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

(二)

會議資料

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UN 法規增修涉及國內車輛安全法規內容彙整(計 3 項)

項 次	法 規 名 稱	修訂法規內容	新增之法規項目	頁碼	UN 版本別	內容摘要
1	附件○、小型汽車之緊急煞車輔助系統(草案)		◎	P.4	UN R152 00 Series、00-S1、00-S2、01 Series、01-S1、01-S2、02 Series、02-S1、02-S2	1. 本附件新增。 2. UN R152 00 版、00-S1、00-S2、01 及 01-S1 版已於 112 年 7 月 4 日會議完成討論，考量我國建議實施時程設定於聯合國轉換後 2 年，且相關設備科技發展成熟，為全面提升車輛安全性，爰納入行人目標及自行車目標要求。 3. 參考 UN R152 01-S2 版，修訂警示、部分試驗情境中透過煞車指令進行減速相關規定、各情境試驗速度、錯誤反應試驗內容，並增訂解除及配合自動駕駛功能之相關要求。 4. 參考 UN R152 02 版，增訂車輛對自行車目標情境相關要求。 5. 參考 UN R152 02-S1 版，修訂警示一節中，將非屬故障之規定移出相關小節，以及系統解除之重新啟動規定等兩項規定。 6. 參考 UN R152 02-S2 版內容，調整 PBC、抓地力相關定義及相關規定，以避免場地於測試過程中限制 AEBS 相關性能。
2	附件四十七之二、轉向系統	◎		P.68	UN R79 03-S1、03-S2、03-S3、03-S4、03-S5	1. 參考 UN R79 03-S1 版，修訂 CSF 介入之光學警告訊號、ESF 介入之警告訊號及 ACSF 類型 C 系統偵測駕駛手握轉向控制裝置機能之相關要求。 2. 參考 UN R79 03-S2 增訂遠端控制操控相關之名詞釋義、構造規定及試驗要求，並修訂複合式電子車輛控制系統之安全性特殊要求中控制策略相關規定。 3. 參考 UN R79 03-S3 修訂 CSF 修正轉向功能之相關要求及試驗相關規定，並修正規定 11.中試驗相關要求。 4. 參考 UN R79 03-S4 版，修訂修正及自動控制轉向

項 次	法 規 名 稱	修訂法規內容	新增之法規項目	頁碼	UN 版本別	內容摘要
						功能之試驗要求之相關規定。 5. 參考 UN R79 03-S5 版，修訂 ACSF C 類之車道置中、致動條件、取代、其他試驗條件以及方向燈解除下之通過條件相關規定 。
3	附件四十七之三、轉向系統(草案)		◎	P.206	UN R79 04 Series、04-S1、04-S2、04-S3、04-S4	1. 本附件新增。 2. 參考 UN R79 04 Series，增訂風險緩解功能(RMF)之名詞釋義、規格規定及試驗程序。 3. 參考 UN R79 04-S1 版，修訂 RCP 連續致動之替代作法及相關規定，以及 ESF 功能於低速下致動之規定。 4. 參考 UN R79 04-S2 版，為明確說明 ACSF B1 類之不間斷輔助要求，修訂相關規定。 5. 參考 UN R79 04-S3 版辦理增修訂，摘要如下： (1)部分項目修正及重新編號。 (2)針對 ACSF 類型 C 相關內容進行修訂，以包含卡車對拖車之資料傳輸要求。 6. 參考 UN R79 04-S4 內容，就 ACSF B1 及 ACSF C 具備相同手段啟動者，修訂及規範啟動或運作之條件。

UN R152 Uniform provisions concerning the approval of motor vehicles with regard to the Advanced Emergency Braking System (AEBS) for M1 and N1 vehicles
小型汽車之緊急煞車輔助系統 00 Series

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
00 Series			
1. Scope This Regulation applies to the approval of vehicles of Category M_1 and N_1[1] with regard to an on-board system to	本法規適用於 M_1 類與 N_1 類車輛在車載系統方面之認證	附件○、小型汽車之緊急煞車輔助系統 1.實施時間及適用範圍 1.1 中華民國一百十七年一月一日起，新型式之 M1 及 N1 類車輛及中華民國一百十九年一月一日起，各型式之 M1 及 N1 類車輛應配備符合本基準之緊急煞車輔助系統。	
(a) Avoid or mitigate the severity of a rear-end in lane collision with a passenger car, (b) Avoid or mitigate the severity of an impact with a pedestrian	(a)避免或減緩與乘用車後端碰撞之嚴重程度。 (b)避免或減緩與行人碰撞之嚴重程度。	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「小型汽車之緊急煞車輔助系統」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「小型汽車之緊急煞車輔助系統」規定。	
[1]As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html			
(EU) 2018/858, Table 1, Item B4 & C9 Not required for vehicles without a windscreen, with a foldable windscreen or with a windscreen where the maximum vertical distance between the top edge and lowest edge of the transparent surface does not exceed 300 mm (assessed excluding areas with less than 70 % transparency shade bands, dot-printed areas, text, graphics and		1.4 M1 及 N1 類車輛若未具備擋風玻璃、具備可折疊式擋風玻璃，或擋風玻璃介於透明表面上緣及下緣間之最大垂直距離不超過三百公釐(於排除小於百分之七十的透明漸層遮蔽區、點印刷區域、文字/圖像以及法規要求視線之透明槽後進	

transparent slots for regulatory sight lines) and where the R-point of the driver seat is not more than 450 mm from the ground level.		行評估)且駕駛座之 R 點距地面不超過四百五十公釐者，得免符合本項「小型汽車之緊急煞車輔助系統」規定。 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 R152 00~02 系列及其後續相關修正規範進行測試。	
2. Definitions ... 2.12. "*Time to Collision (TTC)*" means the value of time obtained by dividing the longitudinal distance (in the direction of travel of the subject vehicle) between the subject vehicle and the target by the longitudinal relative speed of the subject vehicle and the target, at any instant in time.		2.名詞釋義 ... 2.11 碰撞時間(Time to Collision(TTC))：係指於時間內任一瞬間，將試驗車輛與目標間之縱向距離(於試驗車輛之行駛方向)除以試驗車輛與目標之縱向相對速度而得之時間值。	2.名詞釋義 ... 2.11 碰撞時間(Time to collision-TTC)：指依據測試車輛與目標的瞬間相對速度及間隔距離計算而得之預估碰撞時間值。
5. Specifications ... 5.1.4.2. If the system has not been initialised after a cumulative driving time of 15 seconds above a speed of 10km/h, information of this status shall be indicated to the driver. This information shall exist until the system has been successfully initialised.		5. 規格規定 ... 5.1.4.2. 若系統未於車輛以超過十公里/小時速度行駛，且行駛時間累積十五秒後之狀況下完成初始化，則應向駕駛指示此狀態之資訊。此資訊應持續存在直到系統成功完成初始化。	5. 規格規定 ... 5.1.4.2. 若系統未於車輛以超過十公里/小時速度行駛並於行駛時間累積十五秒後之狀況下進行初始化，則應向駕駛指示此狀態之資訊。此資訊應持續存在直到系統成功初始化。
Annex 3 Special requirements to be applied to the safety aspects of electronic control systems **1. General** This annex defines the special requirements for documentation, fault strategy and		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。此要求涉及本項規定中關於複	

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 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 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 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.		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 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 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.		7.2 電子控制系統安全性特殊要求之名詞釋義 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.		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.		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、電子控制單元和作動器，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 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.		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駛者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適用範圍之系統/功能者亦同。	
2.5. "Higher-Level Electronic Control"		7.2.5 高層次電子控制系統/功能：指運	

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.		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.		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.		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。	
This equipment is generally electrical but may, in some part, be mechanical, pneumatic or hydraulic.		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.		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.		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.		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 3.1. Requirements 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 Technical Service shall assess the documentation package to show that "The System": (a) Is designed to operate, under non-fault and fault conditions, in such a way that it does not induce safety critical risks; (b) Respects, under non-fault and fault conditions, all the appropriate performance requirements specified elsewhere in this Regulation; and, (c) Was developed according to the development process/method declared by the manufacturer. 3.1.1. Documentation shall be made available in two parts:		7.3 文件提供 7.3.1 要求 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。 (此為定期檢驗相關規定，故建議不調和導入) 檢測機構應評估相關文件以顯示「系統」： (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)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)依照申請者所宣告之研發流程/步驟進行開發。 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 years counted from the time when production of the vehicle is definitely discontinued.		(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。	
(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。	
3.2. Description of the functions of "The System" 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.		7.3.2 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.		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.		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 case, of whether the control is direct or via another vehicle system. The range of control (paragraph 2.7.) exercised on each such variable shall be defined.		7.3.2.2 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(規定7.2.8)。	
3.2.3. Limits defining the boundaries of functional operation (paragraph 2.8.) 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。	
3.3. System layout and schematics		7.3.3 系統佈線圖及示意圖	
3.3.1. Inventory of components.		7.3.3.1 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.		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.		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		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.		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。	
This may be provided by a labelled block		此文件可為附有標示之方塊圖(Block	

diagram or other schematic, or by a description aided by such a diagram.		diagram)或其他示意圖，或由此等圖面輔助之說明。	
3.3.3. Interconnections		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 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。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		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.		單元間之傳輸連結與信號及/或運作資料應彼此明確對應。	
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.		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		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.		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.		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。	
The manufacturer shall, by the use of this		申請者應藉由使用此識別以確認所收	

identification, affirm that the equipment supplied conforms to the corresponding document.		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.		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		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.		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.		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:		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) 使用部分系統運作之備用機制(Fall-back)。	
(b) Change-over to a separate back-up system.		(b) 更換(Change-over)至獨立備用系統。	
(c) Removal of the high level function.		(c) 解除高層級控制系統/功能。	

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.		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.		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.		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.		7.3.4.3.3 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.		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.		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。	
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：	
(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。	
(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。	
(c) Inspection of the validation plans and results. This validation shall use, for example, Hardware in the Loop (HIL) testing, vehicle on–road operational testing, or any means appropriate for validation.		(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.		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觀念之說明可理解、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		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	

paragraph 4. to verify the safety concept. 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. 3.4.4.2. 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.		觀念。 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。 7.3.4.4.2 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、進水及堆冰(Ice packing)之下，不會損害車輛之安全運作。	
4. Verification and test 4.1. The functional operation of "The System", as laid out in the documents required in paragraph 3., shall be tested as follows: 4.1.1. Verification of the function of "The System" 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. For complex electronic systems, these tests shall include scenarios whereby a declared function is overridden. 4.1.2. Verification of the safety concept of paragraph 3.4. The reaction of "The System" shall be checked under the influence of a failure in any		7.4 驗證及試驗 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，進行下列條件試驗： 7.4.1.1 系統功能之驗證 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。 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。 7.4.1.2系統安全性概念(依規定7.3.4)之驗證 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	

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 Technical Service shall verify that these tests include aspects that may have an impact on vehicle controllability and user information (HMI aspects)." 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.		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。 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。 7.4.1.2.1 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。	
5. Reporting by 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. 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.		7.5 檢測機構之報告 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。 (此為電子控制系統之安全性特殊要求評估表格範例，其部分內容已調和入申請者應檢附文件內，故不影響基準內容)	
Annex 3 - Appendix 1 Model assessment form for electronic systems Test report No: ..... 1. Identification 1.1. Vehicle make:			

1.2. Type: ..... 1.3. Means of identification of type if marked on the vehicle: ..... 1.4. Location of that marking: ..... 1.5. Manufacturer's name and address:..... 1.6. If applicable, name and address of manufacturer's representative:..... 1.7.Manufacturer's formal documentation package: Documentation reference No: ..... Date of original issue: ..... 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 Regulation No.152: ..... 3.9. Results of safety concept verification test, as per para. 4.1.2. of Annex 3 to UN Regulation No.152: ..... 3.10. Date of test: ..... 3.11. This test has been carried out and the results reported in accordance with ….. to UN Regulation No. 152 as last amended by the ..... series of amendments. Technical Service[1] carrying out the test [1] To be signed by different persons even when the Technical Service and Type Approval Authority are the same or alternatively, a separate Type Approval Authority authorization is issued with the report. Signed: ..... Date: ..... 3.12. Type Approval Authority[1] Signed: ..... Date: ..... 3.13. Comments:			
Annex 3 - Appendix 2 False Reaction scenarios **1. Vehicle Target** 1.1. Two stationary vehicles. of Category M1 AA saloon. shall be positioned: (a) So as to face in the same direction of travel as the subject vehicle; (b) With a distance of 4.5m between them;		7.6 錯誤反應狀況 7.6.1 車輛目標 7.6.1.1 兩輛靜態之M1類車輛(AA轎車)應定位如下： (a) 以面向試驗車輛行駛之相同方向之方式擺放； (b)於兩輛車輛間之距離為四點五公	

(c) With the rear of each vehicle aligned with the other. 1.2. The subject vehicle shall travel for a distance of at least 60 m. at a constant speed in the range of speeds listed in the Table of paragraph 5.2.1.4. of this Regulation to pass centrally between the two stationary vehicles. During the test there shall be no adjustment of any subject vehicle control other than slight steering adjustments to counteract any drifting. 1.3. The AEBS shall not provide a collision warning and shall not initiate the emergency braking.		尺； (c) 各車輛之後半部互相對齊。 7.6.1.2 試驗車輛應以條列於本基準中規定5.2.1.4中表格之速度範圍內定速行駛至少六十公尺，以對齊中心之方式通過兩輛靜態車輛之間。 試驗期間除輕微調整轉向以抵消任何偏移外，不應對任何試驗車輛之控制進行調整。 7.6.1.3 緊急煞車輔助系統不應提供碰撞警示且不應啟動緊急煞車。	
2. Pedestrian Target 2.1. A pedestrian target as prescribed in 6.3.2. shall be positioned: (a) So as to face in the same direction of travel as the subject vehicle. (b) With a distance of 1 m from the subject vehicle side closest to the target toward the side in the direction of traffic. 2.2. The subject vehicle shall travel in a straight line for a distance of at least 60 m. at a constant speed in the range of speeds listed in the Table of paragraph 5.2.2.4. to pass the stationary pedestrian target. During the test there shall be no adjustment of any subject vehicle control other than slight steering adjustments to counteract any drifting. 2.3. The AEBS shall not provide a collision		7.6.2 行人目標 7.6.2.1 如前述規定6.3.2之行人目標應定位如下： (a) 以面對且相同於試驗車輛之行駛方向之方式擺放。 (b) 自試驗車輛最靠近目標側朝向行駛方向側之距離為一公尺。 7.6.2.2 試驗車輛應以條列於本基準中規定5.2.2.4中表格之速度範圍內定速且直線行駛一段至少六十公尺之距離，以通過靜態行人目標。 試驗期間除輕微調整轉向以抵消任何偏移外，不應對任何試驗車輛之控制進行調整。 7.6.2.3 緊急煞車輔助系統不應提供碰	

warning and shall not initiate the emergency braking.		撞警示且不應啟動緊急煞車。	

UN R152 Uniform provisions concerning the approval of motor vehicles with regard to the Advanced Emergency Braking System (AEBS) for M1 and N1 vehicles
小型汽車之緊急煞車輔助系統 01-S2

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
01-S2			
5. Specifications 5.1. General requirements … 5.1.4. Warnings … 5.1.4.1.3. Upon detection of any non-electrical failure condition (e.g. sensor blindness or sensor misalignment), the warning signal as defined in paragraph 5.1.4.1. shall be illuminated. …	**5. Specifications** 5.1. General requirements … 5.1.4. Warnings … 5.1.4.3. Upon detection of any non-electrical failure condition (e.g. sensor blindness or sensor misalignment), the warning signal as defined in paragraph 5.1.4.1. shall be illuminated. …	5. 規格規定 5.1 通則 … 5.1.4 警示 … 5.1.4.1.3 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)，應提供如規定5.1.4.1所述之警示訊號。 …	5. 規格規定 5.1 通則 … 5.1.4 警示 … 5.1.4.3 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)，應提供如規定5.1.4.1所述之警示訊號。 …
5.1.6. False reaction avoidance The system shall be designed to minimise the generation of collision warning signals and to avoid advanced emergency braking in situations where there is no risk of an imminent collision. This shall be demonstrated in the assessment carried out under Annex 3, and this assessment shall include in particular scenarios listed in Appendix 2 of Annex 3.	5.1.6. False reaction avoidance The system shall be designed to minimise the generation of collision warning signals and to avoid advanced emergency braking in situations where the driver would not recognise an impending collision. This shall be demonstrated in the assessment carried out under Annex 3, and this assessment shall include in particular scenarios listed in Appendix 2 of Annex 3.	5.1.6. 避免錯誤反應 系統之設計應使碰撞警示訊號之產生降至最低，且避免無立即性碰撞風險之狀況下啟動緊急煞車輔助。此項目應於規定7.實施之評估下進行展示，且此評估應包含條列於規定7.6之特定試驗情境。	5.1.6. 避免錯誤反應 系統之設計應使碰撞警示訊號之產生降至最低，且避免駕駛於無法辨識即將發生碰撞之狀況下啟動緊急煞車輔助。此項目應於規定7.實施之評估下進行展示，且此評估應包含條列於規定7.6之特定試驗情境。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
…	…	…	…
5.2. Specific Requirements	5.2. Specific Requirements	5.2 規格要求	5.2 規格要求
5.2.1. Car to car scenario	5.2.1. Car to car scenario	5.2.1 車輛對車輛之試驗情境	5.2.1 車輛對車輛之試驗情境
5.2.1.1. Collision warning	5.2.1.1. Collision warning	5.2.1.1碰撞警示	5.2.1.1碰撞警示
When a collision….	When a collision….		
…	…	…	…
5.2.1.4. Speed reduction by braking demand	5.2.1.4. Speed reduction by braking demand	5.2.1.4. 透過煞車需求進行減速	5.2.1.4. 透過煞車需求進行減速
In absence of driver's input which would lead to interruption according to paragraph 5.3.2., the AEBS shall be able to achieve a relative impact speed that is less or equal to the maximum relative impact speed as shown in the following table:	In absence of driver's input which would lead to interruption according to paragraph 5.3.2., the AEBS shall be able to achieve a relative impact speed that is less or equal to the maximum relative impact speed as shown in the following table:	依照規定5.3.2所述，因駕駛未操控將導致介入，緊急煞車輔助系統應能達到一少於或等於下表所示之最大相對衝擊速度之相對衝擊速度：	依照規定5.3.2所述，因駕駛未操控將導致介入，緊急煞車輔助系統應能達到一少於或等於下表所示之最大相對衝擊速度之相對衝擊速度：
(a) For collisions with unobstructed and constantly travelling or stationary targets;	(a) for collisions with unobstructed and constantly travelling or stationary targets;	(a) 於碰撞未受阻礙，且定速行進或靜態目標之狀況；	(a) 於碰撞未受阻礙，且定速行進或靜態目標之狀況；
(b) On flat, horizontal and dry roads;	(b) on flat, horizontal and dry roads;	(b) 於平坦、水平及乾燥之道路上；	(b) 於平坦、水平及乾燥之道路上；
(c) In maximum mass and mass in running order conditions;	(c) in maximum mass and mass in running order conditions;	(c) 於最大重量及可行駛狀態車重之狀況；	(c) 於最大重量及可行駛狀態車重之狀況；
(d) In situations where the vehicle longitudinal centre planes are displaced by not more than 0.2 m;	(d) in situations where the vehicle longitudinal centre planes are displaced by not more than 0.2 m;	(d) 於車輛縱向中心平面偏位不超過零點二公尺之狀況下；	(d) 於車輛縱向中心平面偏位不超過零點二公尺之狀況下；
(e) In ambient illumination conditions of at least 1000 Lux without blinding of the sensors (e.g. direct blinding sunlight);	(e) in ambient illumination conditions of at least 1000 Lux without direct blinding sunlight;	(e) 於至少一千Lux之環境照度且不造成感測器失效(如直射致盲日光)	(e) 於至少一千Lux之環境照度且不受直射致盲日光之影響下
(f) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0 deg. C) ;	(f) in absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C); and in absence of extreme driving conditions (e.g. harsh cornering).	(f)於不受影響車輛動態性能之天氣狀況(如未有風暴，溫度不低於攝氏零度)；	(f)於不受影響車輛動態性能之天氣狀況(如未有風暴，溫度不低於攝氏零度) ；及未有極端行駛狀況(如急轉彎)。
(g) When driving straight with no curve, and not turning at an intersection.		(g)於無彎道道路上直線駕駛，且於路口未轉向之狀況。	
It is recognised that the performances required in	It is recognised that the performances required in	一般認為於上述條件以外之其他條件	一般認為於上述條件以外之其他條件

