3 依上述7.3.2之規定，總累計行駛時間應為十分鐘，或TPMS故障	5.3.3 依上述5.3.2之規定，總累計行駛時間應為一0分鐘，或TPMS故障識

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
minutes or the time at which the TPMS malfunction tell-tale illuminates.	minutes or the time at which the TPMS malfunction tell-tale illuminates.	識別標誌點亮之時間，兩者取其較小者。	別標誌點亮之時間，兩者取其較小者。
3.4. If the TPMS malfunction indicator did not illuminate in accordance with paragraph 5.4. to this Regulation, as required, discontinue the test.	3.4. If the TPMS malfunction indicator did not illuminate in accordance with paragraph 5.4. to this Regulation, as required, discontinue the test.	7.3.4 若TPMS故障指示燈未依照5.4之規定亮起，則中止試驗。	5.3.4 若TPMS故障指示燈未依照4.5之規定亮起，則中止試驗。
3.5. For vehicles of category M1 up to a maximum mass of 3,500 kg and N1		7.3.5 M1（最大總重小於等於三千五百公斤者）及N1類車輛	
If the TPMS malfunction indicator is illuminated or illuminates during the procedure in paragraphs 3.1 to 3.3 above, deactivate the ignition locking system to the "Off" or "Lock" position. After five minutes, reactivate the vehicle's ignition locking system to the "On" ("Run") position. The TPMS malfunction indicator shall again signal a malfunction and remain illuminated as long as the ignition locking system is in the "On" ("Run") position.	3.5. If the TPMS malfunction indicator is illuminated or illuminates during the procedure in paragraphs 3.1 to 3.3 above, deactivate the ignition locking system to the "Off" or "Lock" position. After five minutes, reactivate the vehicle's ignition locking system to the "On" ("Run") position. The TPMS malfunction indicator shall again signal a malfunction and remain illuminated as long as the ignition locking system is in the "On" ("Run") position.	於上述7.3.1至7.3.3程序期間，若TPMS故障指示器被點亮或亮起，則關閉點火開關系統，將其轉至「關-OFF」或「鎖定-Lock」位置。五分鐘後，將車輛點火開關系統恢復至「開-ON」位置。當點火開關系統處於「開-ON」位置，TPMS故障指示器應再次出現故障訊號並保持點亮狀態。	5.3.5 在上述5.3.1至5.3.3程序期間，若TPMS故障指示器被點亮或亮起，則關閉點火開關系統，將其轉至「關-OFF」或「鎖定-Lock」位置。五分鐘後，將車輛點火開關系統恢復至「開-ON」位置。當點火開關系統處於「開-ON」位置，TPMS故障指示器應再次出現故障訊號並保持點亮狀態。
3.6. For vehicles of category M2, M3, N2, N3, O3 and O4		7.3.6 M2、M3、N2、N3、O3及O4類車輛	
If the TPMS malfunction indicator is illuminated or illuminates during the procedure in paragraphs 3.1. to 3.3. above, deactivate the ignition locking system to the "Off" or "Lock" position. After five minutes, reactivate the vehicle's ignition locking system to the "On" ("Run") position. The TPMS malfunction indicator shall again signal a malfunction within ten minutes and remain illuminated as long as the ignition		於上述7.3.1至7.3.3程序期間，若TPMS故障指示器被點亮或亮起，則關閉點火開關系統，將其轉至「關-OFF」或「鎖定-Lock」位置。五分鐘後，將車輛點火開關系統恢復至「開-ON」位置。當點火開關系統處於「開-ON」位置，TPMS故障指示器應於十分鐘內再次出現故障訊號並保持點亮狀態。	

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
locking system is in the "On" ("Run") position.			
3.7. Restore the TPMS to normal operation. If necessary, drive the vehicle until the warning signal has extinguished. If the warning lamp has not extinguished, discontinue the test.	3.6. Restore the TPMS to normal operation. If necessary, drive the vehicle until the warning signal has extinguished. If the warning lamp has not extinguished, discontinue the test.	7.3.7 重置TPMS到正常狀態。依實際狀況，應行駛車輛直到警告訊號熄滅。若警告燈未熄滅，則中止試驗。	5.3.6 重置TPMS到正常狀態。依實際狀況，應行駛車輛直到警告訊號熄滅。若警告燈未熄滅，則中止試驗。
3.8. The test may be repeated using the test procedures in paragraphs 3.1. to 3.6. above, with each such test limited to simulation of a single malfunction.	3.7. The test may be repeated using the test procedures in paragraphs 3.1. to 3.6. above, with each such test limited to simulation of a single malfunction.	7.3.8 可於每個試驗僅模擬一個故障條件下重複7.3.1至7.3.6所示試驗程序之試驗。	5.3.7 可於每個試驗僅模擬一個故障條件下重複5.3.1至5.3.6所示試驗程序之試驗。
Annex 4 Test requirements for Tyre Pressure Refilling Systems (TPRS) and for Central Tyre Inflation System (CTIS)	**Annex 4 Test requirements for Tyre Pressure Refilling Systems (TPRS) and for Central Tyre Inflation System (CTIS)**	8. 胎壓再充氣系統(TPRS)及中央輪胎充氣系統(CTIS)之試驗要求	8. 胎壓再充氣系統(TPRS)及中央輪胎充氣系統(CTIS)之試驗要求
1. Test conditions	1. Test conditions	8.1 試驗條件	8.1 試驗條件
1.1. Ambient temperature.	...	8.1.1 環境溫度	...
The ambient temperature shall be between 0 °C and 40 °C.		環境溫度應在攝氏零度至四十度之間。	
1.2. Road test surface	1.2. Road test surface	8.1.2 試驗路面	8.1.2 試驗路面
The road shall have a surface affording good adhesion. Testing shall be performed on even ground.	Testing shall be performed on even ground.	道路應具備良好之摩擦係數，且試驗應於平地上執行。	試驗應於平地上執行。
1.3. Vehicle condition	1.3. Vehicle condition	8.1.3 車輛狀態	8.1.3 車輛狀態
1.3.1. Testweight	1.3.1. Testweight	8.1.3.1 試驗重量	8.1.3.1 試驗重量
The vehicle may be tested at any condition of load, the distribution of the mass among the axles being that stated by the vehicle manufacturer without exceeding any of the maximum permissible mass for each axle.	Any weight condition the vehicle is legally approved for.	車輛可於任何負載條件下進行試驗，其，於車軸之間之重量分布應由申請者說明，且不應超出任一車軸之最大可允許重量。	車輛可在任何負載條件下進行試驗。
However, in the case where there is no possibility to set or reset the system, the		惟於系統無設定或重新設定之可能性時，車輛應為無負載狀態。對M1(最	

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 shall be unladen. For vehicles of category M1 up to a maximum mass of 3,500 kg, M2, M3, N1, N2, and N3 there may be, in addition to the driver, a second person on the front seat (if fitted) who is responsible for noting the results of the tests.		大重量小於等於三千五百公斤者)、M2、M3、N1、N2及N3類車輛而言，除駕駛之外，得有第二人在前排座椅上，負責記錄試驗結果。	
The load condition shall not be modified during the test.		負載條件於試驗期間不得修改。	
1.3.2. Driving situation	...	8.1.3.2 行駛狀態	...
Tests are performed with the vehicle in standstill.		試驗應於車輛靜止時執行。	
In case of vehicles of category O3 and O4, electric and pneumatic supply shall be provided.		若為O3及O4類車輛，則應供應電力及氣壓。	
1.3.3. Rim position.		8.1.3.3 輪圈位置	
The vehicle rims may be positioned at any wheel position, consistent with any related instructions or limitations from the vehicle's manufacturer.		車輛輪圈可依照源於申請者之任何相關指引或限制，定位至任意車輪位置。	
1.3.4.Stationary location	1.3.3. Stationary location	8.1.3.4 靜止位置	8.1.3.3 靜止位置
When the vehicle is parked, the vehicle's tyres shall be shaded from direct sun. The location shall be shielded from any wind that may affect the results.	When the vehicle is parked, the vehicle's tyres shall be shaded from direct sun.	於車輛已停駐時，車輛之輪胎應受陰影遮蔽以避免陽光直接照射。相關位置應有遮蔽以避免任何風使結果受到影響。	於車輛已停駐時，車輛之輪胎應受陰影遮蔽以避免陽光直接照射。
1.4. Tyres	...	8.1.4 輪胎	
The vehicle shall be tested with the tyres on the vehicle according to the vehicle manufacturer's recommendation.		車輛應以依照申請者宣告之輪胎執行試驗。	
			...
1.5. Accuracy of pressure measurement equipment	1.5. Accuracy of pressure measurement equipment	8.1.5 壓力量測設備之準確度	8.1.5 壓力量測設備之準確度
Pressure measurement equipment to be used	Pressure measurement equipment to be used	本節之試驗，其使用之壓力量測設備	本節之試驗，其使用之壓力量測設備

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
for the tests contained in this Annex shall be accurate to at least +/-3 kPa.	for the tests contained in this Annex shall be accurate to at least +/-10 kPa.	應至少準確至正負十千帕。	應至少準確至正負十千帕。
	All pressure measurements shall be carried out using the same test equipment.		所有壓力量測皆應使用相同試驗設備執行。
2. Test procedure	2. Test procedure	8.2 試驗程序	8.2 試驗程序
2.1. If a variant of any vehicle submitted for approval is fitted with twin wheels, that variant shall be used for the test and one of the tyres on a twin wheel (the “test tyre”) must be deflated for the refilling test in paragraph 2.5.		8.2.1 若辦理認證之任一車型配備雙輪，應使用該車型進行測試，且於規定8.2.5所述之再充氣試驗中，其雙輪中之一個輪胎（試驗輪胎）須洩氣。	
2.2. Before inflating the vehicle's tyres, leave the vehicle stationary outside at ambient temperature with the engine off shaded from direct sunlight and not exposed to wind or other heating or chilling influences for at least one hour for vehicles of category M1 and N1 and at least 4 hours for vehicles of category M2, M3, N2, N3, O3 and O4. Inflate the vehicle's tyres to the vehicle manufacturer's recommended cold inflation pressure (Prec), in accordance with the vehicle manufacturer's recommendation for the speed and load conditions, and tyre positions. All pressure measurements shall be carried out using the same test equipment.		8.2.2 於車輛之輪胎充氣前，關閉引擎並將車輛留置於環境溫度下室外並維持靜態，受陰影遮蔽以避免陽光直接照射及不受風吹或其他加熱或降溫之影響，對於M1及N1類車輛而言應維持前述狀況至少一小時，而對於M2、M3、N2、N3、O3及O4類車輛而言應維持前述狀況至少四小時。將輪胎依照申請者對速度及負載條件之建議及輪胎之位置，充氣至申請者之建議冷胎胎壓(P_{rec})。應使用相同之試驗設備執行所有壓力量測。	
2.3. With the vehicle stationary and the ignition locking system in the "Lock" or "Off" position, activate the ignition locking system to the "On" or "Run" position. The TPRS / CTIS shall perform a check of lamp		8.2.3 於車輛靜置及點火開關位置位於「鎖定」或「關閉」位置下，將點火開關切換至「開啟」或「運轉」位置。TPRS／CTIS應依照規定5.5.2執行低胎壓識別標誌之燈號功能檢	

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
function for the low tyre pressure tell-tale as specified in paragraph 5.5.2. of this Regulation. This last requirement does not apply to tell-tales shown in a common space.		查。前一要求不適用於顯示於共用空間內之識別標誌。	
2.4. Vehicle conditioning	2.1. Vehicle conditioning	8.2.4 車輛調整	8.2.1 車輛調整
The pressure reservoir (mounted infrastructure) has to be filled according to UN Regulation No. 13, Series 11, Supplement 16, reservoir pressure limits.	The pressure reservoir (mounted infrastructure) has to be filled according to UN Regulation No. 13, Series 11, Supplement 16, reservoir pressure limits.	壓力儲存槽應依照本基準「動態煞車」之儲存槽壓力限制進行填充。	壓力儲存槽應依照本基準「動態煞車」之儲存槽壓力限制進行填充。
The compressed air supply must be granted during the tests according to paragraph 2.5. and to paragraph 2.6. to this Annex.	Prior to the testing, it has to be ensured that each vehicle wheel has rotated at least ten times. Leave the vehicle stationary outside at ambient temperature with the engine off shaded from direct sunlight and not exposed to wind or other heating or chilling influences for at least one hour.	於依照規定8.2.5及8.2.6之試驗期間必須確保壓縮空氣來源。	於試驗前，應確保以旋轉至少十次。關閉引擎並將車輛留置於環境溫度下室外並維持靜態，受陰影遮蔽以避免陽光直接照射及不受風吹或其他加熱或降溫之影響至少一小時。
2.5. Check the systems refill functionality	2.2. Check the systems refill functionality	8.2.5 系統再充氣功能性檢查	8.2.2 系統再充氣功能性檢查
Check the systems refill functionality for incident-related pressure loss and for detection of a tyre pressure level significantly below the recommended pressure for optimum performance including fuel consumption and safety.		就意外相關胎壓損失，以及遠低於包含燃油消耗及安全性在內之最佳化性能的建議胎壓之胎壓等級偵測，檢查系統再充氣功能性。	
Inflate the vehicle's tyres to the vehicle manufacturer's recommended cold inflation pressure (P_{rec}).	Inflate the vehicle's tyres to the vehicle manufacturer's recommended cold inflation pressure (P_{rec}).	對車輛之輪胎充氣至申請者宣告之建議冷胎胎壓(P_{rec})。	對車輛之輪胎充氣至申請者宣告之建議冷胎胎壓(P_{rec})。
Deflate the tyre pressure of one tyre by 20% but not more than 50 kPa below the manufacturers recommended cold inflation pressure (P_{rec}). During the deflation the tyre shall not be connected to the pneumatic	Deflate the tyre pressure of one tyre by 20% but not more than 50 kPa below the manufacturers recommended cold inflation pressure (P_{rec}).	洩除一輪百分之二十之壓力，惟與申請者宣告之建議冷胎胎壓(P_{rec})相較時，不應低於五十千帕。於輪胎洩壓期間不應連接至氣壓迴路。	洩除一輪百分之二十之壓力，惟與申請者宣告之建議冷胎胎壓(P_{rec})相較時，不應低於五十千帕。