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
this table may not be fully achieved in other conditions than those listed above. However, the system shall not deactivate or unreasonably switch the control strategy in these other conditions. This shall be demonstrated in accordance with Annex 3 of this Regulation.	this table may not be fully achieved in other conditions than those listed above. However, the system shall not deactivate or unreasonably switch the control strategy in these other conditions. This shall be demonstrated in accordance with Annex 3 of this Regulation.	狀況下，可能無法完全達成此表格所列出之上述性能需求。惟此系統不應於前述其他條件狀況下解除或無理地切換控制之策略。此項目應依照規定7進行展示。	狀況下，可能無法完全達成此表格所列出之上述性能需求。惟此系統不應於前述其他條件狀況下解除或無理地切換控制之策略。此項目應依照規定7進行展示。
(請參考頁末表格)	(請參考頁末表格)	(請參考頁末表格)	(請參考頁末表格)
5.2.2. Car to pedestrian scenario		5.2.2. 車輛對行人之試驗情境	
5.2.2.1. Collision warning		5.2.2.1. 碰撞警示	
When the …			
…		…	
5.2.2.4. Speed reduction by braking demand	5.2.2.4. Speed reduction by braking demand	5.2.2.4. 透過煞車指令進行減速	5.2.2.4. 透過煞車指令進行減速
In absence of driver's input which would lead to interruption according to paragraph 5.3.2., the AEBS shall be able to achieve an impact speed that is less or equal to the maximum relative impact speed as shown in the following table:	In absence of driver's input which would lead to interruption according to paragraph 5.3.2., the AEBS shall be able to achieve a impact speed that is less or equal to the maximum relative impact speed as shown in the following table:	依照規定5.3.2所述，因駕駛未操控將導致介入，緊急煞車輔助系統應能達到一少於或等於下表所示之最大相對衝擊速度之相對衝擊速度：	依照規定5.3.2所述，因駕駛未操控將導致介入，緊急煞車輔助系統應能達到一少於或等於下表所示之最大相對衝擊速度之相對衝擊速度：
(a) With unobstructed perpendicularly crossing pedestrians with a lateral speed component of not more than 5 km/h;	(a) with unobstructed crossing pedestrians with a lateral speed component of not more than 5 km/h;	(a) 以不超過五公里/小時側向速度組件進行未受阻礙且垂直穿越之行人；	(a) 於碰撞未受阻礙，且定速行進或靜態目標之狀況；
(b) In unambiguous situations (e.g. not multiple pedestrians);	(b) in unambiguous situations (e.g. not multiple pedestrians)	(b)於明確之狀況下(如行人非為複數)；	(b)於明確之狀況下(如行人非為複數)；
(c) On flat, horizontal and dry roads;	(c) on flat, horizontal and dry roads;	(c) 於平坦、水平及乾燥之道路上；	(c) 於平坦、水平及乾燥之道路上；
(d) In maximum mass and mass in running order conditions;	(d) in maximum mass and mass in running order conditions;	(d) 於最大重量及可行駛狀態車重之狀況；	(d) 於最大重量及可行駛狀態車重之狀況；
(e) In situations where the anticipated impact point is displaced by not more than 0.2 m compared to the vehicle longitudinal centre plane;	(e) in situations where the anticipated impact point is displaced by not more than 0.2 m compared to the vehicle longitudinal centre plane;	(e) 於車輛縱向中心平面偏位不超過零點二公尺之狀況下；	(e) 於車輛縱向中心平面偏位不超過零點二公尺之狀況下；
(f) In ambient illumination conditions of at least 2000 Lux without blinding of the sensors (e.g.	(f) in ambient illumination conditions of at least 2000 Lux without direct blinding sunlight.	(f) 於至少兩千Lux之環境照度且不造成感測器失效(如直射致盲日	(f) 於至少二千Lux之環境照度且不受直射致盲日光之影響下；

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
direct blinding sunlight). (g) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0 deg. C) and (h) When driving straight with no curve, and not turning at an intersection. It is recognised that the performances required in this table may not be fully achieved in other conditions than those listed above. However the system shall not deactivate or unreasonably switch the control strategy in these other conditions. This shall be demonstrated in accordance with Annex 3 of this Regulation. (請參考頁末表格) … 5.4. Deactivation … 5.4.2. When the vehicle is equipped with a means to automatically deactivate the AEBS function, for instance in situations such as off-road use, being towed, being operated on a dynamometer, being operated in a washing plant, the following conditions shall apply as appropriate: … 5.4.2.3. Where automatic deactivation of the AEBS function is a consequence of the driver manually switching off the ESC function of the vehicle, this deactivation of	(g) in absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C) and (h) in absence of extreme driving conditions (e.g. harsh cornering). It is recognised that the performances required in this table may not be fully achieved in other conditions than those listed above. However the system shall not deactivate or unreasonably switch the control strategy in these other conditions. This shall be demonstrated in accordance with Annex 3 of this Regulation. (請參考頁末表格) … 5.4. Deactivation … 5.4.2. When the vehicle is equipped with a means to automatically deactivate the AEBS function, for instance in situations such as off-road use, being towed, being operated on a dynamometer, being operated in a washing plant, in case of a non-detectable misalignment of sensors, the following conditions shall apply as appropriate:	光)； (g)於不受影響車輛動態性能之天氣狀況(如未有風暴，溫度不低於攝氏零度)及； (h) 於無彎道道路上直線駕駛，且於路口未轉向之狀況。 一般認為於上述條件以外之其他條件狀況下，可能無法完全達成此表格所列出之上述性能需求。惟此系統不應於前述其他條件狀況下解除或無理地切換控制之策略。此項目應依照規定7進行展示。 (請參考頁末表格) … 5.4.解除 … 5.4.2 當車輛配備自動解除緊急煞車輔助系統功能之方法，例如越野使用、受到拖曳、運轉於動力計上及運轉於洗滌設備中之狀況時，則應依實際狀況適用下述條件： … 5.4.2.3 於駕駛手動關閉車輛穩定性電子式控制系統功能導致緊急輔助煞車系統功能自動解除之狀況下，則緊急輔助煞車系統功能之解除應	(g)於不受影響車輛動態性能之天氣狀況(如未有風暴，溫度不低於攝氏零度)及； (h) 未有極端行駛狀況(如急轉彎) 一般認為於上述條件以外之其他條件狀況下，可能無法完全達成此表格所列出之上述性能需求。惟此系統不應於前述其他條件狀況下解除或無理地切換控制之策略。此項目應依照規定7進行展示。 (請參考頁末表格) … 5.4.解除 … 5.4.2 當車輛配備自動解除緊急煞車輔助系統功能之方法，例如越野使用、受到拖曳、運轉於動力計上及運轉於洗滌設備中之狀況時，若感測器發生無法偵測之未對準情形，則應依實際狀況適用下述條件：

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
the AEBS shall require at least two deliberate actions by the driver. … 5.4.4. While automated driving functions are in longitudinal control of the vehicle (e.g. ALKS is active) the AEBS function may be suspended or its control strategies (i.e. braking demand, warning timing) adapted without indication to the driver, as long as it remains ensured that the vehicle provides at least the same collision avoidance capabilities as the AEBS function during manual operation.		需要駕駛至少兩個正面行為。 … 5.4.4 當自動駕駛功能正處於車輛縱向控制(如自動車道維持系統處於致動狀態)，則緊急煞車輔助系統功能可被關閉或其控制策略(即煞車需求、警示時機等)無須駕駛指示而自行適應，其於該狀況存在應確保車輛提供至少如同緊急煞車輔助系統功能於手動操控期間所提供之相同碰撞避免能力。	
5.5. Warning Indication … 5.5.7. When the driver is provided with an optical warning signal to indicate that the AEBS is temporarily not available, for example due to inclement weather conditions, the signal shall be constant. The failure warning signal specified in paragraph 5.5.4. above may be used for this purpose. …	5.5. Warning Indication … 5.5.7. When the driver is provided with an optical warning signal to indicate that the AEBS is temporarily not available, for example due to inclement weather conditions, the signal shall be constant and yellow in colour. The failure warning signal specified in paragraph 5.5.4. above may be used for this purpose.	5.5 警示指示 … 5.5.7 若使用光學警示信號做為告知駕駛者AEBS系統短暫失效(如因天候惡劣因素)之警示顯示時，該顯示信號必須為一恆亮之燈號。如上述規定5.5.4所述之失效警示訊號可用來達成此目的。	5.5 警示指示 … 5.5.7 若使用光學警示信號做為告知駕駛者AEBS系統短暫失效(如因天候惡劣因素)之警示顯示時，該顯示信號必須為一恆亮之黃色燈號。如上述規定5.5.4所述之失效警示訊號可用來達成此目的。
6. Test procedure 6.1. Test Conditions … 6.1.1.1. The road test surface shall have a nominal[1] peak braking coefficient (PBC) of 0.9. unless otherwise specified. when measured using either: [1] The "nominal" value is understood as being	6.1.1.1. The road test surface shall have a nominal[3] peak braking coefficient (PBC) of 0.9. unless otherwise specified. when measured using either: [3] The "nominal" value is understood as being	6. 試驗程序 6.1 試驗條件 … (修訂不影響檢測基準)	6. 試驗程序 6.1 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
the theoretical target value. … 6.1.6. 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. …	the theoretical target value. …	… 6.1.6 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)。 …	… …
6.3. Test Targets 6.3.1. The target used for the vehicle detection tests shall be a regular high-volume series production passenger car of Category M1 AA saloon. or alternatively a "soft target" representative of such a vehicle in terms of its identification characteristics applicable to the sensor system of the AEBS under test according to ISO 19206-3:2020. The reference point for the location of the vehicle shall be the most rearward point on the centreline of the vehicle. …	6.3. Test Targets 6.3.1. The target used for the vehicle detection tests shall be a regular high volume series production passenger car of Category M1 AA saloon. or alternatively a "soft target" representative of such a vehicle in terms of its identification characteristics applicable to the sensor system of the AEBS under test according to ISO 19206-1:2018. The reference point for the location of the vehicle shall be the most rearward point on the centreline of the vehicle. …	6.3 試驗目標 6.3.1 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(AA轎車)，或代表此類型車輛之「軟式目標」，且就其識別性質而言，適用於依照ISO 19206-3:2020試驗中之緊急煞車輔助系統之感測器系統。車輛位置之參考點應為車輛中心線上之最後點。 …	6.3 試驗目標 6.3.1 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(AA轎車)，或代表此類型車輛之「軟式目標」，且就其識別性質而言，適用於依照ISO 19206-1:2018試驗中之緊急煞車輔助系統之感測器系統。車輛位置之參考點應為車輛中心線上之最後點。 …
6.4. Warning and Activation Test with a Stationary Vehicle Target The subject vehicle shall approach the stationary target in a straight line for at least two seconds prior to the functional part of the test with a subject vehicle to target centreline offset of not more than 0.2 m. Tests shall be conducted with a vehicle	6.4. Warning and Activation Test with a Stationary Vehicle Target 6.4.1. The subject vehicle shall approach the stationary target in a straight line for at least two seconds prior to the functional part of the test with a subject vehicle to target centreline offset of not more than 0.2 m. Tests shall be conducted with a vehicle	6.4 對靜態車輛目標之警示及啟動試驗 試驗車輛應至少於試驗之功能性部分之二秒前以直線接近靜態目標，且試驗車輛對目標之中心線偏移不超過零點二公尺。	6.4 對靜態車輛目標之警示及啟動試驗 6.4.1. 試驗車輛應至少於試驗之功能性部分之二秒前以直線接近靜態目標，且試驗車輛對目標之中心線偏移不超過零點二公尺。

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
travelling at speeds shown in tables below for respectively M1 and N1 Categories. If this is deemed justified, the technical service may test any other speeds listed in the tables in paragraph 5.2.1.4. and within the prescribed speed range as defined in paragraph 5.2.1.3 (表格如頁末所示) …	travelling at 20, 42 and 60 km/h (with a tolerance of +0/-2 km/h). If this is deemed justified, the technical service may test any other speeds listed in the tables in Paragraph 5.2.1.4. and within the prescribed speed range as defined in paragraph 5.2.1.3. …	試驗中車輛應以下表依照M1及N1類車輛分類所示速度行駛。於檢測機構認為合理之狀況下，則可使用條列於規定5.2.2.4表內及規定5.2.1.3定義之速度範圍中以任何其他速度進行試驗 (表格如頁末所示) …	試驗中車輛應以二十、四十二及六十公里/小時行駛(容許差為正零/負二公里/小時)。於檢測機構認為合理之狀況下，則可使用條列於規定5.2.2.4表內及規定5.2.1.3定義之速度範圍中以任何其他速度進行試驗 …
6.5. Warning and Activation Test with a Moving Vehicle Target …	6.5. Warning and Activation Test with a Moving Vehicle Target …	6.5 對移動車輛目標之警示及啟動試驗 …	6.5 對移動車輛目標之警示及啟動試驗 …
Tests shall be conducted with a vehicle travelling at speeds shown in tables below for respectively M1 and N1 categories and target travelling at 20 km/h (with a tolerance of +0/-2 km/h for the target vehicles). If this is deemed justified, the Technical Service may test any other speeds for subject vehicle and target vehicle within the speed range as defined in paragraph 5.2.1.3. (表格如頁末所示) …	Tests shall be conducted with a vehicle travelling at 30 and 60 km/h and target travelling at 20 km/h (with a tolerance of +0/-2 km/h for both the subject and the target vehicles). If this is deemed justified, the technical service may test any other speeds for subject vehicle and target vehicle within the speed range as defined in paragraph 5.2.1.3. …	試驗中車輛應以下表依照M1及N1類車輛分類所示速度行駛且目標以二十公里/小時行駛(容許差為正零/負二公里/小時，試驗車輛及目標車輛皆相同)。於檢測機構認為合理之狀況下，則可於規定5.2.1.3定義之速度範圍中以任何其他速度進行試驗車輛及目標車輛之試驗。 (表格如頁末所示) …	試驗中車輛應以三十及六十公里/小時行駛且目標以二十公里/小時行駛(容許差為正零/負二公里/小時，試驗車輛及目標車輛皆相同)。於檢測機構認為合理之狀況下，則可於規定5.2.1.3定義之速度範圍中以任何其他速度進行試驗車輛及目標車輛之試驗。 …
6.6. Warning and Activation Test with a Pedestrian Target 6.6.1. The subject … The pedestrian target shall travel in a straight line perpendicular to the subject vehicle'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	6.6. Warning and Activation Test with a Pedestrian Target 6.6.1. The subject … The pedestrian target shall travel in a straight line perpendicular to the subject vehicle's direction of travel at a constant speed of 5 km/h ± 0.2 km/h, starting not before the functional part of the test has started. The pedestrian target's positioning shall be	6.6 對行人目標之警示及啟動試驗 6.6.1. 一預期之試驗車輛… 行人目標應以五公里/小時正零/負零點四公里/小時之定速垂直於試驗車輛前進方向直線行進，不應於功能試驗開始前行進。行人目標之位置應以行人目標之撞擊點位於試驗車輛之前端及其縱向中心線上之方	6.6 對行人目標之警示及啟動試驗 6.6.1. 一預期之試驗車輛… 行人目標應以五公里/小時正/負零點二公里/小時之定速垂直於試驗車輛前進方向直線行進，不應於功能試驗開始前行進。行人目標之位置應以行人目標之撞擊點位於試驗車輛之前端及其縱向中心線上之方式

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coordinated with the subject vehicle in such a way that the impact point of the pedestrian target on the front of the subject vehicle is on the longitudinal centreline of the subject vehicle. with a tolerance of not more than 0.1 m. if the subject vehicle would remain at the prescribed test speed throughout the functional part of the test and does not brake.	coordinated with the subject vehicle in such a way that the impact point of the pedestrian target on the front of the subject vehicle is on the longitudinal centreline of the subject vehicle. with a tolerance of not more than 0.1 m. if the subject vehicle would remain at the prescribed test speed throughout the functional part of the test and does not brake.	式進行定位，其容許差不應超過零點一公尺。若試驗車輛於整個試驗之功能試驗維持於規定描述之試驗速度且不煞車。	進行定位，其容許差不應超過零點一公尺。若試驗車輛於整個試驗之功能試驗維持於規定描述之試驗速度且不煞車。
Tests shall be conducted with a vehicle travelling at speeds shown in tables below for respectively M1 and N1 categories. The technical service may test any other speeds listed in the table in paragraph 5.2.2.4. and within the prescribed speed range as defined in paragraphs 5.2.2.3 (表格如頁末所示)	Tests shall be conducted with a vehicle travelling at 20, 30 and 60 km/h (with a tolerance of +0/-2 km/h). The technical service may test any other speeds listed in the table in paragraph 5.2.2.4. and within the prescribed speed range as defined in paragraphs 5.2.2.3.	試驗中車輛應以下表依照M1及N1類車輛分類所示速度行駛。檢測機構可使用條列於規定5.2.2.4表內及如規定5.2.2.3之速度範圍內使用其他速度進行試驗。 (表格如頁末所示)	試驗中車輛應以二十、三十及六十公里/小時行駛(容許差為正零/負二公里/小時)。檢測機構可使用條列於規定5.2.2.4表內及如規定5.2.2.3之速度範圍內使用其他速度進行試驗。
From the start of the functional part until the subject vehicle has avoided the collision or the subject vehicle has passed the impact point with the pedestrian target there shall be no adjustment to any control of the subject vehicle by the driver other than slight adjustments to the steering control to counteract any drifting.	From the start of the functional part until the subject vehicle has avoided the collision or the subject vehicle has passed the impact point with the pedestrian target there shall be no adjustment to any control of the subject vehicle by the driver other than slight adjustments to the steering control to counteract any drifting.	自功能試驗開始直至試驗車輛已迴避碰撞或試驗車輛已經過與行人目標之碰撞點時，駕駛除對轉向控制進行輕微調整以抵消任何偏移外，不應對試驗車輛進行任何控制之調整。	自功能試驗開始直至試驗車輛已迴避碰撞或試驗車輛已經過與行人目標之碰撞點時，駕駛除對轉向控制進行輕微調整以抵消任何偏移外，不應對試驗車輛進行任何控制之調整。
The test prescribed above shall be carried out with a child pedestrian "soft target" defined in 6.3.2.	The test prescribed above shall be carried out with a child pedestrian "soft target" defined in 6.3.2.	前述試驗應使用如規定6.3.2所述之代表孩童行人之「軟式目標」。	前述試驗應使用如規定6.3.2所述之代表孩童行人之「軟式目標」。
…		…	
Annex 3 Special requirements to be applied to the safety aspects of electronic control systems	**Annex 3 Special requirements to be applied to the safety aspects of electronic control systems**	7. 電子控制系統之安全性特殊要求 …	7. 電子控制系統之安全性特殊要求 …

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
Annex 3 - Appendix 2 False Reaction scenarios	**Annex 3 - Appendix 2 False Reaction scenarios**	7.6 錯誤反應狀況	7.6 錯誤反應狀況
The following scenarios shall be used to assess the system's strategies implemented in order to minimize the generation of false reactions. For each type of scenario, the vehicle manufacturer shall explain the principle strategies implemented to ensure safety.	**1. Vehicle Target** 1.1. Two stationary vehicles. of Category M1 AA saloon. shall be positioned: (a) So as to face in the same direction of travel as the subject vehicle; (b) With a distance of 4.5m between them;	下述情境應使用於評估系統所導入之策略以盡量減少錯誤反應之產生。對於每一類型之情境，申請者應解釋所導入之原則性策略以確保安全性。	7.6.1 車輛目標 7.6.1.1 兩輛靜態之M1類車輛(AA轎車)應定位如下： (a) 以面向試驗車輛行駛之相同方向之方式擺放； (b)於兩輛車輛間之距離為四點五公尺；
The manufacturer shall provide evidence (e.g. simulation results, real-world test data, track test data) of the system's behaviour in the described types of scenarios. The parameters described in subparagraph 2 of each scenario shall be used as guidance if the Technical Service deems a demonstration of the scenario necessary.	(c) With the rear of each vehicle aligned with the other. 1.2. The subject vehicle shall travel for a distance of at least 60 m. at a constant speed in the range of speeds listed in the Table of paragraph 5.2.1.4. of this Regulation to pass centrally between the two stationary vehicles.	申請者應提供於所述之各類型情境下系統行為之證明(如模擬結果、實時試驗資料、場域試驗資料)。若檢測機構認為必需針對一個情境展示時，於每個情境第二子段落中所述參數應做為指引使用。	(c) 各車輛之後半部互相對齊。 7.6.1.2 試驗車輛應以條列於本基準中規定5.2.1.4中表格之速度範圍內定速行駛至少六十公尺，以對齊中心之方式通過兩輛靜態車輛之間。
(a) Definition of overlap ratio between the subject vehicle and the related vehicle Overlap ratio between the subject vehicle and the related vehicle is calculated by the following formula.	During the test there shall be no adjustment of any subject vehicle control other than slight steering adjustments to counteract any drifting. 1.3. The AEBS shall not provide a collision warning and shall not initiate the emergency braking.	(a)試驗車輛及相關車輛之間之交疊率定義 於試驗車輛及相關車輛之間之交疊率以下述公式計算。	試驗期間除輕微調整轉向以抵消任何偏移外，不應對任何試驗車輛之控制進行調整。 7.6.1.3 緊急煞車輔助系統不應提供碰撞警示且不應啟動緊急煞車。
$R_{overlap} = L_{overlap} / W_{vehicle} * 100$ Where: $R_{overlap}$: Overlap ratio [%] $L_{overlap}$: Amount of overlap between extended lines of the width of the subject vehicle and the related vehicle [m] $W_{vehicle}$: Width of the subject vehicle [m] (sensors, devices for indirect vision, door handles and connections for tyre-pressure gauges are not included when measuring the	**2. Pedestrian Target** 2.1. A pedestrian target as prescribed in 6.3.2. shall be positioned: (a) So as to face in the same direction of travel as the subject vehicle. (b) With a distance of 1 m from the subject vehicle side closest to the target toward the side in the direction of traffic.	$R_{overlap} = L_{overlap} / W_{vehicle} * 100$ 其中 $R_{overlap}$：交疊率[百分比] $L_{overlap}$:試驗車輛及相關車輛之寬度延伸線之間之交疊量[公尺] $W_{vehicle}$：試驗車輛之寬度[公尺] (量測車輛寬度時不包含感測器、間接視野裝置、車門把手及胎壓計之連接)	7.6.2 行人目標 7.6.2.1 如前述規定6.3.2之行人目標應定位如下： (a) 以面對且相同於試驗車輛之行駛方向之方式擺放。 (b) 自試驗車輛最靠近目標側朝向行駛方向側之距離為一公尺。

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width of the vehicle) (b) Definition of offset ratio between the subject vehicle and the stationary object Offset ratio between the subject vehicle and the stationary object is calculated by the following formula. $R_{offset} = L_{offset} / (0.5*W_{vehicle}) * 100$ R_{offset} : Offset ratio [%] L_{offset} : Amount of offset between the centre of the subject vehicle and the centre of the stationary object, and the direction of offset to the driver's seat side is defined as plus (+) [m] $W_{vehicle}$: Width of the subject vehicle [m] (sensors, devices for indirect vision, door handles and connections for tyre-pressure gauges are not included when measuring the width of the vehicle) **Scenario 1 Left turn or Right turn at the intersection** 1.1. In this scenario, the subject vehicle passes by a left turn or right turn in front of an oncoming vehicle that is stopped to make a left turn or right turn at an intersection. 1.2. An example of the detail scenario: The subject vehicle drives at a speed of 30 km/h (with a tolerance of +0/-2 km/h) toward the intersection, and decelerates by braking to a speed of not less than 16 km/h at a point where the subject vehicle begins to steer left / right, and the Time To Collision (TTC) to the oncoming vehicle is	2.2. The subject vehicle shall travel in a straight line for a distance of at least 60 m. at a constant speed in the range of speeds listed in the Table of paragraph 5.2.2.4. to pass the stationary pedestrian target. During the test there shall be no adjustment of any subject vehicle control other than slight steering adjustments to counteract any drifting. 2.3. The AEBS shall not provide a collision warning and shall not initiate the emergency braking.	(b)試驗車輛及靜態物件之間之偏移率定義 於試驗車輛及靜態物件之間之偏移率以下述公式計算。 $R_{offset} = L_{offset} / (0.5*W_{vehicle}) * 100$ R_{offset}：偏移率[百分比] L_{offset}：於朝向駕駛側之偏移定義為正向(+)之狀況下，試驗車輛及相關車輛之中心之間之偏移量[公尺] $W_{vehicle}$：試驗車輛之寬度[公尺] (量測車輛寬度時不包含感測器、間接視野裝置、車門把手及胎壓計之連接) 7.6.1 情境一、於路口左轉或右轉 7.6.1.1 於此情境，對向來車於路口停止以待左轉或右轉，而試驗車輛以左轉或右轉方式通過對向來車之前方。 7.6.1.2 詳細情境之範例 試驗車輛以三十公里/小時之速度朝向路口行駛(容許誤差為正零/負二公里/小時)，且於試驗車輛開始向左轉向/向右轉向處，藉由煞車減速至不小於十六公里/小時之速度，且與對向來車之碰撞時間不大於二點八秒。當試驗車輛於路口左轉或右轉	7.6.2.2 試驗車輛應以條列於本基準中規定5.2.2.4中表格之速度範圍內定速且直線行駛一段至少六十公尺之距離，以通過靜態行人目標。 試驗期間除輕微調整轉向以抵消任何偏移外，不應對任何試驗車輛之控制進行調整。 7.6.2.3 緊急煞車輔助系統不應提供碰撞警示且不應啟動緊急煞車。

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not more than 2.8 seconds. When the subject vehicle turns left or right in the intersection, the speed is reduced to not less than 10 km/h, and then drives at a constant speed. The TTC to the oncoming vehicle is not more than 1.7 seconds at when the overlap ratio between the subject vehicle and the oncoming vehicle becomes 0 per cent. (圖如頁末所示) **Scenario 2 Right turn or Left turn of a forward vehicle** 2.1. In this scenario, the subject vehicle follows a forward vehicle. After that, the forwardvehicle turns right or left at a corner, and the subject vehicle goes straight. 2.2. An example of the detail scenario: Both the forward vehicle and the subject vehicle drive at a speed of 40 km/h (with a tolerance of +0/-2 km/h) on the straight road. The forward vehicle decelerates by braking to a speed of 10 km/h (with a tolerance of +0/-2 km/h) in order to turn right or left at the corner, and the subject vehicle also decelerates by braking to keep appropriate distance with the forward vehicle. At when the forward vehicle begins to turn right or left, the speed of the subject vehicle is not less than 26 km/h and the TTC to the frontal vehicle is not more than 4.7 seconds. After that, the subject vehicle decelerates to a speed of not less than 20		時，其車速減少不得低於十公里/小時，且以定速行駛。當試驗車輛及對向來車之間之交疊率為百分之零時，與對向來車之碰撞時間應不大於一點七秒。 (圖如頁末所示) 7.6.2 情境二、前行車輛左轉或右轉 7.6.2.1 於此情境，試驗車輛跟隨一前行車輛。此後前行車輛於一轉角向右或向左轉向，且試驗車輛持續前行。 7.6.2.2 詳細情境之範例 前行車輛與試驗車輛皆以四十公里/小時之速度於直線道路行駛(容許誤差為正零/負二公里/小時)。前行車輛為於轉角向右或向左轉向，故藉由煞車減速至十公里/小時之速度(容許誤差為正零/負二公里/小時)，且試驗車輛亦藉由煞車減速以與前行車輛保持適當距離。位於前行車輛開始向右或向左轉向處時，試驗車輛速度應不小於二十六公里/小時且碰撞時間應不大於四點七秒。此後，試驗車輛減速至不小於二十公里/小時之速度，並以定速行駛。當試驗車輛及前行車輛之間之交疊率為百分之零時，與前行車輛	

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km/h, and then drives at a constant speed. The TTC to the forward vehicle is not more than 2.5 seconds at when the overlap ratio between the subject vehicle and the forward vehicle becomes 0 per cent. (圖如頁末所示) **Scenario 3 Curved road with guard pipes and a stationary object** 3.1. In this scenario, the subject vehicle drives a small radius curved road of which the guard pipes are constructed to the outer side, and a stationary vehicle (M1 category), a stationary pedestrian target or a stationary bicycle target is positioned just outside of the guard pipes and where on the extension of the centre of the lane. 3.2. An example of the detail scenario: The subject vehicle drives at a speed of 30 (with a tolerance of +0/-2 km/h) km/h toward the curve of which the radius is not more than 25 m at the outer side of the road, and decelerates by braking to a speed of not less than 22 km/h at a point where the subject vehicle enters the curve. The TTC to the stationary object is not more than 1.6 seconds at when the subject vehicle begins to turn in the curve. In the curve, the subject vehicle drives outer lane than the centre of the road. After that, the subject vehicle continue to turn in the curve at a constant speed of not less than 21 km/h. The TTC to the stationary object is not more than 1.1		之碰撞時間應不大於二點五秒。 (圖如頁末所示) 7.6.3 情境三、具備護欄之彎道及一靜態物體 7.6.3.1 於此情境，試驗車輛於一個小幅度且護欄設置於外側之彎道行駛，且一靜態車輛(M1類車輛)、一靜態行人目標或一靜態自行車目標位於護欄外側並置於車道中心延伸處上。 7.6.3.2 詳細情境之範例 試驗車輛以三十公里/小時之速度(容許誤差為正零/負二公里/小時)朝向於道路外側幅度不大於二十五公尺之彎道行駛，且於試驗車輛進入彎道處時，藉由煞車減速至不小於二十二公里/小時之速度。當試驗車輛於彎道中開始轉向時，與靜態物件之碰撞時間應不大於一點六秒。於彎道中，試驗車輛行駛於相對於道路中心而言之外側車道。此後，試驗車輛持續於彎道中以不小於二十一公里/小時之定速轉向。當試驗車輛及靜態車輛之間之交疊率為百分之零，或試驗車輛及靜態行人目標/靜態自行車目標之中心間之偏移率	

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second at when the overlap ratio between the subject vehicle and the stationary vehicle becomes 0 %, or at when the offset ratio between the subject vehicle and the centre of the stationary pedestrian target or the stationary bicycle target becomes -100 per cent. (圖如頁末所示) **Scenario 4 Lane change due to road construction** 4.1. In this scenario, the subject vehicle changes the lane in front of the signboard which is positioned in the centre of the lane and notifies the driver that the lane is reduced. 4.2. An example of the detail scenario: The subject vehicle drives a straight road at a speed of 40 km/h (with a tolerance of +0/-2 km/h), and begins to steer in order to change the lane in front of the signboard which notifies reducing the lane. No other vehicles approach the subject vehicle. The TTC to the signboard is not more than 4.2 seconds at when the subject vehicle begins to steer. During changing the lane, the speed of the subject vehicle is constant, and the TTC to the signboard is not more than 3.3 seconds at when the offset ratio between the subject vehicle and the centre of the signboard becomes -100 per cent. (圖如頁末所示)		為負百分之百時，與靜態物件之碰撞時間應不大於一點一秒。 (圖如頁末所示) 7.6.4 情境四、因道路施工進行車道變換 7.6.4.1 於此情境，試驗車輛於一個位於車道中心且告知駕駛車道縮減之告示牌前進行車道變換。 7.6.4.2 詳細情境之範例 試驗車輛以四十公里/小時之速度於直線道路行駛(容許誤差為正零/負二公里/小時)，並開始轉向以於告知車道縮減之告示牌前變換車道。無其他車輛接近試驗車輛。當試驗車輛開始轉向時，與告示牌之碰撞時間應不大於四點二秒。 於車道變換過程中，試驗車輛應為定速，且當試驗車輛及告示牌中心之間之偏移率為負百分之百時，與告示牌之碰撞時間應不大於三點三秒。 (圖如頁末所示)	

圖表修訂內容

修訂內容

(UN) Table of paragraph 5.2.1.4

Maximum relative Impact Speed (km/h) for M1 vehicle

Relative Speed (km/h)	Stationary/ Moving	
	Maximum mass	Mass in running order
10	0.00	0.00
15	0.00	0.00
20	0.00	0.00
25	0.00	0.00
30	0.00	0.00
35	0.00	0.00
40	0.00	0.00
42	10.00	0.00
45	15.00	15.00
50	25.00	25.00
55	30.00	30.00
60	35.00	35.00

All values in km/h

*For relative speeds between the listed values (e.g. 53 km/h), the maximum relative impact speed (i.e. 30/30 km/h) assigned to the next higher relative speed (i.e. 55 km/h) shall apply. For masses above the mass in running order, the maximum relative impact speed assigned to the maximum mass shall apply.

(基準) 規定5.2.1.4之表

M1類車輛之最大相對衝擊速度(公里/小時)

相對速度 (公里/小時)	靜止/移動	
	最大重量	可行駛狀態之重量
10	0.00	0.00
15	0.00	0.00
20	0.00	0.00
25	0.00	0.00
30	0.00	0.00
35	0.00	0.00
40	0.00	0.00

原內容

(UN) Table of paragraph 5.2.1.4

Maximum relative Impact Speed (km/h) for M1 vehicle

Relative Speed (km/h)	Stationary/ Moving	
10	0.00	0.00
15	0.00	0.00
20	0.00	0.00
25	0.00	0.00
30	0.00	0.00
35	0.00	0.00
40	0.00	0.00
42	10.00	0.00
45	15.00	15.00
50	25.00	25.00
55	30.00	30.00
60	35.00	35.00

All values in km/h

*For relative speeds between the listed values (e.g. 53 km/h), the maximum relative impact speed (i.e. 30/30 km/h) assigned to the next higher relative speed (i.e. 55 km/h) shall apply. For masses above the mass in running order, the maximum relative impact speed assigned to the maximum mass shall apply.

(基準) 規定5.2.1.4之表

M1類車輛之最大相對衝擊速度(公里/小時)

相對速度 (公里/小時)	靜止/移動	
10	0.00	0.00
15	0.00	0.00
20	0.00	0.00
25	0.00	0.00
30	0.00	0.00
35	0.00	0.00
40	0.00	0.00

42	10.00	0.00
45	15.00	15.00
50	25.00	25.00
55	30.00	30.00
60	35.00	35.00

所有單位皆為公里/小時

*對於相對速度介於表列項目者(例如：五十三公里/小時)，其最大衝擊速度應指定為高一階試驗車輛速度(即五十五公里/小時)所對應之數值(即三十/三十公里/小時)。對於重量大於可行駛狀態之重量者，其最大衝擊速度應指定為最大重量所對應之數值。

42	10.00	0.00
45	15.00	15.00
50	25.00	25.00
55	30.00	30.00
60	35.00	35.00

所有單位皆為公里/小時

*對於相對速度介於表列項目者(例如：五十三公里/小時)，其最大衝擊速度應指定為高一階試驗車輛速度(即五十五公里/小時)所對應之數值(即三十/三十公里/小時)。對於重量大於可行駛狀態之重量者，其最大衝擊速度應指定為最大重量所對應之數值。

圖表增訂內容

UN內容

Table of paragraph 6.4

Subject vehicle test speed for M1 category in stationary target scenario

Maximum mass	Mass in running order	Tolerance
20	20	+2/-0
40	42	+0/-2
60	60	+0/-2

All values in km/h

Subject vehicle test speed for N1 category in stationary target scenario

Maximum mass		Mass in running order		Tolerance
alpha >1.3	alpha ≤ 1.3	alpha >1.3	alpha ≤ 1.3	
20	20	20	20	+2/-0
38	30	42	35	+0/-2
60	60	60	60	+0/-2

All values in km/h

基準內容

規定6.4

M1類車輛於靜態目標情境之試驗車輛測試速度

最大重量	可行駛重量	容許誤差
20	20	+2/-0
40	42	+0/-2
60	60	+0/-2

所有值單位為公里/小時

N1類車輛於靜態目標情境之試驗車輛測試速度

最大重量		可行駛重量		容許誤差
α >1.3	α ≤ 1.3	α >1.3	α ≤ 1.3	
20	20	20	20	+2/-0
38	30	42	35	+0/-2
60	60	60	60	+0/-2

所有值單位為公里/小時

UN內容

Table of paragraph 6.5

Subject vehicle test speed for M1 category in moving target scenario

Maximum mass	Mass in running order	Tolerance
30	30	+2/-0
60	60	+0/-2

All values in km/h

Subject vehicle test speed for N1 category in moving target scenario

Maximum mass		Mass in running order		Tolerance
alpha >1.3	alpha ≤ 1.3	alpha >1.3	alpha ≤ 1.3	
30	30	30	30	+2/-0
58	50	60	55	+0/-2

All values in km/h

基準內容

規定6.5

M1類車輛於移動目標情境之試驗車輛測試速度

最大重量	可行駛重量	容許誤差
30	30	+2/-0
60	60	+0/-2

所有值單位為公里/小時

N1類車輛於移動目標情境之試驗車輛測試速度

最大重量		可行駛重量		容許誤差
α >1.3	α ≤ 1.3	α >1.3	α ≤ 1.3	
30	30	30	30	+2/-0
58	50	60	55	+0/-2

所有值單位為公里/小時

UN內容

Table of paragraph 6.6.1

Subject vehicle test speed for M1 category in pedestrian target scenario

Maximum mass	Mass in running order	Tolerance
20	20	+2/-0
30	30	+0/-2
60	60	+0/-2

All values in km/h

Subject vehicle test speed for N1 category in pedestrian target scenario

Maximum mass		Mass in running order		Tolerance
alpha >1.3	alpha ≤ 1.3	alpha >1.3	alpha ≤ 1.3	
20	20	20	20	+2/-0
30	N.A	30	25	+0/-2
60	60	60	60	+0/-2