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
circuit. 2.5.1. Check refilling according to Figure 1 Check that within 2 minutes, when the system is operational, the TPRS/ CTIS starts refilling and at least after 2 minutes the low tyre pressure tell-tale, as described in paragraph 5.5. of the Regulation, is “On”. Refill process shall be completed within 8 min after the refill process has started and the optical signal for refilling as described by the manufacturer shall be OFF as soon as the refilling process is completed. After the refilling process has been completed, check that the tyre pressure is in a range of +/- 5% of manufacturers recommended cold inflation pressure Prec. Figure 1 Refilling check (圖片請參考頁末表格) 2.5.2. Check refilling according to Figure 2 Check that within 2 minutes when the system is operational the TPRS/ CTIS starts refilling and at least after 2 minutes the low tyre pressure tell-tale, as described in paragraph 5.5. of the regulation, is “On”. Refill process shall not be completed within 8 min after the refill process has started and the low tyre pressure tell-tale, as described in paragraph 5.5. of the regulation, is “ON” after at least 2 minutes of refilling time. The deflation rate during the test must be	2.2.1. Check refilling according to Figure 1 Check that within 2 minutes the TPRS / CTIS starts refilling and the optical signal for refilling as described by the manufacturer is ON. Refill process shall be completed within 8 min after the refill process has started and the optical signal for refilling as described by the manufacturer shall be OFF as soon as the refilling process is completed. After the refilling process has been completed, check that the tyre pressure is in a range of +/- 5% of manufacturers recommended cold inflation pressure Prec. Figure 1 Refilling check (圖片請參考頁末表格)	8.2.5.1　依照圖一之再充氣檢查 於二分鐘內檢查胎壓再充氣系統／中央輪胎充氣系統是否開始再充氣，並確認指示再充氣之光學訊號如申請者所述般開啟。 再充氣程序應於再充氣程序開始後八分鐘內完成，且一但再充氣程序完成，指示再充氣之光學訊號應立即如申請者所述般關閉。 於再充氣程序完成後，檢查輪胎壓力是否處於申請者宣告之建議冷胎胎壓(P_{rec})之正／負百分之五之範圍內。 圖一 再充氣檢查 (圖片請參考頁末表格) 8.2.5.2　依照圖二之再充氣檢查 於系統可運作且於二分鐘內完成檢查之狀況下，TPRS／CTIS是否開始再充氣，且低胎壓識別標誌是否於至少於兩分鐘後如規定5.5所述「開啟」。 再充氣程序不應於再充氣程序開始後八分鐘內完成，且低胎壓識別標誌於再充氣時間至少兩分鐘後如規定5.5所述「開啟」。 試驗期間之洩壓率須高於再充氣率。	8.2.2.1 依照圖一之再充氣檢查 於二分鐘內檢查胎壓再充氣系統/中央輪胎充氣系統是否開始再充氣，並確認指示再充氣之光學訊號如申請者所述般開啟。 再充氣程序應於再充氣程序開始後八分鐘內完成，且一但再充氣程序完成，指示再充氣之光學訊號應立即如申請者所述般關閉。 於再充氣程序完成後，檢查輪胎壓力是否處於申請者宣告之建議冷胎胎壓(P_{rec})之正/負百分之五之範圍內。 圖一 再充氣檢查 (圖片請參考頁末表格)

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
higher than the refilling rate. Figure 2 Checking system malfunction warning functionality. (圖片請參考頁末表格) 2.6. TPRS/ CTIS malfunction detection 2.6.1. Simulate a TPRS/ CTIS malfunction, for example, by disconnecting the energy source (electrical power and / or pneumatic pressure) to any TPRS/ CTIS component, disconnecting any electrical connection between TPRS/ CTIS components. When simulating a TPRS/ CTIS malfunction, the electrical connections for the tell-tale lamps shall not be disconnected. 2.6.2. Restore the TPRS/ CTIS to normal	2.3. Check system malfunction warning functionality according to Figure 2 Inflate the vehicle's tyres to the vehicle manufacturer's recommended cold inflation pressure (Prec). Constantly deflate the system or the pressure of one tyre by 20% but not more than 50 kPa below the manufacturers recommended cold inflation pressure (Prec). Within 2 minutes the system shall start refilling and the optical signal as described by the manufacturer for refilling is be ON Within 8 minutes after the start of the refilling the optical signal for malfunction as described by the manufacturer shall be ON. Figure 2 Checking system malfunction warning functionality. (圖片請參考頁末表格)	圖二 系統失效警示功能性檢查 (圖片請參考頁末表格) 8.2.6　TPRS／CTIS故障偵測 8.2.6.1　模擬一個TPRS／CTIS故障，例如藉由切斷任何TPRS／CTIS組件之能量來源（電力及／或氣壓等）、切斷任何TPRS／CTIS組件間之電氣連結。於模擬TPRS／CTIS故障時，不應切斷識別標誌燈號之電氣連結。 8.2.6.2　將TPRS／CTIS回復至正常	8.2.3 依照圖二進行系統失效警示功能性檢查 對車輛之輪胎充氣至申請者宣告之建議冷胎胎壓(P_{rec})。 不斷洩除系統或一輪百分之二十之壓力，惟與申請者宣告之建議冷胎胎壓(P_{rec})相較時，不應低於五十千帕。 於二分鐘內檢查系統是否開始再充氣，並確認指示再充氣之光學訊號如申請者所述般開啟。 再充氣開始後八分鐘內指示失效之光學訊號如申請者所述般開啟。 圖二 系統失效警示功能性檢查 (圖片請參考頁末表格)

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
operation. If the warning lamp has not extinguished, discontinue the test.		運作狀態。若警告燈號未熄滅，則中斷試驗。	
Annex 5 Compatibility between towing vehicles and towed vehicles with respect to ISO 11992 data communication	**Annex 5 Compatibility between towing vehicles and towed vehicles with respect to ISO 11992 data communication**	9. 牽引車輛與拖車之間有關 ISO 11992 數據傳輸之相容性	9. 牽引車輛與拖車之間有關 ISO 11992 數據傳輸之相容性
A. TPMS/ TPRS/ CTIS data communication between towing vehicle and towed vehicle(s)	A. TPMS data communication between towing vehicle and towed vehicle(s)	9.1 牽引車輛與拖車之間之 TPMS／TPRS／CTIS 數據傳輸	9.1 牽引車輛與拖車之間之胎壓偵測系統數據傳輸
1. General	...	9.1.1 通則	...
1.1. The requirements of Part A of this annex shall only apply to towing vehicles and towed vehicles equipped with a communication interface as described in paragraph 5.6.1.1. of this Regulation.		9.1.1.1 本規定之要求應僅適用於配備如規定 5.6.1.1 所述通訊介面之牽引車輛與拖車。	
1.2. This annex defines requirements applicable to the towing vehicle and towed vehicle with respect to the support of messages defined within ISO 11992-2:2014		9.1.1.2 本規定定義適用於牽引車輛與拖車有關 ISO 11992-2:2014 內所定義支援之訊息的要求。	
2. The parameters defined within ISO 11992-2:2014 that are transmitted by the communication interface shall be supported as follows:	2. The parameters defined within ISO 11992-2:2014 that are transmitted by the communication interface shall be supported as follows:	9.1.2 應支援如下述藉由通訊介面所傳送之由 ISO 11992-2:2014 內定義之參數：	9.1.2 應支援如下述藉由通訊介面所傳送之由 ISO 11992-2:2014 內定義之參數：
2.1. The following functions and associated messages are those that shall be supported by the towing vehicle or towed vehicle as appropriate:	2.1. The following functions and associated messages are those that shall be supported by the towing vehicle or towed vehicle as appropriate:	9.1.2.1 牽引車輛與拖車應依實際情況支援下述功能及相關訊息：	9.1.2.1 牽引車輛與拖車應依實際情況支援下述功能及相關訊息：
2.1.1. Messages transmitted from the towing vehicle to the towed vehicle, if supported:	2.1.1. Messages transmitted from the towing vehicle to the towed vehicle, if supported:	9.1.2.1.1 由牽引車輛傳送至拖車之訊息（若支援時）。	9.1.2.1.1 由牽引車輛傳送至拖車之訊息(若支援時)。
(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)
2.1.2. Mandatory messages transmitted from	...	9.1.2.1.2 由拖車傳送至牽引車輛之必	...

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 towed vehicle to the towing vehicle: (表格請參考頁末表格)		要訊息。 (表格請參考頁末表格)	
2.1.3. Messages transmitted from the towed vehicle to the towing vehicle, if supported: (表格請參考頁末表格)	2.1.3. Messages transmitted from the towed vehicle to the towing vehicle, if supported: (表格請參考頁末表格)	9.1.2.1.3 由拖車傳送至牽引車輛之訊息（若支援時）。 (表格請參考頁末表格)	9.1.2.1.3 由拖車傳送至牽引車輛之訊息(若支援時)。 (表格請參考頁末表格)
2.1.4. The towed vehicle ECU transmitting the EBS23 and RGE23 messages shall assemble the EBS23 and RGE23 messages from TPMS content received from the ECU providing TPMS functionality and data from other sources. Signals, other than Tyre Pressure Status (EBS23 Byte 1 Bit 1-2), within messages EBS23 and RGE23 shall be transmitted with the indication “not available” in case the ECU providing TPMS functionality does not provide such data.	2.1.4. The towed vehicle ECU transmitting the EBS23 and RGE23 messages shall assemble the EBS23 and RGE23 messages from TPMS content received from the ECU providing TPMS functionality and data from other sources. Signals, other than Tyre Pressure Status (EBS23 Byte 1 Bit 1-2), within messages EBS23 and RGE23 shall be transmitted with the indication “not available” in case the ECU providing TPMS functionality does not provide such data.	9.1.2.1.4 拖車之電子控制單元傳送之 EBS23 及 RGE23 訊息應自電子控制單元提供之 TPMS／TPRS／CTIS 功能性及來自於非本基準定義之其他來源之檔案接收之 TPMS／TPRS／CTIS 內容組成 EBS23 及 RGE23 訊息。於 EBS23 及 RGE23 訊息中不同於胎壓狀態（EBS23 位元組 1 位元 1 至 2）之訊號，應以「不可用」之指示進行傳送，以防相關檔案不可用之情形。	9.1.2.1.4 拖車之電子控制單元傳送之 EBS23 及 RGE23 訊息應自電子控制單元提供之胎壓偵測系統功能性及來自於其他來源之檔案接收之胎壓偵測系統內容組成 EBS23 及 RGE23 訊息。於 EBS23 及 RGE23 訊息中不同於胎壓狀態(EBS23 位元組 1 位元 1 至 2)之訊號，應以「不可用」之指示進行傳送，以防電子控制單元提供胎壓偵測系統功能性未提供相關檔案。
2.2. When the towed vehicle transmits the following messages, the towing vehicle shall provide a low tyre pressure warning to the driver: (表格請參考頁末表格)	2.2. When the towed vehicle transmits the following messages, the towing vehicle shall provide a low tyre pressure warning to the driver: (表格請參考頁末表格)	9.1.2.2 於拖車傳送下述訊息，牽引車輛應對駕駛提供低胎壓警示指示： (表格請參考頁末表格)	9.1.2.2 於拖車傳送下述訊息，牽引車輛應對駕駛提供低胎壓警示： (表格請參考頁末表格)
2.3. When the towed vehicle transmits the following messages, the towing vehicle shall provide a TPMS malfunction indication to the driver: (表格請參考頁末表格)	2.3. When the towed vehicle transmits the following messages, the towing vehicle shall provide a TPMS malfunction indication to the driver: (表格請參考頁末表格)	9.1.2.3 於拖車傳送下述訊息，牽引車輛應對駕駛提供 TPMS／TPRS／CTIS 失效指示： (表格請參考頁末表格)	9.1.2.3 於拖車傳送下述訊息，牽引車輛應對駕駛提供胎壓偵測系統失效指示： (表格請參考頁末表格)
2.3.1. The towed vehicle shall transmit a Tyre Pressure Status value of "error indicator" within 10 minutes of cumulative driving (in accordance with paragraph 5.4.1. of this Regulation) for any scenario where a valid	2.3.1. The towed vehicle shall transmit a Tyre Pressure Status value of "error indicator" within 10 minutes of cumulative driving (in accordance with paragraph 5.4.1. of this Regulation) for any scenario where a valid	9.1.2.3.1 於有效胎壓狀態（即胎壓充足或不充足）無法被傳送之任何場景經過十分鐘之累積行駛時間內（依照本基準規定 5.4.1），拖車應傳送「錯誤指示器」之胎壓狀態值。	9.1.2.3.1 於有效胎壓狀態(即胎壓充足或不充足)無法被傳送之任何場景經過十分鐘之累積行駛時間內(依照本基準規定 5.4.1)，拖車應傳送「錯誤指示器」之胎壓狀態值。

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
Tyre Pressure Status (i.e. tyre pressure sufficient or insufficient) cannot be transmitted.	Tyre Pressure Status (i.e. tyre pressure sufficient or insufficient) cannot be transmitted.		
Note that before towed vehicles needed to comply with this Regulation, some of them transmitted Tyre Pressure Status “not available” for some of these scenarios, including when the towed vehicle had no function to perform tyre pressure monitoring. Towed vehicles that are required to comply with this Regulation going forward shall instead transmit "error indicator" for these scenarios.	Note that before towed vehicles needed to comply with this Regulation, some of them transmitted Tyre Pressure Status “not available” for some of these scenarios, including when the towed vehicle had no function to perform tyre pressure monitoring. Towed vehicles that are required to comply with this Regulation going forward shall instead transmit "error indicator" for these scenarios.	須注意於拖車須要符合本基準前，部分拖車於某些場景所傳送之胎壓狀態「不可用」，包含當前述車輛未具備功能以實施胎壓偵測時之情形。被要求符合本基準之拖車應於前述場景發生時以「錯誤指示器」做為替代。	須注意於拖車須要符合本基準前，部分拖車於某些場景所傳送之胎壓狀態「不可用」，包含當前述車輛未具備功能以實施胎壓偵測時之情形。被要求符合本基準之拖車應於前述場景發生時以「錯誤指示器」做為替代。
Note that the towing vehicle would not be required to display a towed vehicle TPMS malfunction indication in the case that valid towed vehicle TPMS information is available on an alternative communication interface.	Note that the towing vehicle would not be required to display a towed vehicle TPMS malfunction indication in the case that valid towed vehicle TPMS information is available on an alternative communication interface.	另須注意若有效拖車之胎壓偵測系統資訊於替代通訊介面可用時，牽引車輛將不被要求顯示拖車之 TPMS／TPRS／CTIS 失效指示。	另須注意若有效拖車之胎壓偵測系統資訊於替代通訊介面可用時，牽引車輛將不被要求顯示拖車之胎壓偵測系統失效指示。
2.4. When a permanent failure is detected in the communication line, the towing vehicle shall illuminate the towed vehicle TPMS malfunction indication signal.	2.4. When a permanent failure is detected in the communication line, the towing vehicle shall illuminate the towed vehicle TPMS malfunction indication signal.	9.1.2.4 於測得通訊線路之永久失效時，牽引車輛應點亮拖車之 TPMS／TPRS／CTIS 失效指示訊號。	9.1.2.4 於測得通訊線路之永久失效時，牽引車輛應點亮拖車之胎壓偵測系統失效指示訊號。
Note that the towing vehicle would not be required to display a towed vehicle TPMS malfunction indication in the case that valid towed vehicle TPMS information is available on an alternative communication interface.	Note that the towing vehicle would not be required to display a towed vehicle TPMS malfunction indication in the case that valid towed vehicle TPMS information is available on an alternative communication interface.	須注意若有效拖車之 TPMS／TPRS／CTIS 資訊於替代通訊介面可用時，牽引車輛將不被要求顯示拖車之 TPMS／TPRS／CTIS 失效指示。	須注意若有效拖車之胎壓偵測系統資訊於替代通訊介面可用時，牽引車輛將不被要求顯示拖車之胎壓偵測系統失效指示。
2.5. When a valid Tyre Pressure Status is temporarily not available (i.e. unavailable	2.5. When a valid Tyre Pressure Status is temporarily not available (i.e. unavailable	9.1.2.5 於有效胎壓狀態暫時不可用時（即於少於十分鐘之累積行駛時	9.1.2.5 於有效胎壓狀態暫時不可用時(即於少於十分鐘之累積行駛時間