All values in km/h

基準內容

規定6.6.1

M1類車輛於行人目標情境之試驗車輛測試速度

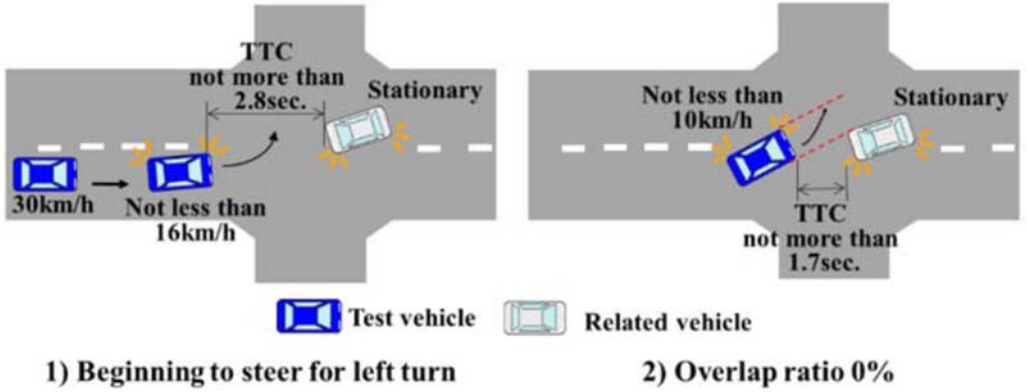
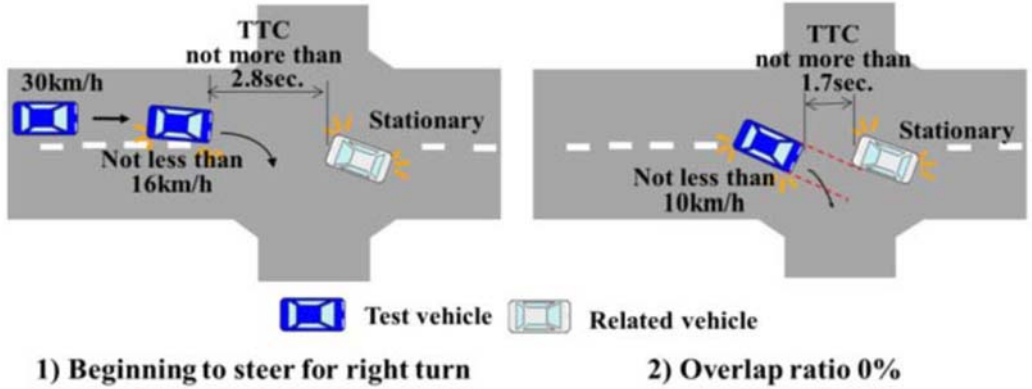
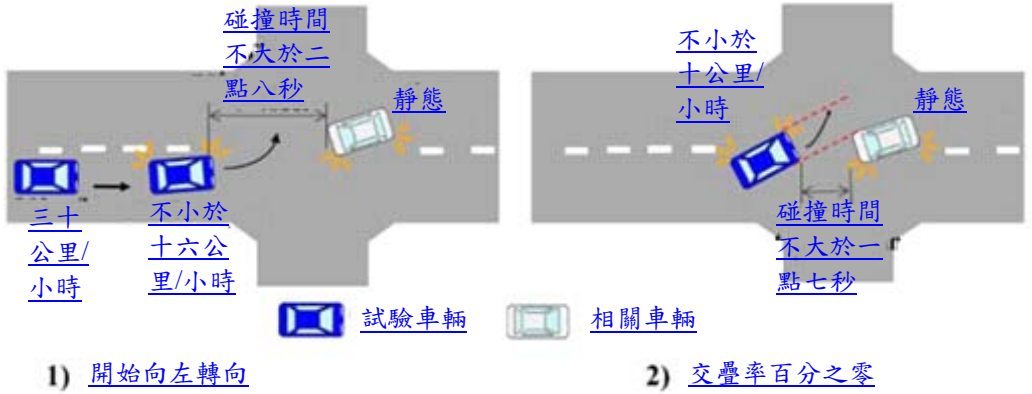
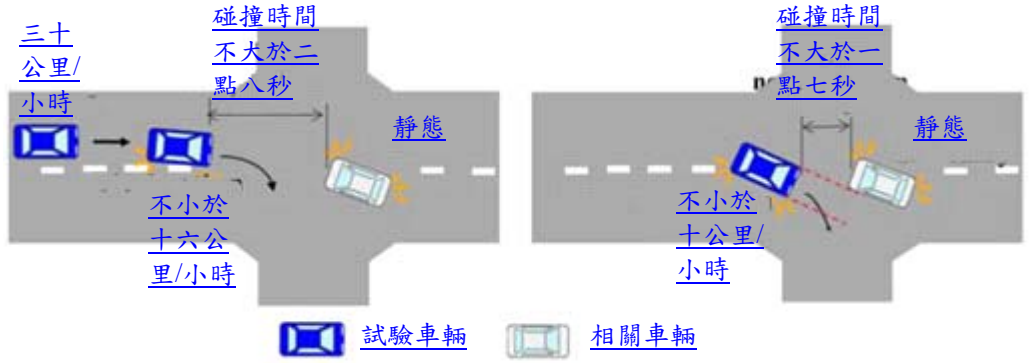
最大重量	可行駛重量	容許誤差
20	20	+2/-0
30	30	+0/-2
60	60	+0/-2

所有值單位為公里/小時

N1類車輛於行人目標情境之試驗車輛測試速度

最大重量		可行駛重量		容許誤差
α >1.3	α ≤ 1.3	α >1.3	α ≤ 1.3	
20	20	20	20	+2/-0
30	N.A	30	25	+0/-2
60	60	60	60	+0/-2

所有值單位為公里/小時

UN內容	基準內容
Figure of Annex 3, appendix 2, Scenario 1, paragraph 1.2 **Figure 1: Left turn or right turn at the intersection** (A) Driving on right side of the road  (B) Driving on left side of the road  	規定7.6.1.2 圖一、於路口左轉或右轉 (A)行駛於道路右側  (B)行駛於道路左側 

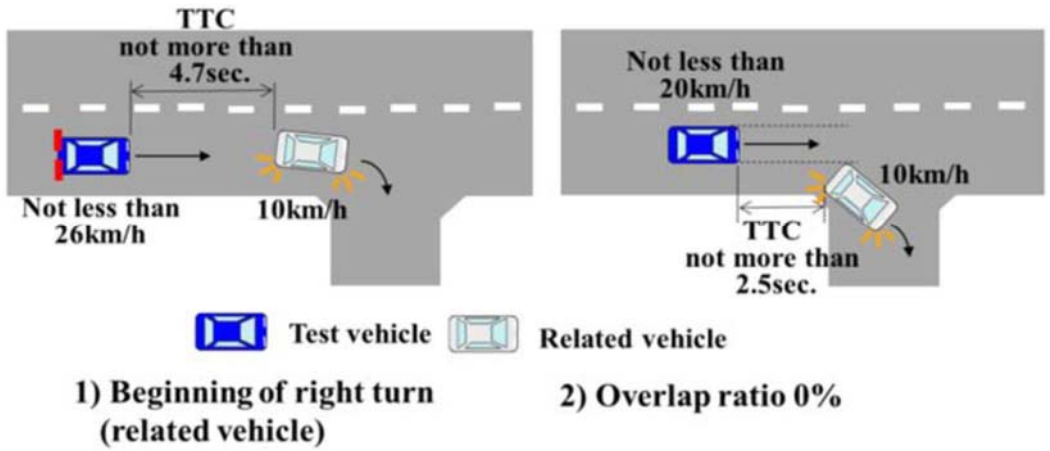
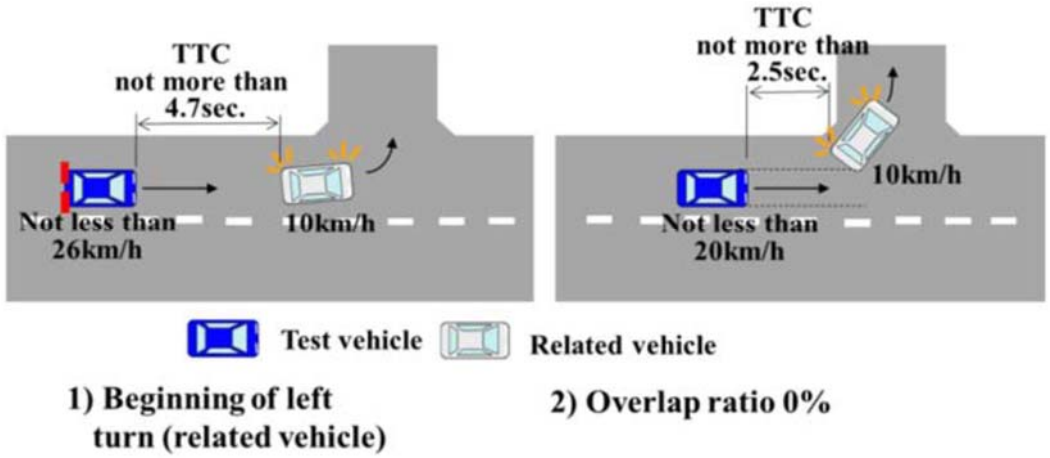
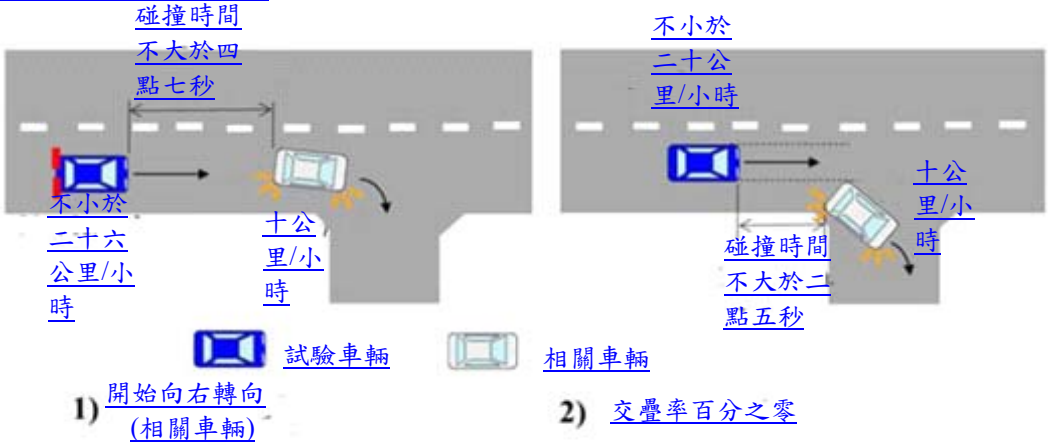
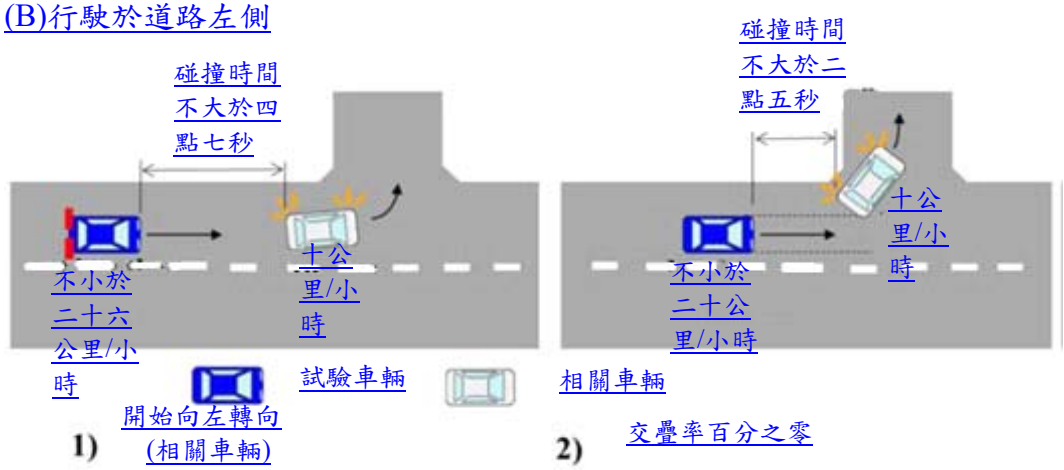
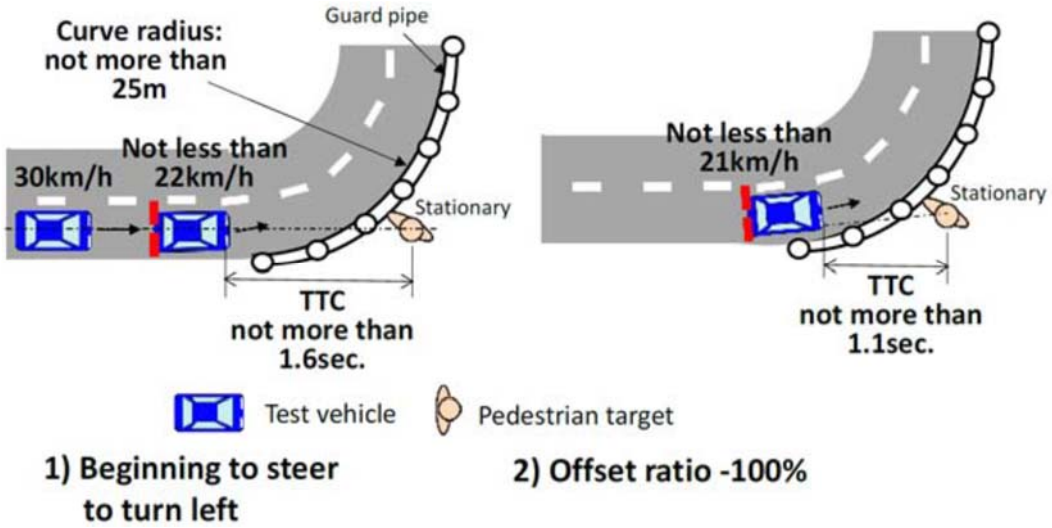
UN內容	基準內容
Figure of Annex 3, appendix 2, Scenario 2, paragraph 2.2 **Figure 2: Right turn or left turn of a forward vehicle** (A) Driving on right side of the road  (B) Driving on left side of the road  	規定7.6.2.2 圖二、前行車輛右轉或左轉 (A)行駛於道路右側  (B)行駛於道路左側 

Figure of Annex 3, appendix 2, Scenario 3, paragraph 3.2

Figure 3: Curved road with guard pipes and a stationary object

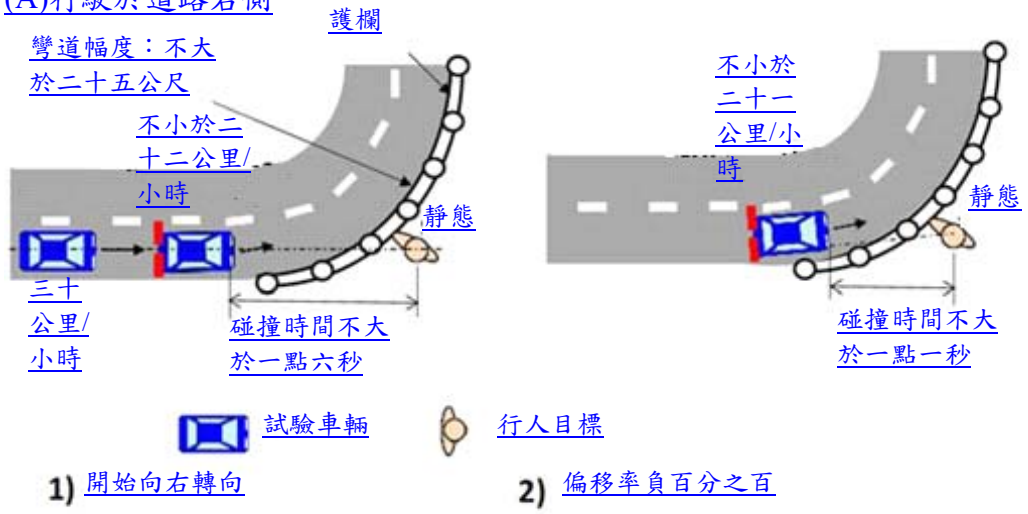
(A) Driving on right side of the road

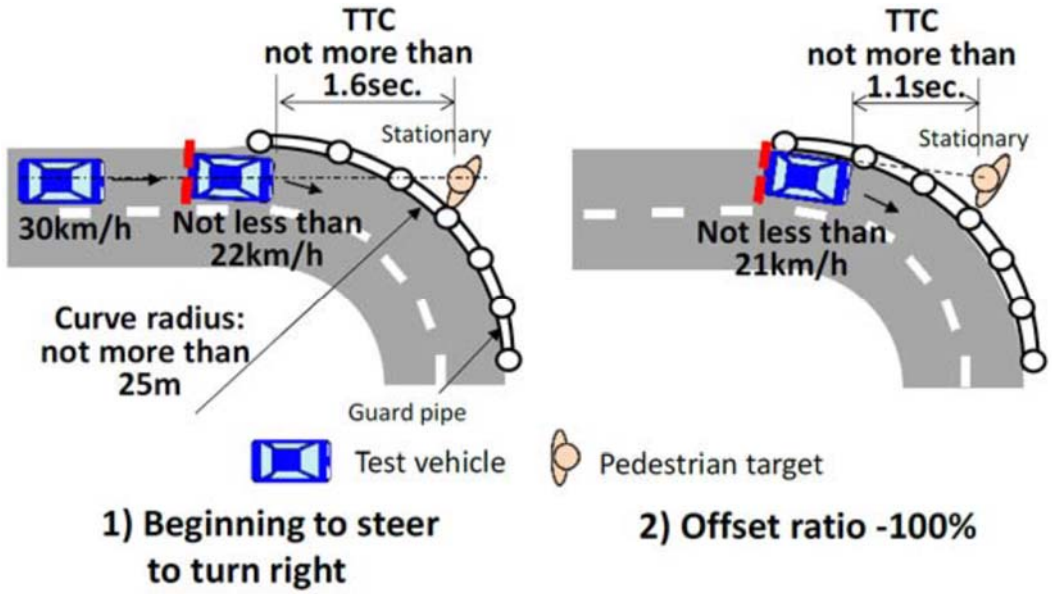
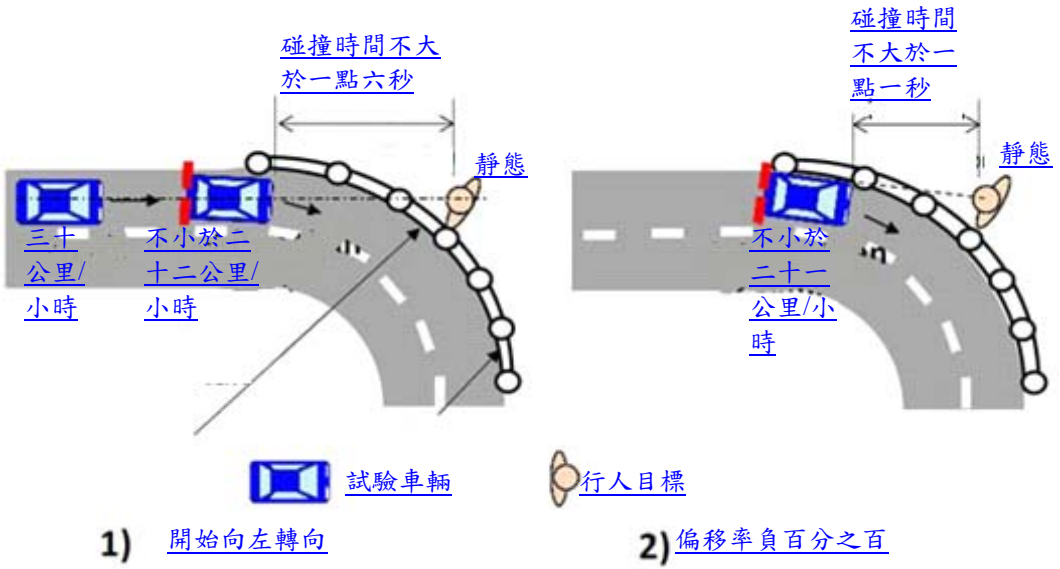


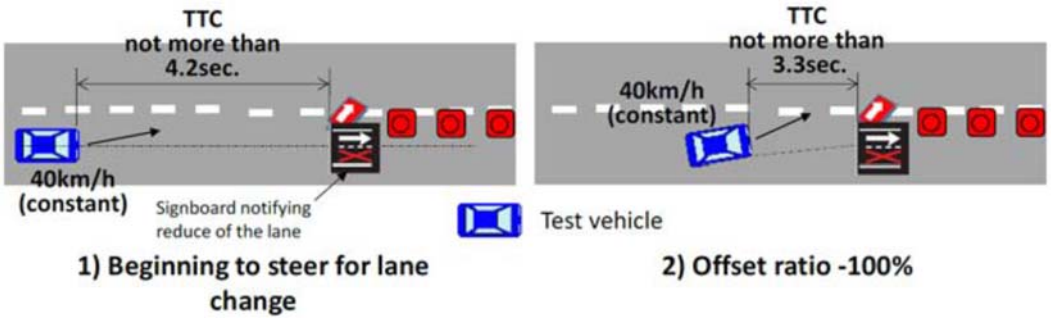
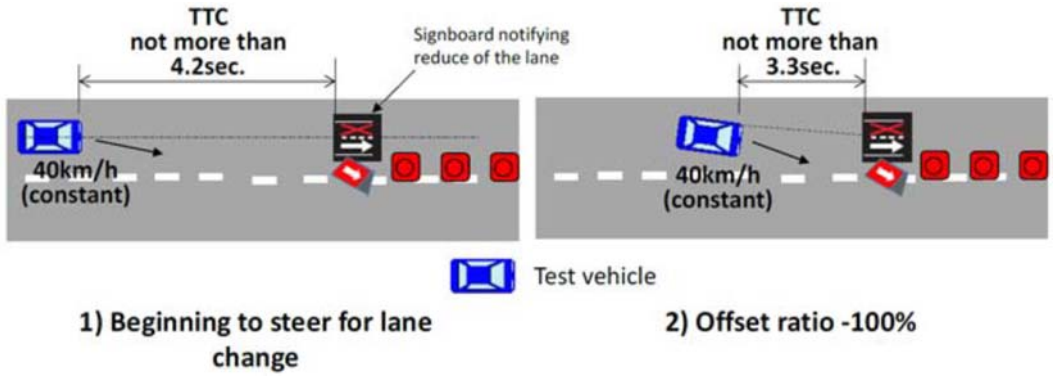
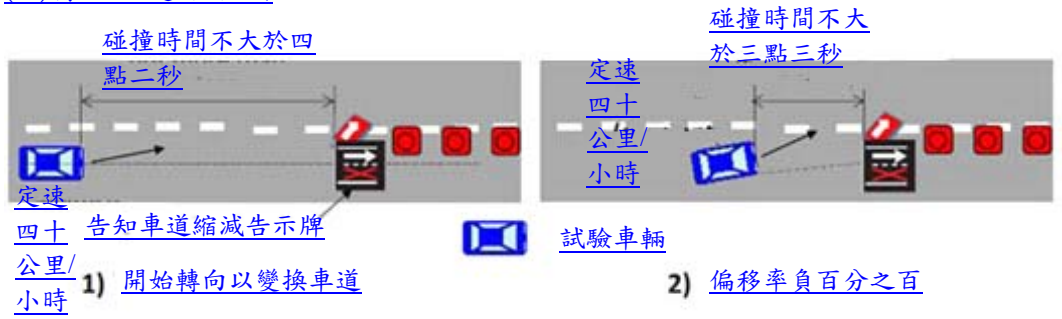
規定7.6.3.2

圖三、具備護欄之彎道及一靜態物體

(A)行駛於道路右側



UN內容	基準內容
(B) Driving on left side of the road 	(B)行駛於道路左側 

UN內容	基準內容
Figure of Annex 3, appendix 2, Scenario 4, paragraph 4.2 **Figure 4: Lane change due to road construction** (A) Driving on right side of the road  (B) Driving on left side of the road  	規定7.6.4.2 圖四、因道路施工進行車道變換 (A)行駛於道路右側  (B)行駛於道路左側 

UN R152 Uniform provisions concerning the approval of motor vehicles with regard to the Advanced Emergency Braking System (AEBS) for M1 and N1 vehicles
小型汽車之緊急煞車輔助系統 02 Series

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
02 Series			
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 May 2024, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the original version of this Regulation, first issued after 1 May 2024. 12.1.3. Until 1 May 2026, Contracting Parties applying this Regulation shall accept type approvals to the original version of this Regulation, first issued before 1 May 2024. 12.1.4. As from 1 May 2026, 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 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. 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 1 May 2024, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the original version of this Regulation, first issued after 1 May 2024. 12.3. Until 1 May 2026, Contracting Parties applying this Regulation shall accept type approvals to the original version of this Regulation, first issued before 1 May 2024. 12.4. As from 1 May 2026, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the original version of this Regulation. 12.5. Notwithstanding paragraph 12.4., Contracting Parties applying this Regulation 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.		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
12.2. Transitional provisions applicable to the 02 series of amendments 12.2.1. As from the official date of entry into force of the 02 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 02 series of amendments. 12.2.2. As from 1 May 2024, Contracting Parties applying this Regulation shall not be obliged to accept type approvals to the preceding series of amendments of this Regulation, first issued after 1 May 2024. 12.2.3. Until 1 July 2026, Contracting Parties applying this Regulation shall accept type approvals to the preceding series of this Regulation, first issued before 1 May 2024. 12.2.4. As from 1 July 2026, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of this Regulation. 12.2.5. Notwithstanding paragraph 12.2.4., Contracting Parties applying this Regulation shall continue to accept type approvals issued according to the preceding series of amendments to this Regulation, for vehicles which are not affected by the	12.6. 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.		

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
changes introduced by the 02 series of amendments (i.e. car-to-car and/or car-to-pedestrian approvals are not affected by this new 02 series). 12.3. General transitional provisions 12.3.1. Contracting Parties applying this Regulation may grant type approvals according to any preceding series of amendments to this Regulation or extensions thereof. 12.3.2. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation.			
1. Scope This Regulation applies to the approval of vehicles of Category M_1 and N_1[1] with regard to an on-board system to (a) Avoid or mitigate the severity of a rear-end in lane collision with a passenger car, (b) Avoid or mitigate the severity of an impact with a pedestrian (c) Avoid or mitigate the severity of an impact with a bicycle. [1]As defined in the Consolidated Resolution on the	UN 建議 01 版實施時程： 新型式：2024/07/01 既有型式：2026/07/01 本法規適用於 M_1 類與 N_1 類車輛在車載系統方面之認證 (a)避免或減緩與乘用車後端碰撞之嚴重程度。 (b)避免或減緩與行人碰撞之嚴重程度。 (c)避免或減緩與自行車碰撞之嚴重程度。	附件○、小型汽車之緊急煞車輔助系統 1.實施時間及適用範圍 1.1中華民國一百十七年一月一日起，新型式之M1及N1類車輛及中華民國一百十九年一月一日起，各型式之M1及N1類車輛應配備符合本基準之緊急煞車輔助系統。 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「小型汽車之緊急煞車輔助系統」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	附件○、小型汽車之緊急煞車輔助系統 1.實施時間及適用範圍 1.1中華民國一百十七年一月一日起，新型式之M1及N1類車輛及中華民國一百十九年一月一日起，各型式之M1及N1類車輛應配備符合本基準之緊急煞車輔助系統。

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
Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.6, para. 2 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html		安全審驗且總數未逾二十輛者，得免符合本項「小型汽車之緊急煞車輔助系統」規定。	
2. Definitions … 2.9. "*Bicycle Target*" means a soft target that represents a bicycle with cyclist		2.名詞釋義 … 2.8 自行車目標(Bicycle target) ：係指代表自行車及自行車騎士之軟式目標。	2.名詞釋義 …
2.10. "*Common Space*" means an area on which two or more information functions (e.g. symbol) may be displayed, but not simultaneously.	2.9. "*Common Space*" means an area on which two or more information functions (e.g. symbol) may be displayed, but not simultaneously.	2.9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。	2.8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。
2.11. "*Self-Check*" means an integrated function that checks for a system failure on a continuous basis at least while the system is active.	2.10. "*Self-Check*" means an integrated function that checks for a system failure on a continuous basis at least while the system is active.	2.10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。	2.9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。
2.12. "*Time to Collision (TTC)*" means the value of time obtained by dividing the longitudinal distance (in the direction of travel of the subject vehicle) between the subject vehicle and the target by the longitudinal relative speed of the subject vehicle and the target, at any instant in time.	2.11. "*Time to Collision (TTC)*" means the value of time obtained by dividing the longitudinal distance (in the direction of travel of the subject vehicle) between the subject vehicle and the target by the longitudinal relative speed of the subject vehicle and the target, at any instant in time.	2.11 碰撞時間(Time to collision-TTC)：指依照試驗車輛與目標之瞬間相對速度及間隔距離計算而得之預估碰撞時間值。	2.10 碰撞時間(Time to collision-TTC)：指依照試驗車輛與目標之瞬間相對速度及間隔距離計算而得之預估碰撞時間值。
2.13. "*Dry road*" means a road with a nominal peak braking coefficient of 0.9	2.12. "*Dry road*" means a road with a nominal peak braking coefficient of 0.9	2.12乾燥道路(Dry road)：係指標稱最高煞車係數為零點九之道路。	2.11乾燥道路(Dry road)：係指標稱最高煞車係數為零點九之道路。
2.14. "*Peak braking coefficient (PBC)*": means the measure of tyre to road surface friction based on the maximum deceleration of a rolling tyre.	2.13. "*Peak braking coefficient (PBC)*": means the measure of tyre to road surface friction based on the maximum deceleration of a rolling tyre.	2.13 最高煞車係數（Peak braking coefficient-PBC）：係指基於滾動中輪胎之最大減速度下，輪胎對路面摩擦之量測值。	2.12 最高煞車係數（Peak braking coefficient-PBC）：係指基於滾動中輪胎之最大減速度下，輪胎對路面摩擦之量測值。
2.15. "Initialisation" means the process of setting-up the operation of the system after	2.14. "Initialisation" means the process of setting-up the operation of the system after	2.14 初始化(Initialisation)：係指車輛電源切換至開啟狀態後，	2.13 初始化(Initialisation)：係指車輛電源切換至開啟狀態後，

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
switching ON the vehicle until it is fully functioning. 2.16. "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 liquids, driver (75 kg) but except used waters, tools, spare wheel. 2.17. "Maximum mass" means the maximum mass stated by the vehicle manufacturer to be technically permissible (this mass may be higher than the "permissible maximum mass" laid down by the national administration).	switching ON the vehicle until it is fully functioning. 2.15. "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 liquids, driver (75 kg) but except used waters, tools, spare wheel. 2.16. "Maximum mass" means the maximum mass stated by the vehicle manufacturer to be technically permissible (this mass may be higher than the "permissible maximum mass" laid down by the national administration).	設定系統運作直至其功能完全正常運作前之過程。 2.15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、變速箱油、至少百分之九十之燃油、百分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。 2.16最大重量(Maximum mass)：係指車輛製造廠在技術上所制訂容許的最大重量(此重量可高於國家行政單位所規定之「最大容許重量」)	設定系統運作直至其功能完全正常運作前之過程。 2.14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、變速箱油、至少百分之九十之燃油、百分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。 2.15最大重量(Maximum mass)：係指車輛製造廠在技術上所制訂容許的最大重量(此重量可高於國家行政單位所規定之「最大容許重量」)
5. Specifications 5.1. General requirements … 5.1.1.4. Of paragraph 5.2.3. of this Regulation for vehicles submitted to approval for Car to bicycle scenario. … 5.1.5. Emergency braking Subject to the provisions of paragraphs 5.3.1. and 5.3.2., the system shall provide emergency braking interventions described in paragraphs 5.2.1.2., 5.2.2.2. and 5.2.3.2. having the purpose of significantly decreasing the speed of the subject vehicle. … 5.2.3. Car to bicycle scenario 5.2.3.1. Collision warning	5.1.5. Emergency braking Subject to the provisions of paragraph 5.3.1. and 5.3.2., the system shall provide emergency braking interventions described in paragraphs 5.2.1.2. and 5.2.2.2. having the purpose of significantly decreasing the speed of the subject vehicle.	5. 規格規定 5.1 通則 … 5.1.1.4 申請車輛對自行車試驗情境者應符合規定5.2.3之性能要求。 … 5.1.5 緊急煞車 於符合規定5.3.1及5.3.2之狀況下，系統為達成顯著減少試驗車輛速度之目的，應提供如規定5.2.1.2、5.2.2.2及5.2.3.2所述之緊急煞車之介入。 … 5.2.3. 車輛對自行車之試驗情境 5.2.3.1. 碰撞警示	5.1.5 緊急煞車 於符合規定5.3.1及5.3.2之狀況下，系統為達成顯著減少試驗車輛速度之目的，應提供如規定5.2.1.2及5.2.2.2所述之緊急煞車之介入。

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
When the AEBS has detected the possibility of a collision with a bicycle crossing the road at a constant speed of 15 km/h.*/ a collision warning shall be provided as specified in paragraph 5.5.1. and shall be provided no later than the start of emergency braking intervention. The collision warning may be aborted if the conditions prevailing a collision are no longer present. 5.2.3.2. Emergency braking When the system has detected the possibility of an imminent collision.*/ there shall be a braking demand of at least 5.0 m/s^2 to the service braking system of the vehicle. The emergency braking may be aborted if the conditions prevailing a collision are no longer present This shall be tested in accordance with paragraph 6.7. of this Regulation. 5.2.3.3. Speed range The system shall be active at least within the vehicle speed range between 20 km/h and 60 km/h and at all vehicle load conditions., unless deactivated as per paragraph 5.4. 5.2.3.4. Speed reduction by braking demand In absence of driver's input which would lead to interruption according to paragraph 5.3.2., the AEBS shall be able to achieve an impact speed that is less or equal to the maximum relative impact speed as shown in the following table: (a) With unobstructed perpendicularly crossing		當緊急煞車輔助系統偵測到與定速十五公里/小時之速度通過道路之自行車碰撞之可能性時，應提供一個依規定5.5.1要求之碰撞警示，且應於緊急煞車介入之開始時提供。 若碰撞狀況已不存在，則可中止此碰撞警示。 5.2.3.2. 緊急煞車 當系統偵測到即將碰撞之可能性時，應要求車輛之常用煞車系統進行減速度至少五點零公尺/秒平方之煞車。 若碰撞狀況已不存在，則可中止此緊急煞車。 此項目應依照規定6.7進行試驗。 5.2.3.3. 車輛速度範圍 除依照規定5.4進行解除外，系統應至少於二十公里/小時至六十公里/小時之速度範圍間及所有車輛負載狀況下啟動。 5.2.3.4. 透過煞車指令進行減速 依照規定5.3.2所述，於駕駛未介入操控將導致中斷，緊急煞車輔助系統應能達到一少於或等於下表所示之最大相對衝擊速度之相對衝擊速度： (a) 以定速十至十五公里/小時、未受	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
bicycles with constant speeds from 10 to 15 km/h; (b) In unambiguous situations (e.g. not multiple bicycles); (c) On flat, horizontal and dry roads; (d) In maximum mass and mass in running order conditions; (e) In situations where the anticipated impact point of the crankshaft of the bicycle is displaced by not more than 0.2 m compared to the vehicle longitudinal centre plane; (f) In ambient illumination conditions of at least 2000 Lux without blinding of the sensors (e.g. direct blinding sunlight). (g) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 273.15K or 0 deg. C) and (h) When driving straight with no curve, and not turning at an intersection. It is recognised that the performances required in this table may not be fully achieved in other conditions than those listed above. However the system shall not deactivate or unreasonably switch the control strategy in these other conditions. This shall be demonstrated in accordance with Annex 3 of this Regulation. (表格如頁末所示)		阻礙且垂直穿越之自行車； (b)於明確之狀況下(如自行車非為複數)； (c) 於平坦、水平及乾燥之道路上； (d) 於最大重量及可行駛狀態車重之狀況； (e) 於預期自行車曲軸之預期碰撞點對比車輛縱向中心平面偏位不超過零點二公尺之狀況下； (f) 於至少兩千Lux之環境照度且不造成感測器失效(如直射致盲日光)； (g)於不受影響車輛動態性能之天氣狀況(如未有風暴，溫度不低於絕對溫度兩百七十三點十五K或攝氏零度C)及； (h) 於無彎道道路上直線駕駛，且於路口未轉向之狀況。 一般認為於上述條件以外之其他條件狀況下，可能無法完全達成此表格所列出之上述性能需求。惟此系統不應於前述其他條件狀況下解除或無理地切換控制之策略。此項目應依照規定7進行展示。 (表格如頁末所示)	
…	…	…	…
5.5. Warning Indication	5.5. Warning Indication	5.5 警示指示	5.5 警示指示

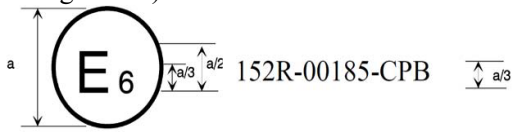
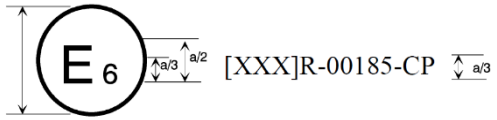
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
5.5.1. The collision warning referred to in paragraphs 5.2.1.1., 5.2.2.1. and 5.2.3.1. shall be provided by at least two modes selected from acoustic, haptic or optical.	5.5.1. The collision warning referred to in paragraphs 5.2.1.1. and 5.2.2.1. shall be provided by at least two modes selected from acoustic, haptic or optical.	5.5.1 規定5.2.1.1、5.2.2.1及5.2.3.1所指之碰撞警示應至少由聲音、觸覺及光學中選擇兩個模式提供。	5.5.1 規定5.2.1.1及5.2.2.1所指之碰撞警示應至少由聲音、觸覺及光學中選擇兩個模式提供。
6. Test procedure 6.1. Test Conditions … 6.1.5. Natural ambient illumination must be homogeneous in the test area and in excess of 1000 lux in the case of car to car scenario as stipulated in paragraph 5.2.1. and of 2000 lux in the case of car to pedestrian scenario as stipulated in paragraph 5.2.2. and of 2000 lux in the case of car to bicycle scenario as stipulated in paragraph 5.2.3. It should be ensured that testing is not performed whilst driving towards, or away from the sun at a low angle. … 6.3. Test Targets … 6.3.3. The targets used for the bicycle detection tests shall be a "soft target" and be representative of the bicycle with an adult cyclist attributes applicable to the sensor system of the AEBS under test according to ISO 19206-4:2020. 6.3.4. Details that enable the target(s) to be specifically identified and reproduced shall be recorded in the vehicle type approval documentation. …	**6. Test procedure** 6.1. Test Conditions … 6.1.5. Natural ambient illumination must be homogeneous in the test area and in excess of 1000 lux in the case of car to car scenario as stipulated in paragraph 5.2.1. and of 2000 lux in the case of car to pedestrian scenario as stipulated in paragraph 5.2.2. It should be ensured that testing is not performed whilst driving towards, or away from the sun at a low angle. … 6.3. Test Targets 6.3.3. Details that enable the target(s) to be specifically identified and reproduced shall be recorded in the vehicle type approval documentation. …	6. 試驗程序 6.1 試驗條件 … 6.1.5 試驗區域須具備均勻之自然環境照度，且照度於車輛對車輛試驗情境須如規定5.2.1所述之超過一千lux；車輛對行人試驗情境則須如規定5.2.2所述之超過二千lux及車輛對自行車試驗情境則須如規定5.2.3所述之超過二千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。 … 6.3 試驗目標 … 6.3.3 用於自行車偵測試驗之目標應為軟式目標，且以自行車及特性依照ISO 19206-4:2020試驗下，適用於緊急煞車輔助系統之感測器系統之成人自行車騎士代表。 6.3.4 應於車輛測試文件中記錄使目標能夠特別被識別且重現之細節。 …	6. 試驗程序 6.1 試驗條件 … 6.1.5 試驗區域須具備均勻之自然環境照度，且照度於車輛對車輛試驗情境須如規定5.2.1所述之超過一千lux；車輛對行人試驗情境則須如規定5.2.2所述之超過二千 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。 … 6.3 試驗目標 … 6.3.3 應於車輛測試文件中記錄使目標能夠特別被識別且重現之細節。 …