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
for less than 10 minutes of cumulative drive time), the towed vehicle shall transmit the following messages: (表格請參考頁末表格) 2.6. The support of all other messages defined within ISO 11992-2:2014 is optional for the towing vehicle and towed vehicle, unless required by other Regulations.	for less than 10 minutes of cumulative drive time), the towed vehicle shall transmit the following messages: (表格請參考頁末表格) ...	間內不可用），拖車應傳送下述訊息： (表格請參考頁末表格) 9.1.2.6 除受到其他基準要求外，牽引車輛與拖車可選擇支援所有其他定義於 ISO 11992-2:2014 內之訊息。	內不可用)，拖車應傳送下述訊息： (表格請參考頁末表格) ...
B. Data communication between (i) a towed vehicle ECU constituting part of a point-to-point link with the towing vehicle (towed vehicle gateway ECU) and (ii) a towed vehicle ECU providing TPMS functionality	B. Data communication between (i) a towed vehicle ECU constituting part of a point-to-point link with the towing vehicle (towed vehicle gateway ECU) and (ii) a towed vehicle ECU providing TPMS functionality	9.2 於(i)拖車之電子控制單元組成部分對牽引車輛之點對點連結及(ii)拖車之電子控制單元提供 TPMS／TPRS／CTIS 功能性之檔案通訊	9.2 於(i)拖車之電子控制單元組成部分對牽引車輛之點對點連結及(ii)拖車之電子控制單元提供胎壓偵測系統功能性之檔案通訊
1. General	1. General	9.2.1 通則	9.2.1 通則
1.1. The requirements of Part B of this annex shall only apply to towed vehicles with a communication interface as described in paragraph 5.6.1.2. of this Regulation.	...	9.2.1.1 本規定之要求應僅適用於配備如規定 5.6.1.2 所述通訊介面之拖車。	...
1.2. This annex defines requirements applicable to the towed vehicle gateway ECU and the ECU(s) providing TPMS/ TPRS/ CTIS functionality with respect to the provision of a standard ISO 11898-1:2015 interface and the support of messages defined within ISO 11992-2:2014.	1.2. This annex defines requirements applicable to the towed vehicle gateway ECU and the ECU providing TPMS functionality with respect to the provision of a standard ISO 11898:2015 interface and the support of messages defined within ISO 11992-2:2014.	9.2.1.2 本規定定義適用拖車之匝道電子控制單元及提供 TPMS／TPRS／CTIS 功能性之電子控制單元有關 ISO 11898-1:2015 標準所規定介面及 ISO 11992-2:2014 內所定義支援之訊息的要求。	9.2.1.2 本規定定義適用拖車之匝道電子控制單元及提供胎壓偵測系統功能性之電子控制單元有關 ISO11898:2015 標準所規定介面及 ISO 11992-2:2014 內所定義支援之訊息的要求。
2. The towed vehicle gateway ECU that is part of the point-to-point link shall provide an interface with the ECU(s) providing TPMS/ TPRS/ CTIS functionality complying with data link layer and physical layer in accordance with ISO 11898-1:2015 and ISO	2. The towed vehicle gateway ECU that is part of the point-to-point link shall provide an interface with the ECU providing TPMS functionality complying with data link layer and physical layer in accordance with ISO 11898-1:2015 and ISO 11898-2:2016.	9.2.2 屬於部分點對點連結之拖車之匝道電子控制單元應對符合 ISO 11898-1:2015 及 ISO 11898-2:2016 所述之檔案連結層及物理層之提供 TPMS／TPRS／CTIS 功能性之電子控制單元提供介面。	9.2.2 屬於部分點對點連結之拖車之匝道電子控制單元應對符合 ISO 11898-1:2015 及 ISO 11898-2:2016 所述之檔案連結層及物理層之提供胎壓偵測系統功能性之電子控制單元提供介面。

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
11898-2:2016.			
2.1. The CAN bit-rate for the ISO 11898-1:2015 interface shall be 250 kbit/s.	2.1. The CAN bit-rate for the ISO 11898-1:2015 interface shall be 250 kbit/s.	9.2.2.1 對 ISO 11898-1:2015 介面之控制器區域網路(CAN)之位元率應為二百五十千位元／秒。	9.2.2.1 對 ISO 11898-1:2015 介面之控制器區域網路(CAN)之位元率應為二百五十千位元/秒。
2.2. The ISO 11898-2:2016 bus termination shall be configured on the vehicle in accordance with the guidelines of the vehicle manufacturer for the given installation.	2.2. The ISO 11898-2:2015 bus termination shall be configured on the vehicle in accordance with the guidelines of the vehicle manufacturer for the given installation.	9.2.2.2 ISO 11898-2:2016 之匯流排終止應依照申請者對相關安裝之指南於車輛上受到設定。	9.2.2.2 ISO11898-2:2015 之匯流排終止應依照申請者對相關安裝之指南於車輛上受到設定。
2.3. A power connection shall be made available to the towed vehicle ECU(s) providing TPMS/ TPRS/ CTIS functionality in accordance with the vehicle manufacturer.	2.3. A power connection shall be made available to the towed vehicle ECU providing TPMS functionality in accordance with the vehicle manufacturer.	9.2.2.3 拖車之提供 TPMS／TPRS／CTIS 功能性之電子控制單元應依照申請者所述使動力連接可用。	9.2.2.3 拖車之提供胎壓偵測系統功能性之電子控制單元應依照申請者所述使動力連接可用。
2.4. The towed vehicle gateway ECU shall transmit, towards the towed vehicle ECU(s) providing TPMS/ TPRS/ CTIS functionality, all messages and signals required to realise a reliable TPMS/ TPRS/ CTIS function.	2.4. The towed vehicle gateway ECU shall transmit, towards the towed vehicle ECU providing TPMS functionality, all messages and signals required to realise a reliable TPMS function.	9.2.2.4 為實現可靠之 TPMS／TPRS／CTIS 功能所需，拖車之匝道電子控制單元應向提供 TPMS／TPRS／CTIS 功能性之電子控制單元傳送所有訊息及訊號。	9.2.2.4 為實現可靠之胎壓偵測系統功能所需，拖車之匝道電子控制單元應向提供胎壓偵測系統功能性之電子控制單元傳送所有訊息及訊號。
3. The parameters that are transmitted by the ISO 11898-1:2015 communication interface shall be as defined within ISO 11992-2:2014 and shall be supported as follows:	3. The parameters that are transmitted by the ISO 11898-1:2015 communication interface shall be as defined within ISO 11992-2:2014 and shall be supported as follows:	9.2.3 應支援如下述藉由 ISO 11898-1:2015 通訊介面所傳送之由 ISO 11992-2:2014 內定義之參數：	9.2.3 應支援如下述藉由 ISO 11898-1:2015 通訊介面所傳送之由 ISO 11992-2:2014 內定義之參數：
3.1. The following functions and associated messages are those that shall be supported by the towed vehicle gateway ECU or towed vehicle ECU(s) providing TPMS/ TPRS/ CTIS functionality as appropriate:	3.1. The following functions and associated messages are those that shall be supported by the towed vehicle gateway ECU or towed vehicle ECU providing TPMS functionality as appropriate:	9.2.3.1 拖車之匝道電子控制單元或拖車之提供 TPMS／TPRS／CTIS 功能性之電子控制單元應依實際情況支援下述功能及相關訊息：	9.2.3.1 拖車之匝道電子控制單元或拖車之提供胎壓偵測系統功能性之電子控制單元應依實際情況支援下述功能及相關訊息：
3.1.1.Messages transmitted, if supported, from the towed vehicle gateway ECU to the	3.1.1. Messages transmitted, if supported, from the towed vehicle gateway ECU to the	9.2.3.1.1 由拖車之匝道電子控制單元傳送至拖車之提供 TPMS／TPRS／	9.2.3.1.1 由拖車之匝道電子控制單元傳送至拖車之提供胎壓偵測系統功

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
towed vehicle ECU(s) providing TPMS/ TPRS/ CTIS functionality:	towed vehicle ECU providing TPMS functionality:	CTIS 功能性之電子控制單元之訊息（若支援時）。	能性之電子控制單元之訊息(若支援時)。
(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)
3.1.2.Mandatory messages transmitted from the towed vehicle ECU(s) providing TPMS/ TPRS/ CTIS functionality to the towed vehicle gateway ECU:	3.1.2. Mandatory messages transmitted from the towed vehicle ECU providing TPMS functionality to the towed vehicle gateway ECU:	9.2.3.1.2 由拖車之提供 TPMS／TPRS／CTIS 功能性之電子控制單元傳送至拖車之匝道電子控制單元之必要訊息。	9.2.3.1.2 由拖車之提供胎壓偵測系統功能性之電子控制單元傳送至拖車之匝道電子控制單元之必要訊息。
(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)
3.1.3.Messages transmitted from the towed vehicle ECU(s) providing TPMS/ TPRS/ CTIS functionality to the towed vehicle gateway ECU, if supported:	3.1.3. Messages transmitted from the towed vehicle ECU providing TPMS functionality to the towed vehicle gateway ECU, if supported:	9.2.3.1.3 由拖車之提供 TPMS／TPRS／CTIS 功能性之電子控制單元傳送至拖車之匝道電子控制單元之訊息（若支援時）。	9.2.3.1.3 由拖車之提供胎壓偵測系統功能性之電子控制單元傳送至拖車之匝道電子控制單元之訊息(若支援時)。
(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)
3.1.4.For messages defined in section 3.1. of Part B of this Annex, signals shall be transmitted with the indication "not available" in case the ECU(s) does (do) not provide such data.	3.1.4. For messages defined in section 3.1. of Part B of this Annex, signals shall be transmitted with the indication "not available" in case the ECU does not provide such data.	9.2.3.1.4 對規定 9.2.3.1 所述之訊息而言，訊號應以指示「不可用」傳送，以防電子控制單元未提供相關檔案。	9.2.3.1.4 對規定 9.2.3.1 所述之訊息而言，訊號應以指示「不可用」傳送，以防電子控制單元未提供相關檔案。
3.2. The support of all other messages defined within ISO 11992-2:2014 is optional for the towed vehicle gateway ECU and the towed vehicle ECU(s) providing TPMS/ TPRS/ CTIS functionality, unless required by other Regulations.	3.2. The support of all other messages defined within ISO 11992-2:2014 is optional for the towed vehicle gateway ECU and the towed vehicle ECU providing TPMS functionality, unless required by other Regulations.	9.2.3.2 除受到其他基準要求外，拖車之匝道電子控制單元及拖車之提供 TPMS／TPRS／CTIS 功能性之電子控制單元可選擇支援所有其他定義於 ISO 11992-2:2014 內之訊息。	9.2.3.2 除受到其他基準要求外，拖車之匝道電子控制單元及拖車之提供胎壓偵測系統功能性之電子控制單元可選擇支援所有其他定義於 ISO 11992-2:2014 內之訊息。
3.3. The towed vehicle gateway ECU and the towed vehicle ECU(s) providing TPMS/ TPRS/ CTIS functionality shall support diagnostics as per ISO 11992-4:2014.	3.3. The towed vehicle gateway ECU and the towed vehicle ECU providing TPMS functionality shall support diagnostics as per ISO 11992-4:2014.	9.2.3.3 拖車之匝道電子控制單元及拖車之提供 TPMS／TPRS／CTIS 功能性之電子控制單元應依 ISO 11992-4:2014 所述之支援診斷。	9.2.3.3 拖車之匝道電子控制單元及拖車之提供胎壓偵測系統功能性之電子控制單元應依 ISO 11992-4:2014 所述之支援診斷。
4. The towed vehicle ECU providing TPMS/ TPRS/ CTIS functionality shall use the source address 207 of "Other Trailer	4. The towed vehicle ECU providing TPMS functionality shall use the source address of "Other Trailer Devices" with respect to its	9.2.4 拖車之提供 TPMS／TPRS／CTIS 功能性之電子控制單元應使用「其他拖車裝置」之源位址，並依照	9.2.4 拖車之提供胎壓偵測系統功能性之電子控制單元應使用「其他拖車裝置」之源位址，並依照其聯結位

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
Devices" as per SAE J1939-71 standard for forwarding TPMS/TPRS/CTIS information with respect to trailer position in a road train like defined in ISO11992-2.	position in the road train as per SAE J1939-71 standard i.e. TPMS of the first towed vehicle shall use source address 207 for "Other Trailer #1 Devices".	其聯結位置及 SAE J 1939-71 標準而定，即第一部拖車之 TPMS／TPRS／CTIS 應使用源位址 207「其他拖車#1 裝置」。	置及SAE J 1939-71標準而定，即第一部拖車之胎壓偵測系統應使用源位址207「其他拖車#1裝置」。
Annex 6 Test procedure to assess the functional compatibility of vehicles equipped with ISO 11992 data communication interface	**Annex 6 Test procedure to assess the functional compatibility of vehicles equipped with ISO 11992 data communication interface**	10. 用以評估車輛配備符合 ISO 11992 檔案通訊介面之功能相容性之試驗程序	10.用以評估車輛配備符合 ISO 11992 檔案通訊介面之功能相容性之試驗程序
1. General	...	10.1 通則	...
1.1. This annex describes a procedure that may be used to check towing and towed vehicles equipped with a communication interface as described in paragraph 5.6.1.1. of this Regulation against the functional requirements referred to in paragraph 5.6.1.1.1. of this Regulation. Alternative procedures may be used at the discretion of the Technical Service if an equivalent level of checking integrity can be established.		10.1.1 此規定敘述可用於對配備如規定 5.6.1.1 所述之通訊介面牽引車輛及拖車對規定 5.6.1.1.1 所述之功能性要求進行檢查。依照檢測機構之判斷，若可建立相同等級檢查整合性則可使用替代程序。	
1.2. The references to ISO 7638 within this Annex apply to ISO 7638-1:2018 for 24V applications and ISO 7638-2:2018 for 12V applications.		10.1.2 本規定內參考 ISO 7638，對二十四伏特電器適用 ISO 7638-1:2018，對十二伏特電器適用 ISO 7638-2:2018。	
2. Towing vehicles	2. Towing vehicles	10.2 牽引車輛	10.2 牽引車輛
2.1. ISO 11992 towed vehicle simulator	...	10.2.1 ISO 11992 拖車模擬器	...
The simulator shall:		此模擬器應：	
2.1.1. Have a connector meeting ISO 7638 (7 pin) to connect to the vehicle under test. Pins 6 and 7 of the connector shall be used to transmit and receive messages complying		10.2.1.1 具備符合 ISO 7638 之連接器（七針）以連接試驗中之車輛。連接器之第六針及第七針應使用於傳送及接收符合 ISO 11992-2:2014 之訊	