增/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. Warning and Activation Test with a Bicycle Target 6.7.1. The subject vehicle 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 with an anticipated subject vehicle to crankshaft of the bicycle impact point centreline offset of not more than 0.1 m. The functional part of the test shall start when the subject vehicle is travelling at a constant speed and is at a distance corresponding to a TTC of at least 4 seconds from the collision point. The bicycle target shall travel in a straight line perpendicular to the subject vehicle'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 prior to the functional part of the test the bicycle target shall be obstructed. The bicycle target's positioning shall be coordinated with the subject vehicle in such a way that the impact point of the bicycle target on the front of the subject vehicle is on the longitudinal centreline of the subject vehicle, with a tolerance of not more than 0.1 m, if the subject vehicle would remain at the prescribed test speed throughout the functional part of the test and does not brake.	6.7. (Reserved)	6.7 對自行車目標之警示及啟動試驗 6.7.1. 一預期之試驗車輛應至少於試驗之功能性部分之兩秒前以直線接近對自行車目標之碰撞點，且試驗車輛對自行車曲軸碰撞點中心線偏移不超過零點一公尺。 功能試驗應於試驗車輛以定速行駛且對應自碰撞點起計之碰撞時間至少四秒之距離時開始。 自行車目標應以十五公里/小時正零/負一公里小時之定速垂直於試驗車輛前進方向直線行進，不應於功能試驗開始前行進。於試驗之功能性部分前之自行車加速階段，自行車目標應受阻。自行車目標之位置應以自行車目標之撞擊點位於試驗車輛之前端及其縱向中心線上之方式進行定位，其容許差不應超過零點一公尺。若試驗車輛於整個試驗之功能試驗維持於規定描述之試驗速度且不煞車。	6.7 (預留項次)

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
Tests shall be conducted with a vehicle travelling at speeds shown in tables below for respectively M1 and N1 Categories. The technical service may test any other speeds listed in the table in paragraph 5.2.3.4. and within the prescribed speed range as defined in paragraphs 5.2.3.3.		試驗中車輛應以下表依照M1及N1類車輛分類所示速度行駛。檢測機構可使用條列於規定5.2.3.4表內及如規定5.2.3.3之速度範圍內使用其他速度進行試驗。	
(表格如頁末所示)		(表格如頁末所示)	
From the start of the functional part until the subject vehicle has avoided the collision or the subject vehicle has passed the impact point with the bicycle target there shall be no adjustment to any control of the subject vehicle by the driver other than slight adjustments to the steering control to counteract any drifting.		自功能試驗開始直至試驗車輛已迴避碰撞或試驗車輛已經過與自行車目標之碰撞點時，駕駛除對轉向控制進行輕微調整以抵消任何偏移外，不應對試驗車輛進行任何控制之調整。	
The test prescribed above shall be carried out with a bicycle "soft target" defined in paragraph 6.3.3.		前述試驗應使用如規定6.3.3所述之代表自行車之「軟式目標」。	
6.7.2. The assessment of the impact speed shall be based on the actual contact point between the target and the vehicle, taking into account the vehicle shape.		6.7.2 衝擊速度之評估應基於目標及車輛間之實際接觸點，並將車輛形狀納入考量。	
…	…	…	…
6.10. Robustness of the system	6.10. Robustness of the system	6.10 系統之穩健性	6.10 系統之穩健性
6.10.1. Any of the above test scenarios, where a scenario describes one test setup at one subject vehicle speed at one load condition of one category (Car to Car, Car to Pedestrian, Car to Bicycle), shall be performed two times. If one of the two test runs fails to meet the required performance,	6.10.1. Any of the above test scenarios, where a scenario describes one test setup at one subject vehicle speed at one load condition of one category (Car to Car, Car to Pedestrian), shall be performed two times. If one of the two test runs fails to meet the required performance, the test may be	6.10.1 上述任何試驗情境中，於一種情境描述一個類別(車對車、車對行人、車對自行車)之一試驗設置於試驗車輛處於一試驗車輛速度及一種負載狀況下，應執行兩次。若兩次試驗運行中其中一次無法滿足所需性能，則試驗可重複一次。若一試	6.10.1 上述任何試驗情境中，於一種情境描述一個類別(車對車、車對行人)之一試驗設置於試驗車輛處於一試驗車輛速度及一種負載狀況下，應執行兩次。若兩次試驗運行中其中一次無法滿足所需性能，則試驗可重複一次。若一試驗情境於

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
the test may be repeated once. A test scenario shall be accounted as passed if the required performance is met in two test runs. The number of failed tests runs within one category shall not exceed:	repeated once. A test scenario shall be accounted as passed if the required performance is met in two test runs. The number of failed tests runs within one category shall not exceed:	驗情境於兩次試驗運行中滿足所需性能，則應視為通過。一類別之失敗試驗運行數不應超過：	兩次試驗運行中滿足所需性能，則應視為通過。一類別之失敗試驗運行數不應超過：
(a) 10.0 per cent of the performed test runs for the Car to Car tests;	(a) 10.0 per cent of the performed test runs for the Car to Car tests; and	(a)車對車試驗執行試驗運行數之百分之十；及	(a)車對車試驗執行試驗運行數之百分之十；及
(b) 10.0 per cent of the performed test runs for the Car to Pedestrian tests; and	(b) 10.0 per cent of the performed test runs for the Car to Pedestrian tests.	(b)車對行人試驗執行試驗運行數之百分之十。	(b)車對行人試驗執行試驗運行數之百分之十。
(c) 20.0 per cent of the performed test runs for the Car to Bicycle tests.		(c) 車對自行車試驗執行試驗運行數之百分之二十。	
6.10.2. The root cause of any failed test run shall be analyzed together with the Technical Service and annexed to the test report. If the root cause cannot be linked to a deviation in the test setup, the technical service may test any other speeds within the speed range as defined in paragraphs 5.2.1.3., 5.2.1.4., 5.2.2.3., 5.2.2.4., 5.2.3.3. or 5.2.3.4. as relevant.	6.10.2. The root cause of any failed test run shall be analyzed together with the Technical Service and annexed to the test report. If the root cause cannot be linked to a deviation in the test setup, the technical service may test any other speeds within the speed range as defined in paragraphs 5.2.1.3., 5.2.1.4., 5.2.2.3. or 5.2.2.4. as relevant.	6.10.2 任何失敗試驗運行之根本原因應與檢測機構共同分析並檢附於試驗報告中。若根本原因無法被連結至試驗設置之誤差，做為關聯，檢測機構可以依規定5.2.1.3、5.2.1.4、5.2.2.3、5.2.2.4、5.2.3.3或5.2.3.4所定義之速度範圍內之任何其他速度進行試驗。	6.10.2 任何失敗試驗運行之根本原因應與檢測機構共同分析並檢附於試驗報告中。若根本原因無法被連結至試驗設置之誤差，做為關聯，檢測機構可以依規定5.2.1.3、5.2.1.4、5.2.2.3或5.2.2.4所定義之速度範圍內之任何其他速度進行試驗。
…		…	
Annex 1 Communication (Maximum format: A4 (210 x 297 mm)  [1] Distinguishing number of the country which has granted/extended/refused/withdrawn an approval (see approval provisions in the Regulation). issued by : (Name of administration)		(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
.... Concerning: [2] Approval granted [2] Strike out what does not apply. Approval extended Approval refused Approval withdrawn Production definitively discontinued of a type of vehicle with regard to the advanced emergency braking system pursuant to Regulation No. XXX Approval No.: ..... 1. Trademark: ..... 2. Type and trade name(s): ..... 3. Name and address of manufacturer: ..... 4. If applicable. name and address of manufacturer's representative: ..... 5. Brief description of vehicle: ..... 6. Date of submission of vehicle for approval: ..... 7. Technical Service performing the approval tests: ..... 8. Date of report issued by that Service: ..... 9. Number of report issued by that Service: ..... 10. Approval granted/refused/extended/withdrawn:[2] 10.1. to car to car scenario granted/refused/extended/withdrawn:[2] 10.2. to car to pedestrian scenario granted/refused/extended/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
10.3. to car to bicycle scenario granted/refused/extended/withdrawn:[2] [2] Strike out what does not apply. 11. Place: ..... 12. Date: ..... 13. Signature: ..... 14. Annexed to this communication are the following documents. bearing the approval number indicated above: ..... 15. 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 Advanced Emergency Braking Systems (AEBS) pursuant to UN Regulation No. 152 (marked with C for Car to Car. P for Car to Pedestrian. B for Car to Bicycle). The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No. 152 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 to the Advanced Emergency Braking Systems (AEBS) pursuant to UN Regulation No. 152 (marked with C for Car to Car. P for Car to Pedestrian). The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of UN Regulation No. 152 in its original form.	(修訂不影響檢測基準)	

圖表增訂部分

UN內容

Table of paragraph 5.2.3.4

Maximum Impact Speed (km/h) for M1*

Subject vehicle speed (km/h)	Maximum mass	Mass in running order
20	0.00	0.00
25	0.00	0.00
30	0.00	0.00
35	0.00	0.00
38	0.00	0.00
40	10.00	0.00
45	25.00	25.00
50	30.00	30.00
55	35.00	35.00
60	40.00	40.00

All values in km/h

* For subject vehicle speeds between the listed values (e.g. 53 km/h), the maximum relative impact speed (i.e.35/35 km/h) assigned to the next higher relative speed (i.e. 55 km/h) shall apply. For masses above the mass in running order, the maximum relative impact speed assigned to the maximum mass shall apply.

基準內容

規定5.2.3.4

M1類車輛之最大衝擊速度(公里/小時)

目標車輛速度(公里/小時)	最大重量	可行駛狀態之重量
20	0.00	0.00
25	0.00	0.00
30	0.00	0.00
35	0.00	0.00
38	0.00	0.00
40	10.00	0.00
45	25.00	25.00
50	30.00	30.00
55	35.00	35.00
60	40.00	40.00

所有單位皆為公里/小時

*對於目標車輛速度介於表列項目者(例如：五十三公里/小時)，其最大衝擊速度應指定為高一階試驗車輛速度(即五十五公里/小時)所對應之數值(即三十五/三十五公里/小時)。對於重量大於可行駛狀態之重量者，其最大衝擊速度應指定為最大重量所對應之數值。

Table of paragraph 5.2.3.4

Maximum Impact Speed (km/h) for N1*

Subject vehicle speed (km/h)	Maximum mass	Mass in running order
20	0.00	0.00
25	0.00	0.00
30	0.00	0.00
35	0.00	0.00
36	0.00	0.00
38	15.00	0.00

規定5.2.3.4

N1類車輛之最大衝擊速度(公里/小時)

目標車輛速度(公里/小時)	最大重量	可行駛狀態之重量
20	0.00	0.00
25	0.00	0.00
30	0.00	0.00
35	0.00	0.00
36	0.00	0.00
38	15.00	0.00

40	25.00	0.00
45	30.00	25.00
50	35.00	30.00
55	40.00	35.00
60	45.00	40.00

All values in km/h

* For subject vehicle speeds between the listed values (e.g. 53 km/h), the maximum relative impact speed (i.e.40/35 km/h) assigned to the next higher relative speed (i.e. 55 km/h) shall apply. For masses above the mass in running order, the maximum relative impact speed assigned to the maximum massshall apply.

40	25.00	0.00
45	30.00	25.00
50	35.00	30.00
55	40.00	35.00
60	45.00	40.00

所有單位皆為公里/小時

*對於目標車輛速度介於表列項目者(例如：五十三公里/小時)，其最大衝擊速度應指定為高一階試驗車輛速度(即五十五公里/小時)所對應之數值(即四十/三十五公里/小時)。對於重量大於可行駛狀態之重量者，其最大衝擊速度應指定為最大重量所對應之數值。

Table of paragraph 6.7.1

Subject vehicle test speed for M1 category in bicycle target scenario

Maximum mass	Mass in running order	Tolerance
20	20	+2/-0
38	40	+0/-2
60	60	+0/-2

All values in km/h

Subject vehicle test speed for N1 category in bicycle target scenario

Maximum mass	Mass in running order	Tolerance
20	20	+2/-0
36	40	+0/-2
60	60	+0/-2

All values in km/h

規定6.7.1

M1類車輛於自行車目標情境之試驗車輛測試速度

最大重量	可行駛重量	容許誤差
20	20	+2/-0
38	40	+0/-2
60	60	+0/-2

所有單位為公里/小時

N1類車輛於自行車目標情境之試驗車輛測試速度

最大重量	可行駛重量	容許誤差
20	20	+2/-0
36	40	+0/-2
60	60	+0/-2

所有單位為公里/小時

UN R152 Uniform provisions concerning the approval of motor vehicles with regard to the Advanced Emergency Braking System (AEBS) for M1 and N1 vehicles
小型汽車之緊急煞車輔助系統 02-S1

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
02-S1			
5. Specifications 5.1. General requirements … 5.1.2. The effectiveness of AEBS 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 series of amendments to UN Regulation No. 10. … 5.1.4. Warnings … 5.1.4.1. A failure warning when there is a failure in the AEBS that prevents the requirements of this Regulation of being met. The warning shall be as specified in paragraph 5.5.4. 5.1.4.1.1. There shall not be an appreciable time interval between each AEBS self-check, and subsequently there shall not be a delay in illuminating the warning signal, in the case of an electrically detectable failure. 5.1.4.1.2. Upon detection of any non-electrical failure condition (e.g. sensor blindness or sensor misalignment), the warning signal as defined in paragraph 5.1.4.1. shall be	**5. Specifications** 5.1. General requirements … 5.1.2. The effectiveness of AEBS 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 05 series of amendments to UN Regulation No. 10. … 5.1.4. Warnings … 5.1.4.1. A failure warning when there is a failure in the AEBS that prevents the requirements of this Regulation of being met. The warning shall be as specified in paragraph 5.5.4. 5.1.4.1.1. There shall not be an appreciable time interval between each AEBS self-check, and subsequently there shall not be a delay in illuminating the warning signal, in the case of an electrically detectable failure. 5.1.4.1.2. If the system has not been initialised after a cumulative driving time of 15 seconds above a speed of 10km/h, information of this status shall be indicated	5. 規格規定 5.1 通則 … (修訂不影響檢測基準內容) … 5.1.4 警示 … 5.1.4.1 當 AEBS 發生故障，導致無法滿足本法規要求時之失效警示。該警示應如規定 5.5.4 所述。 5.1.4.1.1 於可電子偵測故障情況下，每次緊急煞車輔助系統之自我檢查區間不應有明顯之時間間隔，且後續之警示訊號亦不應延遲。 5.1.4.1.2. 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)，應提供如規定 5.1.4.1 所述之警示訊號。	5. 規格規定 5.1 通則 … 5.1.2 緊急煞車輔助系統之效能不應受到電磁場之影響。此項目應透過滿足技術要求且符合本基準「電磁相容性」進行展演。 … 5.1.4 警示 … 5.1.4.1 當 AEBS 發生故障，導致無法滿足本法規要求時之失效警示。該警示應如規定 5.5.4 所述。 5.1.4.1.1 於可電子偵測故障情況下，每次緊急煞車輔助系統之自我檢查區間不應有明顯之時間間隔，且後續之警示訊號亦不應延遲。 5.1.4.1.2. 若系統未於車輛以超過十公里/小時速度行駛並於行駛時間累積十五秒後之狀況下進行初始化，則應向駕駛指示此狀態之資訊。

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
illuminated.	to the driver. This information shall exist until the system has been successfully initialised.		此資訊應持續存在直到系統成功初始化。
5.1.4.2. If the system has not been initialised after a cumulative driving time of 15 seconds above a speed of 10km/h, information of this status shall be indicated to the driver. This information shall exist until the system has been successfully initialised.	5.1.4.1.3. Upon detection of any non-electrical failure condition (e.g. sensor blindness or sensor misalignment), the warning signal as defined in paragraph 5.1.4.1. shall be illuminated.	5.1.4.2. 若系統未於車輛以超過十公里/小時速度行駛並於行駛時間累積十五秒後之狀況下進行初始化，則應向駕駛指示此狀態之資訊。此資訊應持續存在直到系統成功初始化。	5.1.4.1.3. 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)，應提供如規定 5.1.4.1 所述之警示訊號。
5.1.4.3. A deactivation warning, if the vehicle is equipped with a means to deactivate the AEBS, shall be given when the system is deactivated. This shall be as specified in paragraph 5.4.3.	5.1.4.2. A deactivation warning, if the vehicle is equipped with a means to deactivate the AEBS, shall be given when the system is deactivated. This shall be as specified in paragraph 5.4.3.	5.1.4.3. 若車輛配備解除緊急煞車輔助系統之裝置，則應於系統解除時提供解除警示。此警示應如規定 5.4.3 所述。	5.1.4.2. 若車輛配備解除緊急煞車輔助系統之裝置，則應於系統解除時提供解除警示。此警示應如規定 5.4.3 所述。
…	…	…	…
5.2. Specific Requirements	5.2. Specific Requirements	5.2 規格要求	5.2 規格要求
5.2.1. Car to car scenario	5.2.1. Car to car scenario	5.2.1 車輛對車輛之試驗情境	5.2.1 車輛對車輛之試驗情境
…	…	…	…
5.2.1.4. Speed reduction by braking demand In absence of driver's input …	5.2.1.4. Speed reduction by braking demand In absence of driver's input ...	(修訂不影響檢測基準內容)	5.2.1.4. 透過煞車需求進行減速 依照規定 5.3.2 所述…
…	…		…
(f) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C); and	(f) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C);		(f)於不受影響車輛動態性能之天氣狀況(如未有風暴，溫度不低於攝氏零度)；及
(g) When driving straight with no curve, and not turning at an intersection.	(g) When driving straight with no curve, and not turning at an intersection.		(g)於無彎道道路上直線駕駛，且於路口未轉向之狀況。
It is recognised…	It is recognised …		一般認為…。
…	…	…	…
5.4. Deactivation	5.4. Deactivation	5.4 解除	5.4 解除
…	…	…	…
5.4.1.1 The AEBS function shall be	5.4.1.1. The AEBS function shall be	5.4.1.1 此緊急煞車輔助系統之功能	5.4.1.1 此緊急煞車輔助系統之功能

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
automatically reinstated at the initiation of each new engine start/run cycle. This requirement does not apply when a new engine start/run cycle is performed automatically, e.g. the operation of a stop/start system.	automatically reinstated at the initiation of each new ignition cycle.	於每次新引擎啟動/運轉循環開始時，應自動恢復。 此要求不適用於自動執行之新引擎啟動/運轉循環，例如：怠速熄火系統(Stop/start system)之作動。	於每次重新點火循環開始時，應自動恢復。

UN R152 Uniform provisions concerning the approval of motor vehicles with regard to the Advanced Emergency Braking System (AEBS) for M1 and N1 vehicles
小型汽車之緊急煞車輔助系統 02-S2

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
02-S2			
2. Definitions … 2.12. "Dry road affording good adhesion" means a road with a sufficient nominal[2] Peak Braking Coefficient (PBC) that would permit: (a) A mean fully developed deceleration of at least 9 m/s^2 ; or (b) The design maximum deceleration of the relevant vehicle; Whichever is lower. [2] The "nominal" value is understood as being the theoretical target value. [3] The distinguishing numbers of the Contracting Parties …	2. Definitions … 2.12. "Dry road" means a road with a nominal peak braking coefficient of 0.9 … [3] The "nominal" value is understood as being the theoretical target value. [2] The distinguishing numbers of the Contracting Parties …	2.名詞釋義 … 2.11 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(標稱值可視為理論目標值)最高煞車係數以允許下述狀況發生之道路： (a)平均減速度至少九公尺/秒平方；或 (b)達到相關車輛之設計最高減速度。 以較低者為主。	2.名詞釋義 … 2.11 乾燥道路(Dry road)：係指標稱最高煞車係數為零點九之道路。
2.13. "Sufficient nominal Peak Braking Coefficient (PBC)": means a road surface friction coefficient of: (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; (b)1.017, when measured using either: (i)The American Society for Testing and Materials (ASTM) of F2493-20 standard reference test tyre in accordance with ASTM	2.13. "Peak braking coefficient (PBC)": means the measure of tyre to road surface friction based on the maximum deceleration of a rolling tyre.	2.12 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)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)依照下述其中一種方法量測時為一點零一七： (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-	2.12 最高煞車係數（Peak braking coefficient-PBC）：係指基於滾動中輪胎之最大減速度下，輪胎對路面摩擦之量測值。

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
Method E1337 19 at a speed of 40 mph; or (ii) The k-test method specified in Appendix 2 to Annex 6 of UN Regulation No. 13-H. … 2.18. "The mean fully developed deceleration (d_m)" shall be calculated as the deceleration averaged with respect to distance over the interval v_b to v_e, according to the following formula: $$d_m = \frac{v_b^2 - v_e^2}{25.92(s_e - s_b)}$$ Where: v_o = initial vehicle speed in km/h, v_b = vehicle speed at 0.8 v_o in km/h, v_e = vehicle speed at 0.1 v_o in km/h, s_b = distance travelled between v_o and v_b in metres, s_e = distance travelled between v_o and v_e in metres. The speed and distance shall be determined using instrumentation having an accuracy of ±1 per cent at the prescribed speed for the test. The dm may be determined by other methods than the measurement of speed and distance; in this case, the accuracy of the dm shall be within ±3 per cent.		19 試驗方法，以時速四十英里/小時進行量測；或 (ii) 本基準「防鎖死煞車系統」所述之抓地力係數(K)試驗方法。 … 2.17 平均減速度 d_m(The mean fully developed deceleration (d_m))：係指依照下述公式，減速度依 v_b 至 v_e 區間之相關距離平均計算而得之： $$d_m = \frac{v_b^2 - v_e^2}{25.92(s_e - s_b)}$$ 其中： v_o = 初始車輛速度(單位為公里/小時) v_b =於零點八 v_o 時之車輛速度(單位為公里/小時) v_e =於零點一 v_o 時之車輛速度(單位為公里/小時) s_b = v_o 與 v_b 間之行駛距離(單位為公尺) s_e = v_o 與 v_e 間之行駛距離(單位為公尺) 速度及距離應使用於前述測試速度下，精準度為正負百分之一之儀器進行測定。d_m 可藉由不同於速度及距離之其他方法進行測定，於此狀況下，d_m 之精準度應為正負百分之三以內。	
5. Specifications … 5.2. Specific Requirements	**5. Specifications** … 5.2. Specific Requirements	5. 規格規定 … 5.2 規格要求	5. 規格規定 … 5.2 規格要求

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
5.2.1. Car to car scenario	5.2.1. Car to car scenario	5.2.1 車輛對車輛之試驗情境	5.2.1 車輛對車輛之試驗情境
…	…	…	…
5.2.1.4. Speed reduction by braking demand	5.2.1.4. Speed reduction by braking demand	5.2.1.4. 透過煞車需求進行減速	5.2.1.4. 透過煞車需求進行減速
In absence of driver's input which would lead to interruption according to paragraph 5.3.2., the AEBS shall be able to achieve a relative impact speed that is less or equal to the maximum relative impact speed as shown in the following table:	In absence of driver's input which would lead to interruption according to paragraph 5.3.2., the AEBS shall be able to achieve a relative impact speed that is less or equal to the maximum relative impact speed as shown in the following table:	依照規定 5.3.2 所述，因駕駛未操控將導致介入，緊急煞車輔助系統應能達到一少於或等於下表所示之最大相對衝擊速度之相對衝擊速度：	依照規定 5.3.2 所述，因駕駛未操控將導致介入，緊急煞車輔助系統應能達到一少於或等於下表所示之最大相對衝擊速度之相對衝擊速度：
(a) For collisions with unobstructed and constantly travelling or stationary targets;	(a) For collisions with unobstructed and constantly travelling or stationary targets;	(a) 於碰撞未受阻礙，且定速行進或靜態目標之狀況；	(a) 於碰撞未受阻礙，且定速行進或靜態目標之狀況；
(b) On flat, horizontal and dry roads affording good adhesion;	(b) On flat, horizontal and dry roads;	(b) 於平坦、水平且具備良好抓地力之乾燥道路上；	(b) 於平坦、水平及乾燥之道路上；
(c) In maximum mass and mass in running order conditions;	(c) In maximum mass and mass in running order conditions;	(c) 於最大重量及可行駛狀態車重之狀況；	(c) 於最大重量及可行駛狀態車重之狀況；
(d) In situations where the vehicle longitudinal centre planes are displaced by not more than 0.2 m;	(d) In situations where the vehicle longitudinal centre planes are displaced by not more than 0.2 m;	(d) 於車輛縱向中心平面偏位不超過零點二公尺之狀況下；	(d) 於車輛縱向中心平面偏位不超過零點二公尺之狀況下；
(e) In ambient illumination conditions of at least 1000 Lux without blinding of the sensors (e.g. direct blinding sunlight);	(e) In ambient illumination conditions of at least 1000 Lux without blinding of the sensors (e.g. direct blinding sunlight);	(e) 於至少一千 Lux 之環境照度且不造成感測器失效(如直射致盲日光)	(e) 於至少一千 Lux 之環境照度且不造成感測器失效(如直射致盲日光)
(f)In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C); and	(f) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C); and	(f)於不受影響車輛動態性能之天氣狀況(如未有風暴，溫度不低於攝氏零度 C)及；	(f)於不受影響車輛動態性能之天氣狀況(如未有風暴，溫度不低於攝氏零度 C)及；
(g) When driving straight with no curve, and not turning at an intersection.	(g) When driving straight with no curve, and not turning at an intersection.	(g)於無彎道道路上直線駕駛，且於路口未轉向之狀況。	(g)於無彎道道路上直線駕駛，且於路口未轉向之狀況。
…	…	…	…
5.2.2. Car to pedestrian scenario	5.2.2. Car to pedestrian scenario	5.2.2. 車輛對行人之試驗情境	5.2.2. 車輛對行人之試驗情境
…	…	…	…
5.2.2.4. Speed reduction by braking demand	5.2.2.4. Speed reduction by braking demand	5.2.2.4. 透過要求煞車進行減速	5.2.2.4. 透過要求煞車進行減速

增/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 absence of driver's input which would lead to interruption according to paragraph 5.3.2., the AEBS shall be able to achieve an impact speed that is less or equal to the maximum relative impact speed as shown in the following table:	In absence of driver's input which would lead to interruption according to paragraph 5.3.2., the AEBS shall be able to achieve an impact speed that is less or equal to the maximum relative impact speed as shown in the following table:	依照規定 5.3.2 所述，因駕駛未操控將導致介入，緊急煞車輔助系統應能達到一少於或等於下表所示之最大相對衝擊速度之相對衝擊速度：	依照規定 5.3.2 所述，因駕駛未操控將導致介入，緊急煞車輔助系統應能達到一少於或等於下表所示之最大相對衝擊速度之相對衝擊速度：
(a) With unobstructed perpendicularly crossing pedestrians with a lateral speed component of not more than 5 km/h;	(a) With unobstructed perpendicularly crossing pedestrians with a lateral speed component of not more than 5 km/h;	(a)以不超過五公里/小時側向速度組件進行未受阻礙且垂直穿越之行人；	(a)以不超過五公里/小時側向速度組件進行未受阻礙且垂直穿越之行人；
(b) In unambiguous situations (e.g. not multiple pedestrians);	(b) In unambiguous situations (e.g. not multiple pedestrians);	(b)於明確之狀況下(如行人非為複數)；	(b)於明確之狀況下(如行人非為複數)；
(c) On flat, horizontal and dry roads affording good adhesion;	(c) On flat, horizontal and dry roads;	(c) 於平坦、水平且具備良好抓地力之乾燥道路上；	(c) 於平坦、水平及乾燥之道路上；
(d) In maximum mass and mass in running order conditions;	(d) In maximum mass and mass in running order conditions;	(d) 於最大重量及可行駛狀態車重之狀況；	(d) 於最大重量及可行駛狀態車重之狀況；
(e) In situations where the anticipated impact point is displaced by not more than 0.2 m compared to the vehicle longitudinal centre plane;	(e) In situations where the anticipated impact point is displaced by not more than 0.2 m compared to the vehicle longitudinal centre plane;	(e) 於車輛縱向中心平面偏位不超過零點二公尺之狀況下；	(e) 於車輛縱向中心平面偏位不超過零點二公尺之狀況下；
(f)In ambient illumination conditions of at least 2000 Lux without blinding of the sensors (e.g. direct blinding sunlight).	(f) In ambient illumination conditions of at least 2000 Lux without blinding of the sensors (e.g. direct blinding sunlight);	(f) 於至少兩千 Lux 之環境照度且不造成感測器失效(如直射致盲日光)	(f) 於至少兩千 Lux 之環境照度且不造成感測器失效(如直射致盲日光)
(g) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C) and	(g) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C); and	(g)於不受影響車輛動態性能之天氣狀況(如未有風暴，溫度不低於攝氏零度)及；	(g)於不受影響車輛動態性能之天氣狀況(如未有風暴，溫度不低於攝氏零度)及；
(h) When driving straight with no curve, and not turning at an intersection.	(h) When driving straight with no curve, and not turning at an intersection.	(h) 於無彎道道路上直線駕駛，且於路口未轉向之狀況。	(h) 於無彎道道路上直線駕駛，且於路口未轉向之狀況。
…	…	…	…
5.2.3. Car to bicycle scenario	5.2.3. Car to bicycle scenario	5.2.3. 車輛對自行車之試驗情境	5.2.3. 車輛對自行車之試驗情境
…	…	…	…
5.2.3.4. Speed reduction by braking demand	5.2.3.4. Speed reduction by braking demand	5.2.3.4. 透過要求煞車進行減速	5.2.3.4. 透過要求煞車進行減速
In absence of driver's input which would lead	In absence of driver's input which would lead	依照規定 5.3.2 所述，於駕駛未介入操	依照規定 5.3.2 所述，於駕駛未介入操

增/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 interruption according to paragraph 5.3.2., the AEBS shall be able to achieve an impact speed that is less or equal to the maximum relative impact speed as shown in the following table:	to interruption according to paragraph 5.3.2., the AEBS shall be able to achieve an impact speed that is less or equal to the maximum relative impact speed as shown in the following table:	控將導致中斷，緊急煞車輔助系統應能達到一少於或等於下表所示之最大相對衝擊速度之相對衝擊速度：	控將導致中斷，緊急煞車輔助系統應能達到一少於或等於下表所示之最大相對衝擊速度之相對衝擊速度：
(a) With unobstructed perpendicularly crossing bicycles with constant speeds from 10 to 15 km/h;	(a) With unobstructed perpendicularly crossing bicycles with constant speeds from 10 to 15 km/h;	(a) 以定速十至十五公里/小時、未受阻礙且垂直穿越之自行車；	(a) 以定速十至十五公里/小時、未受阻礙且垂直穿越之自行車；
(b) In unambiguous situations (e.g. not multiple bicycles);	(b) In unambiguous situations (e.g. not multiple bicycles);	(b)於明確之狀況下(如自行車非為複數)；	(b)於明確之狀況下(如自行車非為複數)；
(c) On flat, horizontal and dry roads affording good adhesion;	(c) On flat, horizontal and dry road;	(c) 於平坦、水平且具備良好抓地力之乾燥道路上；	(c) 於平坦、水平及乾燥之道路上；
(d) In maximum mass and mass in running order conditions;	(d) In maximum mass and mass in running order conditions;	(d) 於最大重量及可行駛狀態車重之狀況；	(d) 於最大重量及可行駛狀態車重之狀況；
(e) In situations where the anticipated impact point of the crankshaft of the bicycle is displaced by not more than 0.2 m compared to the vehicle longitudinal centre plane;	(e) In situations where the anticipated impact point of the crankshaft of the bicycle is displaced by not more than 0.2 m compared to the vehicle longitudinal centre plane;	(e) 於預期自行車曲軸之預期碰撞點對比車輛縱向中心平面偏位不超過零點二公尺之狀況下；	(e) 於預期自行車曲軸之預期碰撞點對比車輛縱向中心平面偏位不超過零點二公尺之狀況下；
(f) In ambient illumination conditions of at least 2000 Lux without blinding of the sensors (e.g. direct blinding sunlight).	(f) In ambient illumination conditions of at least 2000 Lux without blinding of the sensors (e.g. direct blinding sunlight).	(f) 於至少兩千 Lux 之環境照度且不造成感測器失效(如直射致盲日光)；	(f) 於至少兩千 Lux 之環境照度且不造成感測器失效(如直射致盲日光)；
(g) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C) and	(g) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C) and	(g)於不受影響車輛動態性能之天氣狀況(如未有風暴，溫度不低於絕對溫度兩百七十三點十五 K 或攝氏零度 C)及；	(g)於不受影響車輛動態性能之天氣狀況(如未有風暴，溫度不低於絕對溫度兩百七十三點十五 K 或攝氏零度 C)及；
(h) When driving straight with no curve, and not turning at an intersection.	(h) When driving straight with no curve, and not turning at an intersection.	(h) 於無彎道道路上直線駕駛，且於路口未轉向之狀況。	(h) 於無彎道道路上直線駕駛，且於路口未轉向之狀況。
…	…	…	…
6. Test procedure.	**6. Test procedure**	6. 試驗程序	6. 試驗程序
6.1. Test Conditions	6.1. Test Conditions	6.1 試驗條件	6.1 試驗條件
6.1.1. Test surface		6.1.1 試驗表面	
6.1.1.1. The test shall be performed on a flat,	6.1.1. The test shall be performed on a flat. dry	6.1.1.1 試驗場地應於乾燥、平坦且有	6.1.1 試驗場地應於乾燥、平坦且有

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
dry, concrete or asphalt, road affording good adhesion.	concrete or asphalt surface affording good adhesion.	良好摩擦係數之水泥或柏油路面。	良好摩擦係數之水泥或柏油路面。
	6.1.1.1. The road test surface shall have a nominal[3] peak braking coefficient (PBC) of 0.9. unless otherwise specified. when measured using either:		6.1.1.1 除另有說明外，當使用下述方法量測時，道路試驗表面應具有零點九之標稱最高煞車係數(標稱值可視為理論目標值)：
	6.1.1.2. The American Society for Testing and Materials (ASTM) E1136 standard reference test tyre. in accordance with ASTM Method E1337-90. at a speed of 40 mph; or		6.1.1.2 利用美國材料試驗學會(ASTM) E1136 標準參考試驗輪胎，並依照美國材料試驗學會 ASTM E1337-90 試驗方法，以時速四十英里/小時進行量測；或
	6.1.1.3. The k-test method specified in Appendix 2 to Annex 6 of UN Regulation No. 13-H.		6.1.1.3 本基準「防鎖死煞車系統」所述之抓地力係數(K)試驗方法。
6.1.1.2. The test surface shall have a consistent slope between level and 1 per cent.	6.1.1.4. The test surface has a consistent slope between level and 1 per cent.	6.1.1.2 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。	6.1.1.4 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。
…	…	…	…
6.3. Test Targets	6.3. Test Targets	6.3 試驗目標	6.3 試驗目標
6.3.1.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 AEBS under test according to ISO 19206-3:2021. The reference point for the location of the vehicle shall be the most rearward point on the centreline of the vehicle.	6.3.1. The target used for the vehicle detection tests shall be a regular high-volume series production passenger car of Category M1 AA saloon. or alternatively a "soft target" representative of such a vehicle in terms of its identification characteristics applicable to the sensor system of the AEBS under test according to ISO 19206-3:2020. The reference point for the location of the vehicle shall be the most rearward point on the centreline of the vehicle.	6.3.1 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」，且就其識別性質而言，適用於依照 ISO 19206-3:2021 試驗中之緊急煞車輔助系統之感測器系統。車輛位置之參考點應為車輛中心線上之最後點。	6.3.1 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(AA 轎車)，或代表此類型車輛之「軟式目標」，且就其識別性質而言，適用於依照 ISO 19206-3:2020 試驗中之緊急煞車輔助系統之感測器系統。車輛位置之參考點應為車輛中心線上之最後點。

UN R79 Uniform provisions concerning the approval of vehicles with regard to steering equipment 03 Series 車輛之轉向系統

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
03-S5	03 Series		
Introduction The intention of the Regulation is to establish uniform provisions for the layout and performance of steering systems fitted to vehicles used on the road. Traditionally the major requirement has been that the main steering system contains a positive mechanical link between the steering control, normally the steering wheel, and the road wheels in order to determine the path of the vehicle. The mechanical link, if amply dimensioned, has been regarded as not being liable to failure. Advancing technology, coupled with the wish to improve occupant safety by elimination of the mechanical steering column, and the production advantages associated with easier transfer of the steering control between left and right hand drive vehicles, has led to a review of the tra3ditional approach and the Regulation is now amended to take account of the new technologies. Accordingly it will now be possible to have steering systems in which there is not any positive mechanical connection between the steering control and the road wheels. Systems whereby the driver remains in primary control of the vehicle but may be helped by the steering system being influenced by signals initiated on-board the vehicle are	**Introduction** The intention of the Regulation is to establish uniform provisions for the layout and performance of steering systems fitted to vehicles used on the road. Traditionally the major requirement has been that the main steering system contains a positive mechanical link between the steering control, normally the steering wheel, and the road wheels in order to determine the path of the vehicle. The mechanical link, if amply dimensioned, has been regarded as not being liable to failure. Advancing technology, coupled with the wish to improve occupant safety by elimination of the mechanical steering column, and the production advantages associated with easier transfer of the steering control between left and right hand drive vehicles, has led to a review of the tra3ditional approach and the Regulation is now amended to take account of the new technologies. Accordingly it will now be possible to have steering systems in which there is not any positive mechanical connection between the steering control and the road wheels. Systems whereby the driver remains in primary control of the vehicle but may be helped by the steering system being influenced by signals initiated on-board the vehicle are		