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
with ISO 11992-2:2014; 2.1.2. Be capable of receiving all of the messages transmitted by the motor vehicle to be type approved and be capable of transmitting all towed vehicle messages defined within ISO 11992-2:2014; 2.1.3. Provide a direct or indirect readout of messages, with the parameters in the data field shown in the correct order relative to time		息。 10.2.1.2 具備接收所有由待試驗之車輛所傳送訊息之能力，且具備發送所有 ISO 11992-2:2014 內所定義之拖車訊息之能力。 10.2.1.3 提供直接或間接之訊息輸出，併同檔案域中以時間相關之正確順序顯示之參數。	
2.2. Checking procedure	2.2. Checking procedure	10.2.2 檢查程序	10.2.2 檢查程序
2.2.1. Check the following, with the simulator connected to the motor vehicle via the ISO 7638 interface and whilst all towed vehicle messages relevant to the interface are being transmitted:	2.2.1. Check the following, with the simulator connected to the motor vehicle via the ISO 7638 interface and whilst all towed vehicle messages relevant to the interface are being transmitted:	10.2.2.1 以透過 ISO 7638 介面連接至車輛之模擬器且於相關於介面之所有拖車訊息被傳送時檢查下述：	10.2.2.1 以透過 ISO 7638 介面連接至車輛之模擬器且於相關於介面之所有拖車訊息被傳送時檢查下述：
2.2.1.1. Low Tyre Pressure Warning indication:	2.2.1.1. Low Tyre Pressure Warning:	10.2.2.1.1 低胎壓警示指示	10.2.2.1.1 低胎壓警示
2.2.1.1.1. Simulate a towed vehicle low tyre pressure warning and check that the low tyre pressure warning signal specified in paragraph 5.5. of this Regulation is displayed.	2.2.1.1.1. Simulate a towed vehicle low tyre pressure warning and check that the low tyre pressure warning signal specified in paragraph 5.5 of this regulation is displayed.	10.2.2.1.1.1 模擬拖車低胎壓警示並檢查如規定 5.5 之低胎壓警示訊號是否顯示。	10.2.2.1.1.1 模擬拖車低胎壓警示並檢查如規定 5.5 之低胎壓警示訊號是否顯示。
The parameters defined in EBS 23 bytes 1 and 2 of ISO 11992-2:2014 shall be transmitted as follows: (表格請參考頁末表格)	The parameters defined in EBS 23 bytes 1 and 2 of ISO 11992-2:2014 shall be transmitted as follows: (表格請參考頁末表格)	於 ISO 11992-2:2014 之 EBS 23 位元組 1 及 2 所定義之參數，應如下述進行傳送： (表格請參考頁末表格)	於 ISO 11992-2:2014 之 EBS 23 位元組 1 及 2 所定義之參數，應如下述進行傳送： (表格請參考頁末表格)
2.2.1.1.2. Simulate a towed vehicle low tyre pressure warning (without known tyre/wheel ID) and check that the low tyre pressure warning signal specified in	2.2.1.1.2. Simulate a towed vehicle low tyre pressure warning (without known tyre/wheel ID) and check that the low tyre pressure warning signal specified in	10.2.2.1.1.2 模擬拖車低胎壓警示（無已知輪胎／車輪名稱）並檢查如規定 5.5 之低胎壓警示訊號是否顯示。	10.2.2.1.1.2 模擬拖車低胎壓警示(無已知輪胎/車輪名稱)並檢查如規定 5.5 之低胎壓警示訊號是否顯示。

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
paragraphs 5.5 of this Regulation is displayed.	paragraphs 5.5 of this Regulation is displayed.		
The parameters defined in EBS 23 bytes 1 and 2 of ISO 11992-2:2014 shall be transmitted as follows:	The parameters defined in EBS 23 bytes 1 and 2 of ISO 11992-2:2014 shall be transmitted as follows:	於 ISO 11992-2:2014 之 EBS 23 位元組 1 及 2 所定義之參數，應如下述進行傳送：	於 ISO 11992-2:2014 之 EBS 23 位元組 1 及 2 所定義之參數，應如下述進行傳送：
(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)
2.2.1.2. TPMS/TPRS/CTIS Malfunction Warning:	2.2.1.2. TPMS Malfunction Warning:	10.2.2.1.2 TPMS／TPRS／CTIS 失效警示	10.2.2.1.2 胎壓偵測系統失效警示
2.2.1.2.1. Simulate a towed vehicle TPMS/ TPRS/ CTIS malfunction, signalled by the towed vehicle TPMS/ TPRS/ CTIS, and check that the towed vehicle TPMS/ TPRS/ CTIS malfunction indication warning signal specified in paragraph 5.5.6. of this Regulation is displayed.	2.2.1.2.1. Simulate a towed vehicle TPMS malfunction, signalled by the towed vehicle TPMS, and check that the towed vehicle TPMS malfunction indication warning signal specified in paragraph 5.5.6. of this Regulation is displayed.	10.2.2.1.2.1 模擬拖車之 TPMS／TPRS／CTIS 失效，由拖車之 TPMS／TPRS／CTIS 發出訊號，並檢查規定 5.5.6 所述之拖車之 TPMS／TPRS／CTIS 失效指示警示訊號是否顯示。	10.2.2.1.2.1 模擬拖車之胎壓偵測系統失效，由拖車之胎壓偵測系統發出訊號，並檢查規定 5.5.6 所述之拖車之胎壓偵測系統失效指示警示訊號是否顯示。
The parameters defined in EBS 23 bytes 1 and 2 of ISO 11992-2:2014 shall be transmitted as follows:	The parameters defined in EBS 23 bytes 1 and 2 of ISO 11992-2:2014 shall be transmitted as follows:	於 ISO 11992-2:2014 之 EBS 23 位元組 1 及 2 所定義之參數，應如下述進行傳送：	於 ISO 11992-2:2014 之 EBS 23 位元組 1 及 2 所定義之參數，應如下述進行傳送：
(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)
2.2.1.2.2. Simulate a towed vehicle TPMS/ TPRS/ CTIS malfunction (without known tyre/wheel ID) and check that the towed vehicle TPMS/ TPRS/ CTIS malfunction indication warning signal specified in paragraph 5.5.6. of this Regulation is displayed.	2.2.1.2.2. Simulate a towed vehicle TPMS malfunction (without known tyre/wheel ID) and check that the towed vehicle TPMS malfunction indication warning signal specified in paragraph 5.5.6. of this Regulation is displayed.	10.2.2.1.2.2 模擬拖車之 TPMS／TPRS／CTIS 失效(無已知輪胎／車輪名稱)，並檢查入規定 5.5.6 所述之拖車之 TPMS／TPRS／CTIS 失效指示警示訊號是否顯示。	10.2.2.1.2.2 模擬拖車之胎壓偵測系統失效(無已知輪胎/車輪名稱)，並檢查入規定 5.5.6 所述之拖車之胎壓偵測系統失效指示警示訊號是否顯示。
The parameters defined in EBS 23 bytes 1 and 2 of ISO 11992-2:2014 shall be transmitted as follows:	The parameters defined in EBS 23 bytes 1 and 2 of ISO 11992-2:2014 shall be transmitted as follows:	於 ISO 11992-2:2014 之 EBS 23 位元組 1 及 2 所定義之參數，應如下述進行傳送：	於 ISO 11992-2:2014 之 EBS 23 位元組 1 及 2 所定義之參數，應如下述進行傳送：
(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)	(表格請參考頁末表格)
2.2.1.2.3. Simulate a permanent failure in the	2.2.1.2.3. Simulate a permanent failure in the	10.2.2.1.2.3 模擬通訊線路內之永久	10.2.2.1.2.3 模擬通訊線路內之永久失

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
communication line and check that the towed vehicle TPMS/ TPRS/ CTIS malfunction indication warning signal specified in paragraph 5.5.6. of this Regulation is displayed.	communication line and check that the towed vehicle TPMS malfunction indication warning signal specified in paragraph 5.5.6. of this Regulation is displayed.	失效並檢查規定5.5.6所述之拖車之TPMS／TPRS／CTIS失效指示警示訊號是否顯示。	效並檢查規定5.5.6所述之拖車之胎壓偵測系統失效指示警示訊號是否顯示。
2.2.1.2.4. Note that the towed vehicle TPMS/ TPRS/ CTIS malfunction indication would not be displayed in the case that valid TPMS/ TPRS/ CTIS information is available on an alternative interface.	2.2.1.2.4. Note that the towed vehicle TPMS malfunction indication would not be displayed in the case that valid TPMS information is available on an alternative interface.	10.2.2.1.2.4 須注意的是，若有效TPMS／TPRS／CTIS資訊於替代介面可用時，將不會進行顯示拖車之TPMS／TPRS／CTIS失效指示。	10.2.2.1.2.4 須注意的是，若有效胎壓偵測系統資訊於替代介面可用時，將不會進行顯示拖車之胎壓偵測系統失效指示。
3. Towed vehicles	3. Towed vehicles	10.3 拖車	10.3 拖車
3.1. ISO 11992 towing vehicle simulator	3.1. ISO 11992 towing vehicle simulator	10.3.1 ISO 11992牽引車輛模擬器	10.3.1 ISO 11992 牽引車輛模擬器
Figure 1	Figure 1	圖三	圖三
Arrangement of device under test and vehicle simulator where TPMS/TPRS/CTIS functionality is provided by ECU connected via ISO 11898-1:2015 and 11898-2:2016 interface	Arrangement of device under test and vehicle simulator where TPMS functionality is provided by ECU connected via ISO 11898-1:2015 and 11898-2:2016 interface	試驗中之裝置及車輛模擬器（TPMS／TPRS／CTIS功能係由透過ISO 11898-1:2015及11898-2:2016介面連接之電子控制單元所提供者）之配置	試驗中之裝置及車輛模擬器(胎壓偵測系統功能係由透過 ISO 11898-1:2015 及 11898-2:2016 介面連接之電子控制單元所提供者)之配置
(圖片請參考頁末表格)	(圖片請參考頁末表格)	(圖片請參考頁末表格)	(圖片請參考頁末表格)
Figure 2	Figure 2	圖四	圖四
Arrangement of device under test and vehicle simulator where TPMS/TPRS/CTIS functionality is provided by ECU connected to towing vehicle	Arrangement of device under test and vehicle simulator where TPMS functionality is provided by ECU connected to towing vehicle	試驗中之裝置及車輛模擬器（TPMS／TPRS／CTIS功能係由連接至牽引車輛之電子控制單元所提供者）之配置	試驗中之裝置及車輛模擬器(胎壓偵測系統功能係由連接至牽引車輛之電子控制單元所提供者)之配置
(圖片請參考頁末表格)	(圖片請參考頁末表格)	(圖片請參考頁末表格)	(圖片請參考頁末表格)
The simulator shall:	...	相關模擬器應：	...
3.1.1. Have a connector meeting ISO 7638 (7 pin) to connect to the vehicle under test. Pins 6 and 7 of the connector shall be used to transmit and receive messages complying with ISO 11992-2:2014;		10.3.1.1 具備符合ISO 7638之連接器（七針）以連接試驗中之車輛。連接器之第六針及第七針應使用於傳送及接收符合ISO 11992-2:2014之訊息。	

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
3.1.2 Have a warning display and an electrical power supply for the towed vehicle; 3.1.3. Be capable of receiving all of the messages transmitted by the towed vehicle to be type approved and be capable of transmitting all motor vehicle messages defined within ISO 11992-2:2014; 3.1.4. Provide a direct or indirect readout of messages, with the parameters in the data field shown in the correct order relative to time.		10.3.1.2 具備警示顯示器及對拖車之電力供給。 10.3.1.3 具備接收所有由待試驗之拖車所傳送訊息之能力，且具備發送所有ISO 11992-2:2014內所定義之車輛訊息之能力。 10.3.1.4 提供直接或間接之訊息輸出，併同檔案域中以時間相關之正確順序顯示之參數。	
3.2. Checking procedure 3.2.1 Configure the ISO 11992-2:2014 towed vehicle ECU to use either VIN "AABBCCDDEE1234567" or the actual VIN of the towed vehicle.	3.2. Checking procedure ...	10.3.2 檢查程序 10.3.2.1 調整ISO 11992-2:2014之拖車之電子控制單元以使用「AABBCCDDEE1234567」之車輛識別號碼或拖車之實際車輛識別號碼。	10.3.2 檢查程序 ...
3.2.2 Check the following, with the simulator connected to the towed vehicle and whilst all towing vehicle messages relevant to the interface are being transmitted:	3.2.2 Check the following, with the simulator connected to the towed vehicle and whilst all towing vehicle messages relevant to the interface are being transmitted:	10.3.2.2 以連接至拖車之模擬器且於相關於介面之所有牽引車輛訊息被傳送時檢查下述：	10.3.2.2 以連接至拖車之模擬器且於相關於介面之所有牽引車輛訊息被傳送時檢查下述：
3.2.2.1. The transmitted VIN shall be the one configured in paragraph 3.2.1. of this Annex	...	10.3.2.2.1 所傳送之車輛識別號碼應如規定10.3.2.1所調整。	...
3.2.2.2. Follow the test procedure defined in Annex 3 of this Regulation for TPMS or Annex 4 of this Regulation for TPRS/ CTIS and check that the TPMS/ TPRS/ CTIS warning and malfunction signals are transmitted as defined in paragraphs 2.2. and 2.3. of Part A of Annex 5 to this Regulation.	3.2.2.2. Follow the test procedure defined in Annex 3 of this Regulation and check that the TPMS warning and malfunction signals are transmitted as defined in paragraphs 2.2. and 2.3. of Part A of Annex 5 to this Regulation.	10.3.2.2.2接續於規定7(對TPMS而言)或規定8(對TPRS／CTIS而言)定義之試驗程序後，檢查TPMS／TPRS／CTIS警示及失效訊號是否如規定9.2.2及9.2.3被傳送。	10.3.2.2.2 接續於規定7.定義之試驗程序後，檢查胎壓偵測系統警示及失效訊號是否如規定9.2.2及9.2.3被傳送。

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 7 Performance testing of Tyre Pressure Monitoring System / Tyre Pressure Refill System / Central Tyre Inflation System 1. General 1.1. This Annex defines the procedure to determine the performance of a Tyre Pressure Monitoring System (TPMS), Tyre Pressure Refill System (TPRS) or Central Tyre Inflation System (CTIS) intend to be fitted to vehicles of category O3 and O4. 1.2. Tests carried out on trailers of category O4 will be deemed to cover the requirements for trailers of O3 category. 2. Information document 2.1. The manufacturer of the TPMS / TPRS / CTIS shall supply to the Technical Service an information document of the system(s) requiring performance verification. This document shall contain at least the information defined in Appendix 1 and if applicable Appendix 2 to this Annex. 2.2. If applicable the manufacturer(s) of an ISO11992-2 Towed Vehicle ECU (Gateway ECU) shall supply to the manufacturer of the TPMS / TPRS / CTIS an information document of the system(s) requiring performance verification to be submitted to the Technical Service by the manufacturer of the TPMS / TPRS / CTIS. This document shall contain at least the information defined		11.胎壓偵測系統／胎壓再充氣系統／中央輪胎充氣系統之性能試驗 11.1 一般規定 11.1.1 此節規定定義預計安裝於O3及O4類車輛之胎壓偵測系統、胎壓再充氣系統或中央輪胎充氣系統性能測定之程序 11.1.2 於O4類拖車上所執行之試驗將被視為涵蓋O3類拖車之要求。 11.2 資訊文件 11.2.1 TPMS／TPRS／CTIS之申請者應向檢測機構提供要求性能驗證系統之資訊文件。檔案中應至少包含規定11.5之資訊，並依實際狀況提供規定11.6之資訊。 11.2.2 依實際狀況，ISO 11992-2拖車之電子控制單元（閘道電子控制單元）之製造商應對要求性能驗證之TPMS／TPRS／CTIS申請者提供一份系統之資訊文件並由TPMS／TPRS／CTIS申請者檢送至檢測機構。前述文件應至少包含規定11.6所定義之資訊。	

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
in Appendix 2 to this Annex. 3. Definition of test vehicles 3.1. Based on the information supplied in the information document, in particular the trailer applications defined in paragraph 2. of Appendix 1, the Technical Service shall carry out tests on representative trailer(s) having up to maximum number of axles defined in the information document and equipped with the respective to TPMS / TPRS / CTIS configuration. Additionally, when selecting trailer(s) for evaluation consideration shall also be given to the parameters defined in the following paragraphs. 3.1.1.Number of axles. 3.1.2.Number and type of rim and tyre sizes per axle 3.1.3.Number and position of lift axles 3.1.4.Distance between wheels and receiver/antenna 3.1.5.Supported range of reference/nominal pressure 3.2. For the purpose of the approval, semi-trailers, full trailers, dolly trailers and center axle trailers shall be deemed to be of the same vehicle type. 4. Test schedule for reference trailer 4.1. The following tests shall be conducted by the Technical Service on the vehicle(s) defined in paragraph 3. of this Annex for		11.3 試驗車輛之定義 11.3.1 檢測機構基於資訊文件所提供之資訊，尤其是規定 11.5.2 所定義拖車的相關申請案，應以具備文件上所述最高軸數且配備對應 TPMS／TPRS／CTIS 之個別配置的一部或多部代表拖車執行測試。另於選擇用於評估之拖車時，應考量下述規定所述參數。 11.3.1.1 軸數。 11.3.1.2 輪圈數量及型式，以及各軸輪胎尺寸。 11.3.1.3 舉升軸之數量及位置。 11.3.1.4 車輪與接收器／天線之間的距離。 11.3.1.5 參考／常規壓力之支援範圍。 11.3.2 因認證需要，半拖車、全拖車、運送台車以及中心軸拖車應被視為同一車輛類型。 11.4 參考拖車之試驗排程 11.4.1 應由檢測機構於考量規定 11.5 所述申請列表及規定 11.7(依實際狀況）狀況下，於規定 11.3 所述車輛	

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
each TPMS / TPRS / CTIS configuration taking into consideration the application list defined in paragraph 1.4. of Appendix 1 and if applicable Appendix 2 to this Annex. 4.1.1.In case of TPMS: Puncture Test: Conduct a test according to Annex 3 to this Regulation 4.1.2.In case of TPMS: Diffusion Test: Conduct a test according to Annex 3 to this Regulation 4.1.3.In case of TPRS / CTIS: Refill Test: Conduct a test according to Annex 4 to this Regulation 4.1.4.In case of TPMS: Malfunction Test: Conduct a test according to Annex 3 to this Regulation 4.1.5.In case of TPRS / CTIS: Malfunction Test: Conduct a test according to Annex 4 to this Regulation 4.1.6.Data communication: In case of usage of ISO11992 Gateway: Communication Test: Conduct a test according to Annex 6 to this Regulation.		上對每個 TPMS／TPRS／CTIS 設置執行下述試驗。 11.4.1.1 於 TPMS 執行戳穿測試之狀況：依照規定 7 執行試驗。 11.4.1.2 於 TPMS 執行擴散測試之狀況：依照規定 7 執行試驗。 11.4.1.3 於 TPRS／CTIS 執行再充氣測試之狀況：依照規定 8 執行試驗。 11.4.1.4 於 TPMS 執行失效測試之狀況：依照規定 7 執行試驗。 11.4.1.5 於 TPRS／CTIS 執行失效測試之狀況：依照規定 8 執行試驗。 11.4.1.6 於使用 ISO11992 開道之檔案通訊的通訊試驗：依照規定 10 執行試驗。	
Annex 7 - Appendix 1 Tyre Pressure Monitoring System / Tyre Pressure Refill System/ Central Tyre Inflation System Information document for reference trailer 1. General 1.1. Name and address of manufacturer		11.5 對參考拖車之胎壓偵測系統／胎壓再充氣系統／中央輪胎充氣系統之之資訊文件 11.5.1 一般項目 11.5.1.1 申請者名稱及地址	

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
1.2. System name 1.3. System variations 1.4. System configurations (e.g. number of axles / number of tyres etc.) 1.5. Explanation of the basic function and/or philosophy of the system. 2. Applications 2.1. List of trailer types and TPMS / TPRS / CTIS configurations for which approval is required. 2.2. Schematic diagrams of the system configurations installed on the trailers defined in item 2.1. above with consideration given to the following parameters: - Number of axles; - Wheel locations; - Position of lift axles; - Position of receiver/antenna locations; - Position of sensors. 2.3 Installation / Integration limitations (e.g. distance between receiver/antenna and wheel or rim, input messages and signals required by TPMS so that the vehicle shall meet the performance requirements contained in paragraphs 5.1.2. to 5.6. of this Regulation and fulfil the tests (puncture, diffusion and malfunction) as specified in Annex 3 to this Regulation e.g. vehicle-speed) 2.4. Additional information (if applicable) to		11.5.1.2 系統名稱 11.5.1.3 系統型式 11.5.1.4 系統設置（如軸數／輪胎數等） 11.5.1.5 基礎功能及／或系統原理之說明。 11.5.2 申請 11.5.2.1 拖車型式及需要認證之TPMS／TPRS／CTIS 設置列表。 11.5.2.2 規定 11.5.2.1 所述並考量以下參數之拖車所安裝系統設置示意圖： -軸數 -車輪位置 -舉升軸位置 -接收器／天線位置 -感測器位置 11.5.2.3 安裝／整合限制（如接受器／天線與車輪或輪圈之間之距離，由 TPMS 要求之輸入訊息及信號，以便車輛應符合規定 5.1.2 至規定 5.6 所包含之性能要求，並完成如規定 7 所述試驗(戳穿、擴散及失效)，如車輛速度)。 11.5.2.4 （依實際狀況）對 TPMS／	

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 application of the TPMS / TPRS / CTIS 3. Component description 3.1. Sensor(s) - Function - Identification (e.g. part number(s)) 3.2. Receiver(s) / Antenna (s) - General description and function - Identification (e.g. part number(s)) - Additional features (e.g. automatic configuration, variable parameters, diagnostics) - Failure modes 3.3. Electrical equipment - Circuit diagram(s) - Powering methods 3.4. If applicable the Electro-magnetic compatibility according to UN Regulation No. 10 as last amended by (a) the 03 series of amendments for vehicles without a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries); (b) the 06 series of amendments for vehicles with a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries). 3.5. Additional information (if applicable) to the component description of the TPMS / TPRS / CTIS	(依實際狀況)對應下述版次修訂之UN R10電磁相容性資訊： (a)對於車輛未具備REESS充能耦合系統(主電池)者為03版次及其修訂。 (a)對於車輛具備REESS充能耦合系統(主電池)者為06版次及其修訂。	TPRS／CTIS 申請之額外資訊 11.5.3 組件說明 11.5.3.1 感測器 -功能 -識別（如零件號碼） 11.5.3.2 接受器／天線 -通用說明及功能 -識別（如零件號碼） -額外特性（如自動設置、可變參數、診斷） -失效模式 11.5.3.3 電氣設備 -電路圖 -供能步驟 11.5.3.4 （依實際狀況）對應基準「電磁相容性」之資訊。 11.5.3.5 （依實際狀況）對 TPMS／TPRS／CTIS 組件說明之額外資訊	
Annex 7 - Appendix 2 ISO11992-2 Gateway		11.6 對參考拖車之 ISO 11992-2 閘道	

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
ECU Information document for reference trailer 1. General 1.1. Name and address of manufacturer of the Gateway 1.2. System name 1.3. System variations 1.4. System configurations (e.g. number of axles/ number of tyres etc.) 1.5. Explanation of the basic function and/or philosophy of the system. 2. Applications 2.1. List of trailer types and configurations for which approval is required. 2.2. Schematic diagrams of the system configurations installed on the trailers defined in item 2.1. above with consideration given to the following parameters: - Enabling of TPMS gateway functionality. 2.3. Installation limitations 2.4. Additional information (if applicable) to the application of the TPMS / TPRS / CTIS. 3. Component description 3.1. Gateway for ISO11992 according Annex 5 - General description and function; - Identification (e.g. part number(s)); - Limitations (e.g. compatibility with other CAN-bus attendees), output of messages and signals required by TPMS so that the		電子控制單元之資訊文件 11.6.1 一般項目 11.6.1.1 製造商名稱及地址 11.6.1.2 系統名稱 11.6.1.3 系統型式 11.6.1.4 系統設置（如軸數／輪胎數等） 11.6.1.5 基礎功能及／或系統原理之說明。 11.6.2 申請 11.6.2.1 拖車型式及需要認證之設置列表。 11.6.2.2 規定 11.6.2.1 所述並考量以下參數之拖車所安裝系統設置示意圖： - TPMS 閘道功能性之啟用 11.6.2.3 安裝／整合限制。 11.6.2.4 （依實際狀況）對 TPMS／TPRS／CTIS 申請之額外資訊 11.6.3 組件說明 11.6.3.1 依照規定 9 之 ISO 11992 閘道 -一般說明及功能 -識別（如零件號碼） -限制(如與其他 CAN-bus 連接者之相容性)，由 TPMS 要求之輸出訊息及信號，以便車輛應符合規定 5.1.2 至	

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 shall meet the performance requirements contained in paragraphs 5.1.2. to 5.6. of this Regulation and fulfil the tests (puncture, diffusion and malfunction) as specified in Annex 3 to this Regulation e.g. vehicle-speed); - The verification of this element might be provided by a separate test report. 3.2. Electrical equipment - Circuit diagram(s); - Powering methods. 3.3. If applicable the Electro-magnetic compatibility according to UN Regulation No. 10 as last amended by (a) the 03 series of amendments for vehicles without a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries); (b) the 06 series of amendments for vehicles with a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries). 3.4. Additional information (if applicable) to the component description of the TPMS / TPRS / CTIS.		規定 5.6 所包含之性能要求，並完成如規定 7 所述試驗（戳穿、擴散及失效），如車輛速度）。 -可藉由獨立之測試報告提供此元素之驗證 11.6.3.2 電氣設備 -電路圖 -供能步驟 11.6.3.4 （依實際狀況）對應基準「電磁相容性」之資訊。 11.6.3.5 （依實際狀況）對 TPMS／TPRS／CTIS 組件說明之額外資訊	
Annex 7 – Appendix 3 Tyre Pressure Monitoring System/ Tyre Pressure Refill System / Central Tyre Inflation System Test Report for reference trailer 1. Identification		11.7 對參考拖車之胎壓偵測系統／胎壓再充氣系統／中央輪胎充氣系統之之試驗報告 11.7.1 識別	

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
1.1 Name and address of manufacturer of the Tyre Pressure Monitoring System (TPMS) / Tyre Pressure Refill System (TPRS) / Central Tire Inflation System (CTIS) 1.2 System name / model 1.3 Monitoring function for TPMS 1.4 Control Monitoring function for TPRS / CTIS 2. System(s) and installations approved: 2.1 TPMS / TPRS / CTIS configurations (where appropriate): definition of parameters which have impact on the TPMS / TPRS / CTIS performance. All allowed sub-configurations shall be supported if marked accordingly, e.g. if only a subset of axles is implemented. (表格如頁末所示) 2.2 Other limitations defined by the Manufacturer (Range of application (trailer type(s) and number of axles, input messages and signals required by TPMS) so that the vehicle shall meet the performance requirements contained in paragraphs 5.1.2. to 5.6. of this Regulation and fulfil the tests (puncture, diffusion and malfunction) as specified in Annex 3 to this Regulation e.g. vehicle-speed) 2.3 Additional features (if applicable) 3. Test results 3.1 Tyre Class, Marking and wheel size(s) of standard unit equipment		11.7.1.1 申請者名稱及地址 11.7.1.2 系統名稱／型號 11.7.1.3 TPMS 之偵測功能 11.7.1.4 TPRS／CTIS 之控制偵測功能 11.7.2 所認證之系統及相關安裝 11.7.2.1 TPMS／TPRS／CTIS 設定（依實際情況）：對衝擊 TPMS／TPRS／CTIS 性能之參數的定義。若有相應註記時，則應就所有被允許之副設定進行補充說明（如：若車輛中僅一子集合之軸組進行實施之副設定）。 11.7.2.2 由申請者所定義之其他限制（適用範圍（拖車類型及軸數，由 TPMS 要求之輸入訊息及信號），以便車輛應符合規定 5.1.2 至規定 5.6 所包含之性能要求，並完成如規定 7 所述試驗（戳穿、擴散及失效），如車輛速度） 11.7.2.3 額外特性（依實際情況） 11.7.3 測試結果 11.7.3.1 標準單元配備(standard unit equipment）之輪胎等級、標記以及	

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
3.2 Brief description of the Tyre Pressure Monitoring System (TPMS) / Tyre Pressure Refill System (TPRS) / Central Tyre Inflation System (CTIS) including implemented measures to avoid inadvertent reset control operation according to paragraph 5.1.6. to this Regulation, if applicable 3.3 Result of the tests 3.4 According to Annex 3 (TPMS) to this Regulation, if applicable: (表格如頁末所示) 3.5 According to Annex 4 (TPRS / CTIS) to this Regulation, if applicable[2]: (表格如頁末所示) 4. Limits of installation 5. Date of test: 6. This test has been carried out and the results reported in accordance with Annex 3 /Annex 4 to UN Regulation No. 141 as last amended by the 01 series of amendments. 7. Technical Service conducting the test Signed: ..... Date:		車輪尺寸。 11.7.3.2 胎壓偵測系統(TPMS)／胎壓再充氣系統(TPRS)／中央輪胎充氣系統(CTIS)簡要描述，其依實際情況應包含依規定5.1.6避免無意間重置系統之實施做法。 11.7.3.3 試驗結果 11.7.3.4 依規定 7(TPMS)及實際情況： (表格如頁末所示) 11.7.3.5 依規定8(TPRS／CTIS)及實際情況： (表格如頁末所示) 11.7.4 安裝限制 11.7.5 試驗日期 11.7.6 此測試已依照本基準規定 7 及規定 8 進行試驗及記錄結果。 11.7.7 執行測試之檢測機構 簽名_____ 日期_____	
Annex 7 – Appendix 4 ISO11992-2 Gateway ECU Test Report for reference trailer 1. Identification 1.1. Manufacturer of the ISO11992-2 Gateway ECU (name and address) 1.2. System name / model		11.8 對參考拖車之 ISO 11992-2 閘道電子控制單元之試驗報告 11.8.1 識別 11.8.1.1 ISO 11992-2 閘道電子控制單元之申請者名稱及地址 11.8.1.2 系統名稱／型號	

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
2. System(s) and installations approved: 2.1. Range of application (trailer type(s) and number of axles) 2.2. System identification of TEBS system to provide ISO11992 Gateway function 3. Test results 3.1. Brief description of ISO11992-2 Gateway ECU 3.2. Result of the tests 3.3. According to Annex 6 (Gateway Function) to this Regulation: (表格如頁末所示) 4. Limits of installation 4.1. Other recommendations/limitations (Output of messages and signals required by TPMS so that the vehicle shall meet the performance requirements contained in paragraphs 5.1.2. to 5.6. of this Regulation and fulfil the tests (puncture, diffusion and malfunction) as specified in Annex 3 to this Regulation e.g. vehicle-speed) 4.2. Other recommendations/limitations (Output of messages and signals required by TPRS / CTIS so that the vehicle shall meet the performance requirements contained in paragraphs 5.1.2. to 5.6. of this Regulation and fulfil the tests (puncture, diffusion and malfunction) as specified in Annex 4 to this Regulation e.g. vehicle-speed) 5. Date of test: 6. This test has been carried out and the results		11.8.2 所認證之系統及相關安裝 11.8.2.1 適用範圍（拖車類型及軸數） 11.8.2.2 TEBS 系統之系統識別以提供 ISO 11992 閘道功能 11.8.3 測試結果 11.8.3.1 ISO 11992-2 閘道 ECU 之簡要描述。 11.8.3.2 試驗結果 11.8.3.3 依照本基準之規定 10（閘道功能） (表格如頁末所示) 11.8.4 安裝限制 11.8.4.1 其他建議／限制（由 TPMS 要求之輸出訊息及信號，以便車輛應符合包含於規定 5.1.2 至 5.6 之性能要求，並完成如規定 7 所述試驗（戳穿、擴散及失效），如車輛速度） 11.8.4.2 其他建議／限制（由 TPRS／CTIS 要求之輸出訊息及信號，以便車輛應符合包含於規定 5.1.2 至 5.6 之性能要求，並完成如規定 8 所述之試驗（戳穿、擴散及失效），如車輛速度） 11.8.5 試驗日期 11.8.6 此測試已依照本基準規定 11	

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
reported in accordance with Annex 6 to UN Regulation No. 141 as last amended by the 01 series of amendments. 7. Technical Service conducting the test Signed: ..... Date:		進行試驗及記錄結果。 11.8.7 執行測試之檢測機構 簽名_____ 日期_____	
Annex 8 Alternative procedure for type approval of subject trailer(s) 1. General 1.1. This Annex defines an alternative procedure for type approval of trailers, regarding their Tyre Pressure Monitoring System (TPMS) / Tyre Pressure Refill System (TPRS) / Central Tyre Inflation System (CTIS) utilizing information from test reports issued in accordance with Annex 7, Appendix 3 and / or Appendix 4 to this Regulation. 1.2. On completion of the verification procedures described in Annex 3, the Type Approval Authority shall issue a UN type approval certificate conforming to the model specified in Annex 1 to this Regulation. 2. Application for type approval 2.1. The application for UN type approval of a trailer type with regard to TPMS, TPRS or CTIS shall be submitted by the trailer manufacturer. The trailer manufacturer shall supply to the Type Approval at least the following: 2.2. Test reports according Annex 7,		12.對目標拖車之型式認證替代程序 12.1 一般規定 12.1.1 本節規定係利用依照規定 11.7 及 11.8 核發之試驗報告相關資訊，就有關拖車所裝設之胎壓偵測系統(TPMS)／胎壓再充氣系統(TPRS)／中央輪胎充氣系統(CTIS)，定義其型式認證之替代程序。 12.1.2 於規定 7.所述之驗證程序完成時，檢測機構應核發本基準之測試報告。 12.2 型式認證之申請 12.2.1 一相關於 TPMS、TPRS 或 CTIS 之拖車型式的 UN 型式認證申請應由申請者檢送。申請者應至少提供下述資料： 12.2.2 TPMS／TPRS／CTIS 及／或	

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
Appendix 3 and / or Appendix 4 to this Regulation from the TPMS / TPRS / CTIS and/or Gateway supplier which confirms the function of the systems of a reference trailer, covering the application of subject trailer to be approved.		閘道供應商依照規定 11.7 及／或規定 11.8，確認一參考拖車系統之功能，涵蓋所申請待認證之目標拖車的試驗報告。	
2.2.1.The information documents of a trailer type hereafter referred to as the "reference trailer"[3] according to Annex 7 to this Regulation on which the TPMS / TPRS / CTIS is to be based. This trailer will have been subject to the actual tests defined in Annex 3 and / or Annex 4 and / or Annex 6 to this Regulation for the appropriate trailer. A trailer that has been approved to the alternative procedure defined in this Annex shall not be used as a reference trailer.		12.2.2.1 依照本基準規定 11 且基於 TPMS／TPRS／CTIS 之拖車型式（下稱「參考拖車」，另參考拖車可能來自於不同申請者）的資訊文件。此拖車將執行本基準規定 7 及／或規定 8 及／或規定 10 對合適拖車所定義之實際測試。一部已透過本規定所定義替代程序認證之拖車不應做為參考拖車使用。	
[3] The reference trailer may be from a different manufacturer			
2.2.2.A trailer, representative of the trailer type to be approved hereafter referred to as the "subject trailer".		12.2.2.2 一部拖車，待認證拖車型式之代表（下稱「目標拖車」）。	
3. Verification		12.3 驗證	
3.1. The requirements of Annex 3 and / or Annex 4 and/or Annex 6 are considered to be met if the subject trailer configuration is equivalent with the following conditions:		12.3.1 於目標拖車之設定相等於下述情況時，視為符合規定 7 及／或規定 8 及／或規定 10 之要求：	
3.1.1.The subject trailer configuration complies with one of the marked configurations in the test report in terms of number of axles, number of tyres and		12.3.1.1 目標拖車配置於車軸數量、輪胎數量及舉升軸位置方面符合試驗報告所標示之其中一種配置。	

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
position of lift axles 3.1.2 The allowed pressure range of the nominal pressure is within the range of the reference trailer. 3.1.3.Installation/Integration and setup of TPMS / TPRS / CTIS and the ISO11992-2 Gateway ECU (if applicable) on the subject trailer is in accordance with the installation/integration and setup limitations specified for the reference trailer. 3.2. Add information documents about subject trailer according to Appendix 1 and Appendix 2 of this Annex. 4. General 4.1. Testing of a trailer in accordance with Annex 3 and / or Annex 4 to this Regulation may be waived by the Type Approval Authority at the time of type approval of the trailer provided that • the Tyre Pressure Monitoring System (TPMS) complies with the requirements of Annex 3 or • the Tyre Pressure Refill System (TPRS) complies with the requirements of Annex 4 or • the Central Tyre Inflation System (CTIS) complies with the requirements of Annex 4 and, if applicable, Gateway complies with the requirements of Annex 6 to this Regulation. 5. Installation limitation checks shall be made		12.3.1.2 標稱壓力之允許壓力範圍係於參考拖車之範圍內。 12.3.1.3 TPMS／TPRS／CTIS 及 ISO 11992-2 閘道 ECU（依實際情況）於目標拖車上之安裝／整合及設定，係依照對參考拖車所設之安裝／整合及設定限制。 12.3.2 依照規定 12.6 及規定 12.7 增加目標拖車資訊文件。 12.4 一般規定 12.4.1 於拖車執行型式認證時被證實有下列情形者，依照本基準規定 7 及規定 8 執行之拖車試驗可由檢測機構免除： - 胎壓偵測系統符合本基準規定 7 之要求，或 - 胎壓再充氣系統符合本基準規定 8 之要求，或 - 中央輪胎充氣系統符合本基準規定 8 之要求，以及閘道符合規定 10 之要求（依實際狀況）。 12.5 應依照實際情況執行規定	

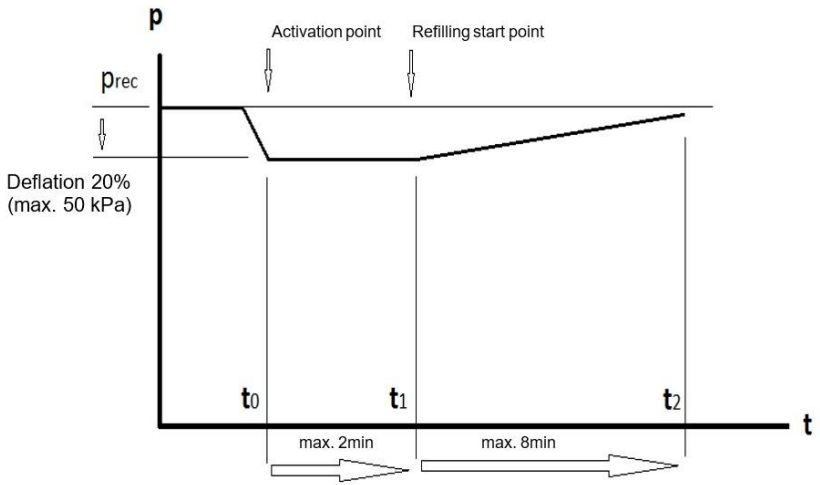
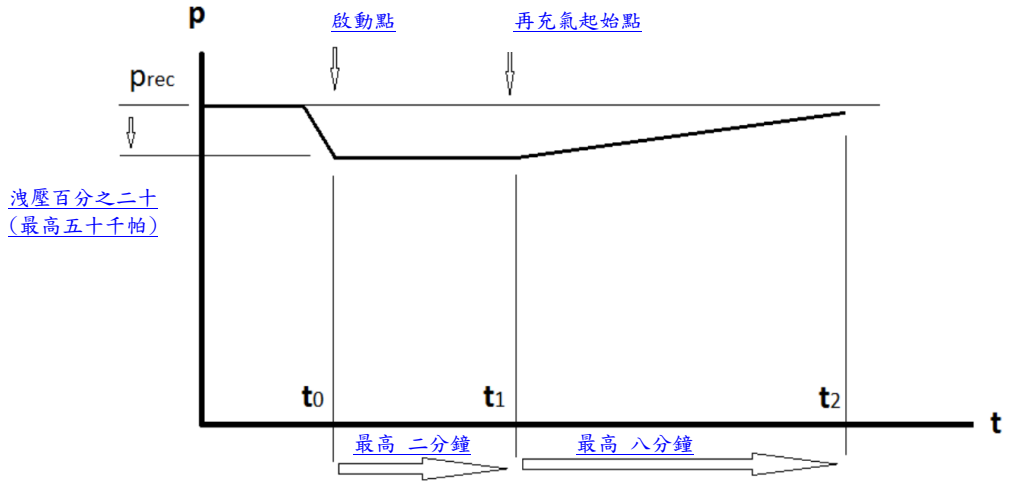
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
according to Annex 7, Appendix 1 and Appendix 2, paragraph 2.3. of this Regulation, if applicable.		11.5.2.3 及規定 11.6.2.3 就安裝限制之檢查。	
Annex 8 - Appendix 1 Tyre Pressure Monitoring System / Tyre Pressure Refill System / Central Tyre Inflation System Information document for subject trailer(s) 1. General 1.1. Name and address of manufacturer 1.2. System name 1.3. System configuration of the TPMS / TPRS / CTIS (e.g.: which components are included) 2. Application 2.1. System configuration of the subject trailer: - Number of axles - Wheel locations - Position of lift axles - Position of receiver/antenna locations - Position of sensors - Nominal pressure range. 2.2. Schematic diagrams of the system configuration installed on the trailer defined in item 2.1. 2.3. Installation/ Integration limitations (e.g. input messages and signals required by TPMS so that the vehicle shall meet the performance requirements contained in		12.6 對目標拖車之胎壓偵測系統／胎壓再充氣系統／中央輪胎充氣系統資訊文件 12.6.1 一般項目 12.6.1.1 申請者名稱及地址 12.6.1.2 系統名稱 12.6.1.3 TPMS／TPRS／CTIS 之系統設置（如包含哪些組件等） 12.6.2 申請 12.6.2.1 目標拖車之系統設置： -軸數 -車輪位置 -舉升軸位置 -接收器／天線位置 -感測器位置 -標稱壓力範圍 12.6.2.2 規定 12.6.2.1 所述之拖車安裝之系統設置示意圖。 12.6.2.3 安裝／整合限制(如由 TPMS 要求之輸入訊息或信號，以便車輛應符合規定 5.1.2 至規定 5.6 所包含之性能要求，並完成如規定 7 所述	

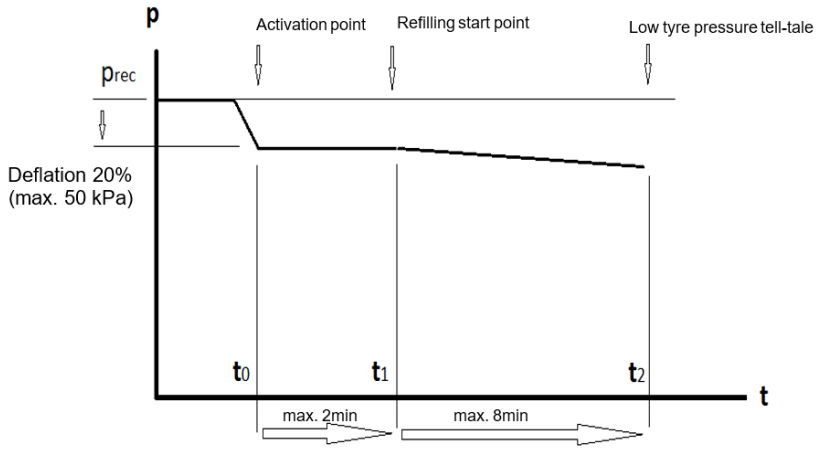
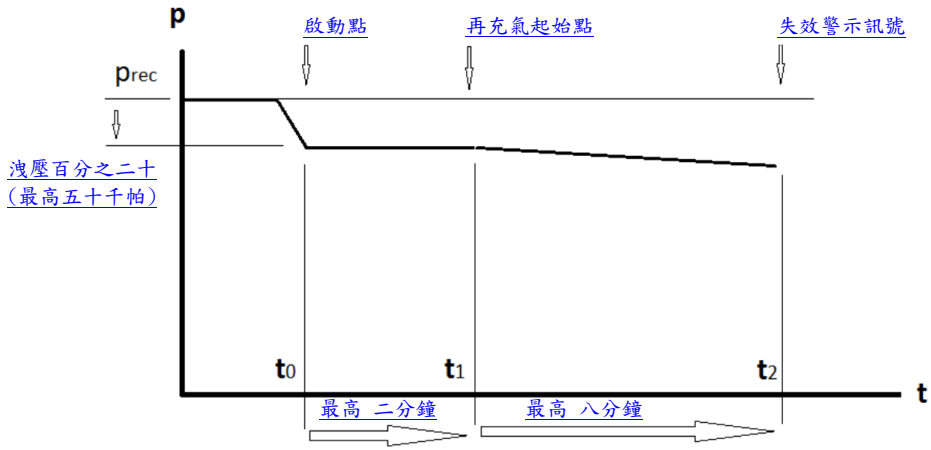
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
paragraphs 5.1.2. to 5.6. of this Regulation and fulfil the tests (puncture, diffusion and malfunction) as specified in Annex 3 to this Regulation e.g. vehicle-speed) 2.4. Additional information (if applicable) to the application of the TPMS / TPRS / CTIS 3. Component description 3.1. Sensor(s) - Identification (e.g. part number(s)). 3.2. Receiver(s) / Antenna (s) - Identification (e.g. part number(s)). 3.3. Electrical equipment - Circuit diagram(s) - Powering methods. 3.4. If applicable the electromagnetic compatibility according to UN Regulation No. 10 as last amended by (a) the 03 series of amendments for vehicles without a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries); (b) the 06 series of amendments for vehicles with a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries). 3.5. Additional information (if applicable) to the component description of the TPMS / TPRS / CTIS.		試驗（戳穿、擴散及失效），如車輛速度）。 12.6.2.4 （依實際狀況）對 TPMS／TPRS／CTIS 申請之額外資訊 12.6.3 組件說明 12.6.3.1 感測器 -識別（如零件號碼） 12.6.3.2 接受器／天線 -識別（如零件號碼） 12.6.3.3 電氣設備 -電路圖 -供能步驟 12.6.3.4 （依實際狀況）對應基準「電磁相容性」之資訊。 12.6.3.5 （依實際狀況）對 TPMS／TPRS／CTIS 組件說明之額外資訊	
Annex 8 - Appendix 2 ISO11992-2 Gateway		12.7 對目標拖車之 ISO 11992-2 閘道	

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
ECU information document for subject trailer(s) 1. General 1.1. Name and address of manufacturer 1.2. System name 1.3. System configuration in respect to TPMS / TPRS / CTIS 2. Applications 2.1. System configurations applied; e.g. other ECUs connected to the same CAN bus as the TPMS / TPRS / CTIS ECU 2.2. Schematic diagrams of the system configurations installed on the subject trailers 2.3. Limitations (e.g. compatibility with other CAN-bus attendees, output of messages and signals required by TPMS so that the vehicle shall meet the performance requirements contained in paragraphs 5.1.2. to 5.6. of this Regulation and fulfil the tests (puncture, diffusion and malfunction) as specified in Annex 3 to this Regulation e.g. vehicle-speed) 2.4. Additional information (if applicable) to the application of the TPMS / TPRS / CTIS 3. Component description 3.1. Gateway for ISO11992 according to Annex 5 - Identification (e.g. part number(s)) - Description of other connected components (e.g. on CAN-bus)		ECU 資訊文件 12.7.1 一般項目 12.7.1.1 申請者名稱及地址 12.7.1.2 系統名稱 12.7.1.3 TPMS／TPRS／CTIS 相關之系統設置 12.7.2 申請 12.7.2.1 所申請之系統設置，例如：如同 TPMS／TPRS／CTIS ECU 連結至同一 CANBUS 之其他 ECU。 12.7.2.2 安裝於目標拖車之系統設置示意圖。 12.7.2.3 限制（如與其他 CAN-bus 連接者之相容性），由 TPMS 要求之輸出訊息及信號，以便車輛應符合規定 5.1.2 至規定 5.6 所包含之性能要求，並完成如規定 7 所述試驗（戳穿、擴散及失效），如車輛速度）。 12.7.2.4 （依實際狀況）對 TPMS／TPRS／CTIS 申請之額外資訊 12.7.3 組件說明 12.7.3.1 依照規定 9 之 ISO 11992 閘道 -識別（如零件號碼） - 其他連結之組件說明（如於 CANBUS 上）	

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
3.2. Electrical equipment - Circuit diagram(s) - Powering methods 3.3. If applicable the Electro-magnetic compatibility according to UN Regulation No. 10 as last amended by (a) the 03 series of amendments for vehicles without a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries); (b) the 06 series of amendments for vehicles with a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries). 3.4. Additional information (if applicable) to the component description of the TPMS / TPRS / CTIS.		12.7.3.2 電氣設備 -電路圖 -供能步驟 12.7.3.3 （依實際狀況）對應基準「電磁相容性」之資訊。 12.7.3.4 （依實際狀況）對 TPMS／TPRS／CTIS 組件說明之額外資訊。	

圖表新增部分

UN Regulation 內容	檢測基準草案內容
(UN) Figure 1 of paragraph 2.5.1, Annex 4 **Figure 1 Refilling check** 	(基準) 規定8.2.5.1之圖一 圖一、再充氣檢查 
(UN) Figure 2 of paragraph 2.5.2, Annex 4 **Figure 2 Checking system malfunction warning functionality.**	(基準) 規定8.2.5.2之圖二 圖二、系統失效警示功能性檢查

UN Regulation 內容	檢測基準草案內容
	

(UN) Table of paragraph 2.1.1, Annex 5, Part A

Function / Parameter	ISO 11992-2: 2014 reference
Reverse gear status	EBS12 Byte 2 Bit 5-6
Braking system wheel-based vehicle speed	EBS12 Byte 7-8
Time/Date – Seconds	SAE J1939 PGN 65254 TD Byte 1
Time/Date – Minutes	SAE J1939 PGN 65254 TD Byte 2
Time/Date – Hours	SAE J1939 PGN 65254 TD Byte 3
Time/Date – Months	SAE J1939 PGN 65254 TD Byte 4
Time/Date – Day	SAE J1939 PGN 65254 TD Byte 5
Time/Date – Year	SAE J1939 PGN 65254 TD Byte 6
Time/Date - Local minute offset	SAE J1939 PGN 65254 TD Byte 7
Time/Date - Local hour offset	SAE J1939 PGN 65254 TD Byte 8
Identification data index	RGE12 Byte 5
Identification data content	RGE12 Byte 6

Note: Regarding the definition of the parameters of the Time/Date message, there is a known inconsistency between the SAE J1939 and ISO 11992-2:2014 standards. For the purposes of compliance to this Regulation, the Time/Date message definition (PGN 65254)

(基準) 規定 9.1.2.1.1 之表

功能／參數	ISO 11992-2:2014 參考
倒退檔位狀態	EBS12 位元組 2 位元 5-6
煞車系統基於車輪之車輛速度	EBS12 位元組 7-8
時間／日期-秒	SAE J1939 PGN 65254 TD 位元組 1
時間／日期-分	SAE J1939 PGN 65254 TD 位元組 2
時間／日期-時	SAE J1939 PGN 65254 TD 位元組 3
時間／日期-月	SAE J1939 PGN 65254 TD 位元組 4
時間／日期-日	SAE J1939 PGN 65254 TD 位元組 5
時間／日期-年	SAE J1939 PGN 65254 TD 位元組 6
時間／日期-當地分鐘偏差	SAE J1939 PGN 65254 TD 位元組 7
時間／日期-當地小時偏差	SAE J1939 PGN 65254 TD 位元組 8
識別檔案序號	RGE12 位元組 5
識別檔案內容	RGE12 位元組 6

備註：有關時間／日期訊息之參數定義，於SAE J1939及ISO 11992-2:2014標準之間有不一致處。為符合本項規定，應使用SAE J1939DA 202110（出版日期二０二一年十月二十一日）所提供時間／日期訊息定義(PGN

UN Regulation 內容	檢測基準草案內容
provided in SAE J1939DA 202110 (publication date 21 October 2021) shall be used.	65254)。

(UN) Table of paragraph 2.1.2, Annex 5, Part A

Function / Parameter	ISO 11992-2:2014 reference	Reference to paragraphs in this UN Regulation
Tyre Pressure Status	EBS23 Byte 1 Bit 1-2	Paragraph 5.2.4. Paragraph 5.3.5. Paragraph 5.4.3.
Tyre/wheel identification (pressure)	EBS23 Byte 2	Paragraph 5.2.4. Paragraph 5.3.5. Paragraph 5.4.3.

(基準) 規定 9.1.2.1.2 之表

功能／參數	ISO 11992-2:2014參考	本基準對照處
胎壓狀態	EBS23 位元組1 位元1-2	規定5.2.4、5.3.5及5.4.3
輪胎／車輪識別（壓力）	EBS23 位元組2	規定5.2.4、5.3.5及5.4.3

(UN) Table of paragraph 2.1.3, Annex 5, Part A

Function / Parameter	ISO 11992-2:2014 reference
Tyre/wheel identification (for EBS23 pressure)	EBS23 Byte 2
Tyre pressure	EBS23 Byte 5
Tyre/wheel identification (for RGE23)	RGE23 Byte 1
Tyre temperature	RGE23 Byte 2-3
Air leakage detection	RGE23 Byte 4-5
Tyre pressure threshold detection	RGE23 Byte 6 Bit 1-3
Tyre module power supply status	RGE23 Byte 6 Bit 4-5
Identification data index (1)	RGE23 Byte 7
Identification data content (1)	RGE23 Byte 8

(1) Content of the Gateway ECU shall be prioritized

(基準) 規定 9.1.2.1.3 之表

功能／參數	ISO 11992-2:2014 參考
輪胎／車輪識別（對EBS23之壓力）	EBS23 位元組2
胎壓	EBS23 位元組5
輪胎／車輪識別（對RGE23）	RGE23 位元組1
胎溫	RGE23 位元組2-3
空氣洩漏偵測	RGE23 位元組4-5
胎壓值域偵測	RGE23 位元組6 位元1-3
輪胎模組動力供給狀態	RGE23 位元組6 位元4-5
識別檔案序號(1)	RGE23 位元組7
識別檔案內容(1)	RGE23 位元組8

(1)匝道電子控制單元之內容應為最優先

(UN) Table of paragraph 2.2, Annex 5, Part A

Function / Parameter	ISO 11992-2:2014 reference	Driver warning required
Tyre Pressure Status (For Low Tyre Pressure Warning Indication)	EBS23 Byte 1 Bit 1-2 (002 — tyre pressure insufficient) (1)	References to paragraph 5.2.3., 5.2.4., 5.3.4., 5.3.5. and 5.5.2. in this UN Regulation
Tyre/wheel identification	EBS23 Byte 2	References to paragraph

(基準) 規定 9.1.2.2 之表

功能／參數	ISO 11992-2:2014 參考	需要之駕駛警示
胎壓狀態（對低胎壓警示指示）	EBS23 位元組1 位元1-2（002 – 胎壓不充足）(1)	參考規定5.2.3、5.2.4、5.3.4、5.3.5及5.5.2
輪胎／車輪識別（對應	EBS23 位元組2	參考規定5.2.3、5.2.4、

UN Regulation 內容			檢測基準草案內容		
(corresponding to Tyre Pressure Status)	(XXXXXXXX2 — actual Tyre/Wheel ID) OR (000000002 — Tyre/Wheel ID not defined or wheel not defined and axle > 1510) OR (111111112 — Tyre/Wheel ID not available or wheel = 1510 and axle = 1510)	5.2.3., 5.2.4., 5.3.4., 5.3.5. and 5.5.2. in this UN Regulation	胎壓狀態）	（XXXXXXXX2 – 實際輪胎／車輪識別）或（000000002 – 輪胎／車輪識別未定義或車輪未定義及軸大於1510）或（111111112 – 輪胎／車輪識別不可用或車輪 = 1510及軸 = 1510）	5.3.4、5.3.5及5.5.2

(1) To be noted that within the definition of EBS 23 “Tyre Pressure Status” ISO 11992-2 qualifies that "an insufficient tyre pressure shall be indicated, if the pressure is outside of a pressure range recommended by the tyre or vehicle manufacturer, to ensure an optimized operation with regard to the fuel consumption of the vehicle and life time of the tyre.". Therefore, it should be noted that a value of “00_2” could signify other tyre pressure conditions such as “over-pressure” which are not covered by this regulation.

(1)應注意ISO 11992-2於EBS23「胎壓狀態」定義內，限定「若該壓力於輪胎或車輛製造廠建議之壓力範圍之外，應指示一足夠之胎壓，以確保車輛之燃油消耗及輪胎之生命時間相關的最佳化運作」；故應注意00_2之值可表示未涵蓋於本基準中之其他胎壓條件如「超壓力(over-pressure)」。

(UN) Table of paragraph 2.3, Annex 5, Part A			(基準) 規定 9.1.2.3 之表		
Function / Parameter	ISO 11992-2:2014 reference	Driver warning required	功能／參數	ISO 11992-2:2014 參考	需要之駕駛警示
Tyre Pressure Status (For TPMS/ *TPRS/ CTIS* Malfunction Indication)	EBS23 Byte 1 Bit 1-2 (102 — error indicator)	Reference to paragraph 5.4.1., 5.4.2. and 5.5.2. in this UN Regulation	胎壓狀態（對TPMS／TPRS／CTIS失效指示）	EBS23 位元組1 位元1-2（102 – 錯誤指示器）	參考規定5.4.1、5.4.2及5.5.2
Tyre/wheel identification (corresponding to Tyre Pressure Status)	EBS23 Byte 2 XXXXXXXX2 — actual Tyre/Wheel ID) OR (000000002 — Tyre/Wheel ID not defined or wheel not defined and axle > 1510) OR (111111112 — Tyre/Wheel ID not available or wheel = 1510	Reference to paragraph 5.4.1., 5.4.2. and 5.5.2. in this UN Regulation	輪胎／車輪識別（對應胎壓狀態）	EBS23 位元組2（XXXXXXXX2 – 實際輪胎／車輪識別）或（000000002 – 輪胎／車輪識別未定義或車輪未定義及軸大於1510）或（111111112 – 輪胎／車輪識別不可用或車輪 = 1510及軸	參考規定5.4.1、5.4.2及5.5.2

UN Regulation 內容			檢測基準草案內容		
	and axle = 1510)			= 1510）	

(UN) Table of paragraph 2.5, Annex 5, Part A

Function / Parameter	ISO 11992-2:2014 reference	Driver warning required
Tyre Pressure Status (TPMS/ *TPRS*/ *CTIS* data temporarily unavailable)	EBS23 Byte 1 Bit 1-2 (112 — not available)	Not applicable
Tyre/wheel identification (corresponding to Tyre Pressure Status)	EBS23 Byte 2 XXXXXXXX2 — actual Tyre/Wheel ID) OR (000000002 — Tyre/Wheel ID not defined or wheel not defined and axle > 1510) OR (111111112 — Tyre/Wheel ID not available or wheel = 1510 and axle = 1510)	Not applicable

Note: paragraph 2.3.1. of part A of this Annex specifies required transmitted values when valid Tyre Pressure Status is unavailable for any longer duration

(基準) 規定 9.1.2.5 之表

功能／參數	ISO 11992-2:2014 參考	需要之駕駛警示
胎壓狀態（對胎壓偵測系統檔案暫時不可用）	EBS23 位元組1 位元1-2（112 – 不可用）	不適用
輪胎／車輪識別（對應胎壓狀態）	EBS23 位元組 2（XXXXXXXX2 – 實際輪胎／車輪識別）或（000000002 – 輪胎／車輪識別未定義或車輪未定義及軸大於1510）或（111111112 – 輪胎／車輪識別不可用或車輪 = 1510及軸 = 1510）	不適用

備註：規定9.1.2.3.1敘述於有效胎壓狀態以任何更長區間不可用時所需之傳送值。

(UN) Table of paragraph 3.1.1, Annex 5, Part B

Function / Parameter	ISO 11992-2:2014 reference	Reference to paragraphs in this UN Regulation
Reverse gear status (towing vehicle)	EBS12 Byte 2 Bit 5-6	Paragraph 5.6.1.2.
Braking system wheel-based vehicle speed (towing vehicle)	EBS12 Byte 7-8	Paragraph 5.6.1.2.
Identification data index (towing vehicle)	RGE12 Byte 5	Paragraph 5.6.1.2.
Identification data content	RGE12 Byte 6	Paragraph 5.6.1.2.

(基準) 規定 9.2.3.1.1 之表

功能／參數	ISO 11992-2:2014 參考	本基準對照處
倒退檔位狀態（牽引車輛）	EBS12 位元組 2 位元5-6	規定5.6.1.2
煞車系統基於車輪之車輛速度（牽引車輛）	EBS12 位元組 7-8	規定 5.6.1.2
識別檔案序號（牽引車輛）	RGE12 位元組 5	規定 5.6.1.2

UN Regulation 內容			檢測基準草案內容		
(towing vehicle)			識別檔案內容（牽引車輛）	RGE12 位元組 6	規定 5.6.1.2
Time/Date – Seconds (towing vehicle)	SAE J1939 PGN 65254 TD Byte 1	Paragraph 5.6.1.2.	時間／日期-秒(牽引車輛)	SAE J1939 PGN 65254 TD 位元組 1	規定 5.6.1.2
Time/Date – Minutes (towing vehicle)	SAE J1939 PGN 65254 TD Byte 2	Paragraph 5.6.1.2.	時間／日期-分(牽引車輛)	SAE J1939 PGN 65254 TD位元組 2	規定 5.6.1.2
Time/Date – Hours (towing vehicle)	SAE J1939 PGN 65254 TD Byte 3	Paragraph 5.6.1.2.	時間／日期-時(牽引車輛)	SAE J1939 PGN 65254 TD位元組 3	規定 5.6.1.2
Time/Date – Months (towing vehicle)	SAE J1939 PGN 65254 TD Byte 4	Paragraph 5.6.1.2.	時間／日期-月(牽引車輛)	SAE J1939 PGN 65254 TD位元組 4	規定 5.6.1.2
Time/Date – Day (towing vehicle)	SAE J1939 PGN 65254 TD Byte 5	Paragraph 5.6.1.2.	時間／日期-日(牽引車輛)	SAE J1939 PGN 65254 TD位元組 5	規定 5.6.1.2
Time/Date – Year (towing vehicle)	SAE J1939 PGN 65254 TD Byte 6	Paragraph 5.6.1.2.	時間／日期-年(牽引車輛)	SAE J1939 PGN 65254 TD位元組 6	規定 5.6.1.2
Time/Date - Local minute offset (towing vehicle)	SAE J1939 PGN 65254 TD Byte 7	Paragraph 5.6.1.2.	時間／日期-當地分鐘偏差（牽引車輛）	SAE J1939 PGN 65254 TD位元組 7	規定 5.6.1.2
Time/Date - Local hour offset (towing vehicle)	SAE J1939 PGN 65254 TD Byte 8	Paragraph 5.6.1.2.	時間／日期-當地小時偏差（牽引車輛）	SAE J1939 PGN 65254 TD位元組 8	規定 5.6.1.2
Braking system wheel-based vehicle speed (towed vehicle)	EBS21 Byte 3-4	Paragraph 5.6.1.2.	煞車系統基於車輪之車輛速度（拖車）	EBS21 位元組3-4	規定 5.6.1.2
Lift axle 1 position (towed vehicle)	RGE21 Byte 2 Bit 1-2	Paragraph 5.6.1.2.	舉升軸 1 位置	RGE21 位元組2 位元 1-2	規定 5.6.1.2
Lift axle 2 position (towed vehicle)	RGE21 Byte 2 Bit 3-4	Paragraph 5.6.1.2.	舉升軸 2 位置	RGE21 位元組2 位元 3-4	規定 5.6.1.2
Note: Regarding the definition of the parameters of the Time/Date message, there is a known inconsistency between the SAE J1939 and ISO 11992-2:2014 standards. For the purposes of compliance to this Regulation, the Time/Date message (PGN 65254) definition provided in SAE J1939DA 202110 (publication date 21 October 2021) shall be used.			備註：有關時間／日期訊息之參數定義，於SAE J1939及ISO 11992:2014標準之間有不一致處。為符合本項規定，應使用SAE J1939DA 202110 （出版日期二〇二一年十月二十一日）所提供時間／日期訊息定義(PGN 65254)。		
(UN) Table of paragraph 3.1.2, Annex 5, Part B			(基準) 規定 9.2.3.1.2 之表		
Function / Parameter	ISO 11992-2:2014	Reference to paragraphs in			

UN Regulation 內容

	reference	this UN Regulation
Tyre Pressure Status	EBS23 Byte 1 Bit 1-2	Paragraph 5.6.1.2.
Tyre/wheel identification (pressure)	EBS23 Byte 2	Paragraph 5.6.1.2.

(UN) Table of paragraph 3.1.3, Annex 5, Part B

Function / Parameter	ISO 11992-2:2014 reference	Reference to paragraphs in this UN Regulation
Tyre/wheel identification (for EBS23 pressure)	EBS23 Byte 2	Paragraph 5.6.1.2.
Tyre pressure	EBS23 Byte 5	Paragraph 5.6.1.2.
Tyre/wheel identification	RGE23 Byte 1	Paragraph 5.6.1.2.
Tyre temperature	RGE23 Byte 2-3	Paragraph 5.6.1.2.
Air leakage detection	RGE23 Byte 4-5	Paragraph 5.6.1.2.
Tyre pressure threshold detection	RGE23 Byte 6 Bit 1-3	Paragraph 5.6.1.2.
Tyre module power supply status	RGE23 Byte 6 Bit 4-5	Paragraph 5.6.1.2.
Identification data index	RGE23 Byte 7	Paragraph 5.6.1.2.
Identification data content	RGE23 Byte 8	Paragraph 5.6.1.2.

(UN) Table of paragraph 2.2.1.1.1, Annex 6

Control line signalling	EBS 23 Byte 1 Bits 1 - 2	EBS 23 Byte 2
Low Tyre Pressure Warning indication for tyre/wheel identification number 1,7 (Axle 1, left inner)	002 (tyre pressure insufficient)	000101112 (Tyre/Wheel “1,7”)

(UN) Table of paragraph 2.2.1.1.2, Annex 6

Control line signalling	EBS 23 Byte 1 Bits 1 - 2	EBS 23 Byte 2
Low Tyre Pressure Warning	002 (tyre pressure	000000002 (Tyre/Wheel ID

檢測基準草案內容

功能／參數	ISO 11992-2:2014參考	本基準對照處
胎壓狀態	EBS23 位元組1 位元1-2	規定5.6.1.2
輪胎／車輪識別（壓力）	EBS23 位元組2	規定5.6.1.2

(基準) 規定 9.2.3.1.3 之表

功能／參數	ISO 11992-2:2014 參考	本規定對照處
輪胎／車輪識別（對EBS23之壓力）	EBS23 位元組2	規定 5.6.1.2
胎壓	EBS23 位元組5	規定 5.6.1.2
輪胎／車輪識別	RGE23 位元組1	規定 5.6.1.2
胎溫	RGE23 位元組2-3	規定 5.6.1.2
空氣洩漏偵測	RGE23 位元組4-5	規定 5.6.1.2
胎壓值域偵測	RGE23 位元組6 位元1-3	規定 5.6.1.2
輪胎模組動力供給狀態	RGE23 位元組6 位元4-5	規定 5.6.1.2
識別檔案序號	RGE23 位元組7	規定 5.6.1.2
識別檔案內容	RGE23 位元組8	規定 5.6.1.2

(基準) 規定 9.2.2.1.1.1 之表

控制線路訊號	EBS 23 位元組 1 位元 1-2	EBS 23 位元組 2
對輪胎／車輪識別號碼1、7之低胎壓警示指示(軸1，左側內部)	002（胎壓不充足）	000101112（輪胎／車輪「1、7」）

(基準) 規定 9.2.2.1.1.2 之表

控制線路訊號	EBS 23 位元組 1 位元 1-2	EBS 23 位元組 2
低胎壓警示指	002（胎壓不充足）	000000002（輪胎／車輪

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<tr><th>UN Regulation 內容</th><th>檢測基準草案內容</th></tr>
<tr><td>
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<tr><td>indication (without known tyre/wheel ID)</td><td>insufficient)</td><td>not defined or wheel not defined and axle > 1510) OR 111111112 (Tyre/Wheel ID not available or wheel = 1510 and axle = 1510)</td></tr>
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<tr><td>示（無已知輪胎／車輪識別）</td><td></td><td>識別未定義或車輪未定義及軸大於1510或111111112（輪胎／車輪識別不可用或車輪=1510及軸=1510））</td></tr>
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<tr><td>Control line signalling</td><td>EBS 23 Byte 1 Bits 1 - 2</td><td>EBS 23 Byte 2</td></tr>
<tr><td>TPMS/TPRS/CTIS Malfunction for tyre/wheel identification number 1,7 (Axle 1, left inner)</td><td>102 (Error indicator)</td><td>000101112 (Tyre/Wheel “1,7”)</td></tr>
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<tr><td>對輪胎／車輪識別之TPMS／TPRS／CTIS失效（軸1，左側內部）</td><td>102（錯誤指示器）</td><td>000101112（輪胎／車輪「1、7」）</td></tr>
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<tr><td>TPMS/TPRS/CTIS Malfunction (without known tyre/wheel ID)</td><td>102 (Error indicator)</td><td>000000002 (Tyre/Wheel ID not defined or wheel not defined and axle > 1510) OR 111111112 (Tyre/Wheel ID not available or wheel = 1510 and axle = 1510)</td></tr>
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<tr><td>TPMS／TPRS／CTIS失效（無已知輪胎／車輪識別）</td><td>102（錯誤指示器）</td><td>000000002（輪胎／車輪識別未定義或車輪未定義及軸大於1510或111111112（輪胎／車輪識別不可用或車輪=1510及軸=1510））</td></tr>
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<tr><td>(UN) Figure 1 of paragraph 3.1, Annex 6
Figure 1 Arrangement of device under test and vehicle simulator where TPMS functionality is provided by ECU connected via ISO 11898-1:2015 and 11898-2:2016 interface</td><td>(基準) 規定 10.3.1 之圖三
圖三、試驗中之裝置及車輛模擬器（胎壓偵測系統功能係由透過ISO 11898-1:2015及11898-2:2016介面連接之電子控制單元所提供者）之配置</td></tr>
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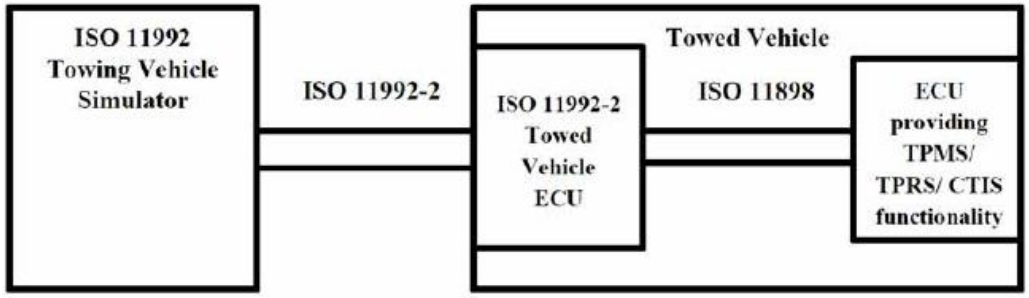
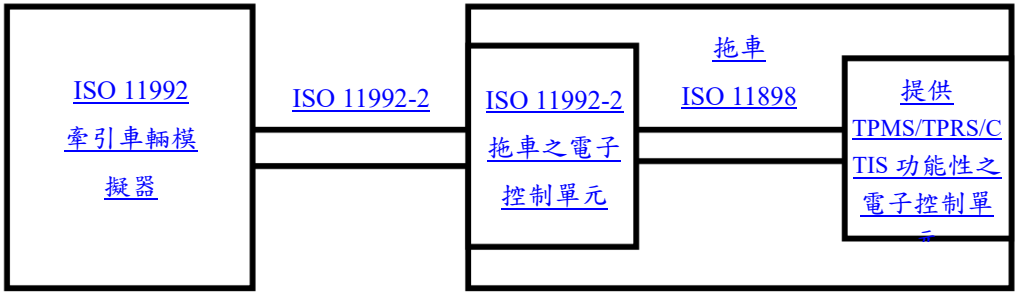
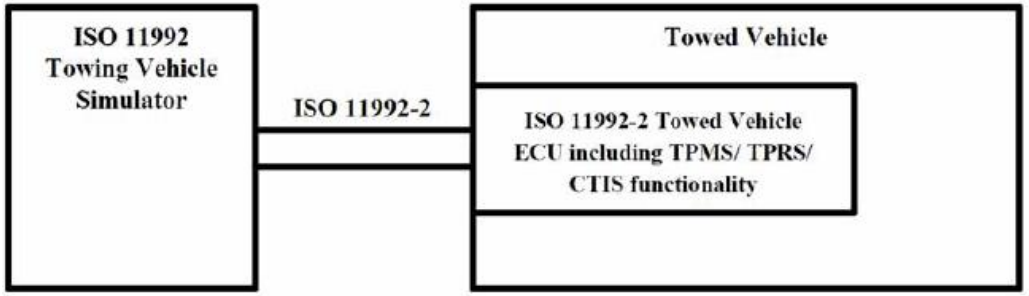
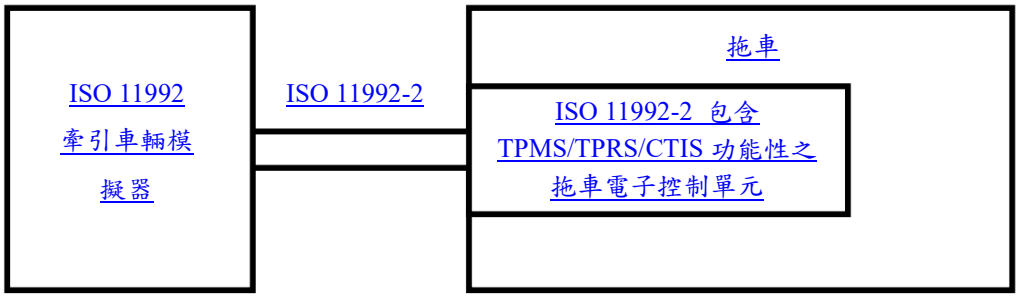
UN Regulation 內容	檢測基準草案內容
	
(UN) Figure 2 of paragraph 3.1, Annex 6 Figure 2 Arrangement of device under test and vehicle simulator where TPMS functionality is provided by ECU connected to towing vehicle	(基準) 規定 10.3.1 之圖四 圖四、試驗中之裝置及車輛模擬器（胎壓偵測系統功能係由連接至牽引車輛之電子控制單元所提供者）之配置
	
(UN) Table of paragraph 2.1, Appendix 3, Annex 7	(基準) 規定 11.7.2.1 之表

	Number of axles					
	1	2	3	4	5	6
Single Tyre						
Twin Tyre						
Nominal Pressure Range(kPa)						

	車軸數量					
	1	2	3	4	5	6
單輪						
複輪						
標稱壓力範圍(kPa)						

(UN) Table of paragraph 3.4, Appendix 3, Annex 7	(基準) 規定 11.7.3.4 之表

UN Regulation 內容	檢測基準草案內容

Test	Measured Time to warning (mm:ss)
Puncture Test	
Diffusion Test	
Malfunction Test	

試驗	測得之警示時間 (mm:ss)
戳穿試驗	
擴散試驗	
失效試驗	

(UN) Table of paragraph 3.5, Appendix 3, Annex 7

(基準) 規定 11.7.3.5 之表

Test	Measured Time to warning (mm:ss)
Refill Test	
Malfunction Test	

試驗	測得之警示時間 (mm:ss)
重填試驗	
失效試驗	

(UN) Table of paragraph 3.3, Appendix 4, Annex 7

(基準) 規定 11.8.3 之表

Test	Measured Time to warning (mm:ss)
Low Tyre Pressure Test	
Malfunction Test	

試驗	測得之警示時間 (mm:ss)
低胎壓試驗	
失效試驗	

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發布後部分條文修正草案對照表內容彙整（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	附件九十八、事件資料紀錄器	◎		P.570	UN R160 01 Series	依交通部 114 年 6 月 25 日「研商車輛型式安全審驗管理辦法第 14 條附表車輛安全檢測基準部分規定修正草案會議」結論，請車安中心就台北市汽車代理商業同業公會相關會員之建議，依實際情形參考歐盟(EU)2018/858 指令內容，研議少量車輛得免符合「事件資料紀錄器」檢測基準相關規定。

附件九十八、事件資料紀錄器

修訂規定	現行規定	說明
1. 實施時間及適用範圍 … 1.2 同一申請者同一年度同型式規格之 M1 或 N1 類車輛，申請少量車型安全審驗且總數未逾三輛者，得免符合本項「附件九十八、事件資料紀錄器」規定。 1.3 同一申請者同一年度同型式規格車輛，申請逐車少量車型安全審驗且總數未逾二十輛者，得免符合本項「附件九十八、事件資料紀錄器」規定。 1.4 申請者得檢附國外原車輛製造廠出具同型式規格車輛之歐盟(EU)2018/858及其後續修訂指令合格證明文件，經審驗機構確認後，得免符合本項「附件九十八、事件資料紀錄器」規定，且不受同一申請者同一年度同型式規格之車輛數量限制。 1.5 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 R160 01 系列及其後續相關修正規範進行測試。	1. 實施時間及適用範圍 … 1.2 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 R160 01 系列及其後續相關修正規範進行測試。	依交通部 114 年 6 月 25 日「研商車輛型式安全審驗管理辦法第 14 條附表車輛安全檢測基準部分規定修正草案會議」結論，請車安中心就台北市汽車代理商業同業公會相關會員之建議，依實際情形參考歐盟(EU)2018/858 指令內容，研議少量車輛得免符合「事件資料紀錄器」檢測基準相關規定。