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
defined as "Advanced Driver Assistance Steering Systems". Such systems can incorporate an "Automatically Commanded Steering Function", for example, using passive infrastructure features to assist the driver in keeping the vehicle on an ideal path (Lane Guidance, Lane Keeping or Heading Control), to assist the driver in manoeuvring the vehicle at low speed in confined spaces or to assist the driver in coming to rest at a pre-defined point (Bus Stop Guidance). Advanced Driver Assistance Steering Systems can also incorporate a "Corrective Steering Function" that, for example, warns the driver of any deviation from the chosen lane (Lane Departure Warning), corrects the steering angle to prevent departure from the chosen lane (Lane Departure Avoidance) or corrects the steering angle of one or more wheels to improve the vehicle's dynamic behaviour or stability.	defined as "Advanced Driver Assistance Steering Systems". Such systems can incorporate an "Automatically Commanded Steering Function", for example, using passive infrastructure features to assist the driver in keeping the vehicle on an ideal path (Lane Guidance, Lane Keeping or Heading Control), to assist the driver in manoeuvring the vehicle at low speed in confined spaces or to assist the driver in coming to rest at a pre-defined point (Bus Stop Guidance). Advanced Driver Assistance Steering Systems can also incorporate a "Corrective Steering Function" that, for example, warns the driver of any deviation from the chosen lane (Lane Departure Warning), corrects the steering angle to prevent departure from the chosen lane (Lane Departure Avoidance) or corrects the steering angle of one or more wheels to improve the vehicle's dynamic behaviour or stability.		
In the case of any Advanced Driver Assistance Steering System, the driver can, at all times, choose to override the assistance function by deliberate action, for example, to avoid an unforeseen object in the road.	In the case of any Advanced Driver Assistance Steering System, the driver can, at all times, choose to override the assistance function by deliberate action, for example, to avoid an unforeseen object in the road.		
It is anticipated that future technology will also allow steering to be influenced or controlled by sensors and signals generated either on or off-board the vehicle. This has led to several concerns regarding responsibility for the primary control of the vehicle and the absence of any	It is anticipated that future technology will also allow steering to be influenced or controlled by sensors and signals generated either on or off-board the vehicle. This has led to several concerns regarding responsibility for the primary control of the vehicle and the absence of any		

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
internationally agreed data transmission protocols with respect to off-board or external control of steering. Therefore, the Regulation does not permit the general approval of systems that incorporate functions by which the steering can be controlled by external signals, for example, transmitted from roadside beacons or active features embedded into the road surface. Such systems, which do not require the presence of a driver, have been defined as "Autonomous Steering Systems". This Regulation also prevents the approval of positive steering of trailers by means of electrical control from the towing vehicle as there are currently no standards applicable to this application. It is expected that at some time in the future, ISO 11992 will be amended to include messages associated with the transmission of steering control.	internationally agreed data transmission protocols with respect to off-board or external control of steering. Therefore, the Regulation does not permit the general approval of systems that incorporate functions by which the steering can be controlled by external signals, for example, transmitted from roadside beacons or active features embedded into the road surface. Such systems, which do not require the presence of a driver, have been defined as "Autonomous Steering Systems". This Regulation also prevents the approval of positive steering of trailers by means of electrical control from the towing vehicle as there are currently no standards applicable to this application. It is expected that at some time in the future, ISO 11992 will be amended to include messages associated with the transmission of steering control.		
1. Scope 1.1. This Regulation applies to the steering equipment of vehicles of categories M, N and O.[1] [1] 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. Scope** 1.1. This Regulation applies to the steering equipment of vehicles of categories M, N and O.[1] [1] 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	附件四十七之二、轉向系統 1. 實施時間及適用範圍： 1.1 中華民國一百十二年一月一日起，新型式之M、N及O類車輛及中華民國一百十四年一月一日起，各型式之M、N及O類車輛，其轉向系統應符合本項規定；另車輛若配備先進駕駛輔助轉向系統時，亦應符合本項相關規定。 1.1.1 已符合本基準項次「四十七之一」規定者，若其未配備 ESF 及/或 ACSF 類型 C，則亦視同符合本項規定。	附件四十七之二、轉向系統 1. 實施時間及適用範圍： 1.1 中華民國一百十二年一月一日起，新型式之M、N及O類車輛及中華民國一百十四年一月一日起，各型式之M、N及O類車輛，其轉向系統應符合本項規定；另車輛若配備先進駕駛輔助轉向系統時，亦應符合本項相關規定。 1.1.1 已符合本基準項次「四十七之一」規定者，若其未配備 ESF 及/或 ACSF 類型 C，則亦視同符合本項規定。

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
		1.2 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「轉向系統」規定中 5.1.11、9.或 11.之規定。	1.2 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「轉向系統」規定中 5.1.11、9.或 11.之規定。
		1.3 中華民國一百十年一月一日起，新型式之具密閉式車身之 L2 或 L5 類車輛，其轉向系統，應符合本項 6.4.之規定。	1.3 中華民國一百十年一月一日起，新型式之具密閉式車身之 L2 或 L5 類車輛，其轉向系統，應符合本項 6.4.之規定。
1.2. This Regulation does not apply to:	1.2. This Regulation does not apply to:	1.4 本法規不適用於下述之轉向系統：	1.4 本法規不適用於下述之轉向系統：
1.2.1. Steering equipment with a purely pneumatic transmission;	1.2.1. Steering equipment with a purely pneumatic transmission;	1.4.1 配備純氣壓式帶動之轉向系統。	1.4.1 配備純氣壓式帶動之轉向系統。
1.2.2. Autonomous Steering Systems as defined in paragraph 2.3.3.;	1.2.2. Autonomous Steering Systems as defined in paragraph 2.3.3.;	1.4.2 符合 2.1.3 所述之自主轉向系統。	1.4.2 符合 2.1.3 所述之自主轉向系統。
1.2.3. Steering systems exhibiting the functionality defined as ACSF of Category B2, D or E in paragraphs 2.3.4.1.3., 2.3.4.1.5., or 2.3.4.1.6., respectively, until specific provisions are introduced in this Regulation.	1.2.3. Steering systems exhibiting the functionality defined as ACSF of Category B2, D or E in paragraphs 2.3.4.1.3., 2.3.4.1.5., or 2.3.4.1.6., respectively, until specific provisions are introduced in this Regulation.	1.4.3 符合 2.1.4.1.3、2.1.4.1.5 或 2.1.4.1.6 所述之 ACSF 類型 B2、D 或 E 自動控制轉向功能之轉向系統，除非本基準另有規定要求。	1.4.3 符合 2.1.4.1.3、2.1.4.1.5 或 2.1.4.1.6 所述之 ACSF 類型 B2、D 或 E 自動控制轉向功能之轉向系統，除非本基準另有規定要求。
		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 R79 03 系列及其後續相關修正規範進行測試。	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 R79 03 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. "Approval of a vehicle" means the approval of a vehicle type with regard to its steering equipment. 2.2. "Vehicle type" means a vehicle which does	**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 steering equipment. 2.2. "Vehicle type" means a vehicle which does	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
not differ with respect to the manufacturer's designation of the vehicle type and in essential characteristics such as:	not differ with respect to the manufacturer's designation of the vehicle type and in essential characteristics such as:		
2.2.1. Type of steering equipment, steering control, steering transmission, steered wheels, and energy source.	2.2.1. Type of steering equipment, steering control, steering transmission, steered wheels, and energy source.		
2.3. "Steering equipment" means all the equipment the purpose of which is to determine the direction of movement of the vehicle.	2.3. "Steering equipment" means all the equipment the purpose of which is to determine the direction of movement of the vehicle.	2.1 轉向系統(Steering equipment)：指用以決定車輛移動方向之裝置。該裝置包含：轉向控制、轉向傳輸裝置、轉向輪及/或動力供給(若具備)。	2.1 轉向系統(Steering equipment)：指用以決定車輛移動方向之裝置。該裝置包含：轉向控制、轉向傳輸裝置、轉向輪及/或動力供給(若具備)。
The steering equipment consists of: - The steering control, - The steering transmission, - The steered wheels, - The energy supply, if any.	The steering equipment consists of: - The steering control, - The steering transmission, - The steered wheels, - The energy supply, if any.		
2.3.1. "Steering control" means the part of the steering equipment which controls its operation; it may be operated with or without direct intervention of the driver. For steering equipment in which the steering forces are provided solely or partly by the muscular effort of the driver the steering control includes all parts up to the point where the steering effort is transformed by mechanical, hydraulic or electrical means;	2.3.1. "Steering control" means the part of the steering equipment which controls its operation; it may be operated with or without direct intervention of the driver. For steering equipment in which the steering forces are provided solely or partly by the muscular effort of the driver the steering control includes all parts up to the point where the steering effort is transformed by mechanical, hydraulic or electrical means;	2.1.1 轉向控制裝置(Steering control)：指在直接或間接由駕駛者操作的狀態下，用以控制轉向系統的零組件。若轉向系統的轉向力全部或部份是以駕駛者手動方式提供，則該裝置包含利用機械、液壓、或電動方式來轉換轉向力之前的所有零組件。	2.1.1 轉向控制裝置(Steering control)：指在直接或間接由駕駛者操作的狀態下，用以控制轉向系統的零組件。若轉向系統的轉向力全部或部份是以駕駛者手動方式提供，則該裝置包含利用機械、液壓、或電動方式來轉換轉向力之前的所有零組件。
2.3.2. "Steering transmission" means all components which form a functional link between the steering control and the road wheels.	2.3.2. "Steering transmission" means all components which form a functional link between the steering control and the road wheels.	2.1.2 轉向傳輸裝置(Steering transmission)：係指在轉向控制裝置與車輪之間形成功能性連結之所有組件。	2.1.2 轉向傳輸裝置(Steering transmission)：係指在轉向控制裝置與車輪之間形成功能性連結之所有組件。
The transmission is divided into two independent functions: The control transmission and the energy transmission.	The transmission is divided into two independent functions: The control transmission and the energy transmission.	傳輸裝置可區分為兩個獨立功能：控制傳輸裝置(Control transmission)及動力傳輸裝置(Energy transmission)。	傳輸裝置可區分為兩個獨立功能：控制傳輸裝置(Control transmission)及動力傳輸裝置(Energy transmission)。

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
Where the term "transmission" is used alone in this Regulation, it means both the control transmission and the energy transmission. A distinction is drawn between mechanical, electrical and hydraulic transmission systems or combinations thereof, according to the means by which the signals and/or energy is transmitted.	Where the term "transmission" is used alone in this Regulation, it means both the control transmission and the energy transmission. A distinction is drawn between mechanical, electrical and hydraulic transmission systems or combinations thereof, according to the means by which the signals and/or energy is transmitted.	此規定中所單獨使用之「傳輸裝置」名詞，係指包含控制傳輸裝置及動力傳輸裝置兩者。依照信號及/或動力之傳輸方式，區分為機械式、電動式及液壓式傳輸系統或組合式傳輸系統。	此規定中所單獨使用之「傳輸裝置」名詞，係指包含控制傳輸裝置及動力傳輸裝置兩者。依照信號及/或動力之傳輸方式，區分為機械式、電動式及液壓式傳輸系統或組合式傳輸系統。
2.3.2.1. "Control transmission" means all components by means of which signals are transmitted for control of the steering equipment.	2.3.2.1. "Control transmission" means all components by means of which signals are transmitted for control of the steering equipment.	2.1.2.1 控制傳輸裝置(Control transmission)：係指用以傳輸轉向系統控制信號之所有組件。	2.1.2.1 控制傳輸裝置(Control transmission)：係指用以傳輸轉向系統控制信號之所有組件。
2.3.2.2. "Energy transmission" means all components by means of which the energy required for control/regulation of the steering function of the wheels is transmitted.	2.3.2.2. "Energy transmission" means all components by means of which the energy required for control/regulation of the steering function of the wheels is transmitted.	2.1.2.2 動力傳輸裝置(Energy transmission)：係指用以傳輸車輪轉向功能所需控制/調節動力之所有組件。	2.1.2.2 動力傳輸裝置(Energy transmission)：係指用以傳輸車輪轉向功能所需控制/調節動力之所有組件。
2.3.3. "Autonomous Steering System" means a system that incorporates a function within a complex electronic control system that causes the vehicle to follow a defined path or to alter its path in response to signals initiated and transmitted from off-board the vehicle. The driver will not necessarily be in primary control of the vehicle.	2.3.3. "Autonomous Steering System" means a system that incorporates a function within a complex electronic control system that causes the vehicle to follow a defined path or to alter its path in response to signals initiated and transmitted from off-board the vehicle. The driver will not necessarily be in primary control of the vehicle.	2.1.3 自主轉向系統(Autonomous Steering System)：係指複合式電子控制系統之功能整合系統，其使車輛依所指定之路徑行駛，或依照車輛外部所啟動與發送之信號修正車輛之行車路徑。駕駛者未必處於該車之主要控制權狀態。	2.1.3 自主轉向系統(Autonomous Steering System)：係指複合式電子控制系統之功能整合系統，其使車輛依所指定之路徑行駛，或依照車輛外部所啟動與發送之信號修正車輛之行車路徑。駕駛者未必處於該車之主要控制權狀態。
2.3.4. "Advanced Driver Assistance Steering System" means a system, additional to the main steering system, that provides assistance to the driver in steering the vehicle but in which the driver remains at all times in primary control of the vehicle. It comprises one or both of the following functions:	2.3.4. "Advanced Driver Assistance Steering System" means a system, additional to the main steering system, that provides assistance to the driver in steering the vehicle but in which the driver remains at all times in primary control of the vehicle. It comprises one or both of the following functions:	2.1.4 先進駕駛輔助轉向系統(Advanced Driver Assistance Steering System)：係指主要轉向系統外之附加系統，提供駕駛者於車輛轉向之輔助，惟於任何情況下，均應維持由駕駛者掌控車輛之主要控制權。其包含下述一項或兩項功能：	2.1.4 先進駕駛輔助轉向系統(Advanced Driver Assistance Steering System)：係指主要轉向系統外之附加系統，提供駕駛者於車輛轉向之輔助，惟於任何情況下，均應維持由駕駛者掌控車輛之主要控制權。其包含下述一項或兩項功能：

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
2.3.4.1. "Automatically commanded steering function (ACSF)" means a function within an electronic control system where actuation of the steering system can result from automatic evaluation of signals initiated on-board the vehicle, possibly in conjunction with passive infrastructure features, to generate control action in order to assist the driver.	2.3.4.1. "Automatically commanded steering function (ACSF)" means a function within an electronic control system where actuation of the steering system can result from automatic evaluation of signals initiated on-board the vehicle, possibly in conjunction with passive infrastructure features, to generate control action in order to assist the driver.	2.1.4.1 自動控制轉向功能(Automatically commanded steering function ；ACSF)：係指電子控制系統中之功能，依照車上啟始之信號，自動評估以致動轉向系統，其可與被動基礎設施功能配合，為輔助駕駛者而產生控制行動。	2.1.4.1 自動控制轉向功能(Automatically commanded steering function ；ACSF)：係指電子控制系統中之功能，依照車上啟始之信號，自動評估以致動轉向系統，其可與被動基礎設施功能配合，為輔助駕駛者而產生控制行動。
2.3.4.1.1. "ACSF of Category A" means a function that operates at a speed no greater than 10 km/h to assist the driver, on demand, in low speed or parking manoeuvring.	2.3.4.1.1. "ACSF of Category A" means a function that operates at a speed no greater than 10 km/h to assist the driver, on demand, in low speed or parking manoeuvring.	2.1.4.1.1 ACSF 類型 A：係指低速或停車操控輔助功能，其依照駕駛者要求，作動於未逾十公里/小時之速度。	2.1.4.1.1 ACSF 類型 A：係指低速或停車操控輔助功能，其依照駕駛者要求，作動於未逾十公里/小時之速度。
2.3.4.1.2. "ACSF of Category B1" means a function which assists the driver in keeping the vehicle within the chosen lane, by influencing the lateral movement of the vehicle.	2.3.4.1.2. "ACSF of Category B1" means a function which assists the driver in keeping the vehicle within the chosen lane, by influencing the lateral movement of the vehicle.	2.1.4.1.2 ACSF 類型 B1：係指藉由影響車輛之側向移動，輔助駕駛者維持車輛行駛於其所選定車道之功能。	2.1.4.1.2 ACSF 類型 B1：係指藉由影響車輛之側向移動，輔助駕駛者維持車輛行駛於其所選定車道之功能。
2.3.4.1.3. "ACSF of Category B2" means a function which is initiated/activated by the driver and which keeps the vehicle within its lane by influencing the lateral movement of the vehicle for extended periods without further driver command/confirmation	2.3.4.1.3. "ACSF of Category B2" means a function which is initiated/activated by the driver and which keeps the vehicle within its lane by influencing the lateral movement of the vehicle for extended periods without further driver command/confirmation	2.1.4.1.3 ACSF 類型 B2：係指由駕駛者啟始/致動後，於駕駛者未有更進一步指令/確認情況下，藉由影響車輛之側向移動可持續維持車輛行駛於駕駛者所選定車道之輔助功能。	2.1.4.1.3 ACSF 類型 B2：係指由駕駛者啟始/致動後，於駕駛者未有更進一步指令/確認情況下，藉由影響車輛之側向移動可持續維持車輛行駛於駕駛者所選定車道之輔助功能。
2.3.4.1.4. "ACSF of Category C" means, a function which is initiated/activated by the driver and which can perform a single lateral manoeuvre (e.g. lane change) when commanded by the driver.	2.3.4.1.4. "ACSF of Category C" means, a function which is initiated/activated by the driver and which can perform a single lateral manoeuvre (e.g. lane change) when commanded by the driver.	2.1.4.1.4 ACSF 類型 C：係指由駕駛者啟始/致動後，於駕駛者指令下執行單一側向操控(如：變換車道)之輔助功能。	2.1.4.1.4 ACSF 類型 C：係指由駕駛者啟始/致動後，於駕駛者指令下執行單一側向操控(如：變換車道)之輔助功能。
2.3.4.1.5. "ACSF of Category D" means a function which is initiated/activated by the driver and which can indicate the possibility of a single lateral manoeuvre (e.g. lane	2.3.4.1.5. "ACSF of Category D" means a function which is initiated/activated by the driver and which can indicate the possibility of a single lateral manoeuvre (e.g. lane	2.1.4.1.5 ACSF 類型 D：係指由駕駛者啟始/致動後，能顯示單一側向操控（如：變換車道）可行狀態之輔助功能，惟僅能於駕駛者確認下執行	2.1.4.1.5 ACSF 類型 D：係指由駕駛者啟始/致動後，能顯示單一側向操控（如：變換車道）可行狀態之輔助功能，惟僅能於駕駛者確認下執行

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
change) but performs that function only following a confirmation by the driver.	change) but performs that function only following a confirmation by the driver.	操控。	操控。
2.3.4.1.6. "ACSF of Category E" means a function which is initiated/activated by the driver and which can continuously determine the possibility of a manoeuvre (e.g. lane change) and complete these manoeuvres for extended periods without further driver command/confirmation.	2.3.4.1.6. "ACSF of Category E" means a function which is initiated/activated by the driver and which can continuously determine the possibility of a manoeuvre (e.g. lane change) and complete these manoeuvres for extended periods without further driver command/confirmation.	2.1.4.1.6 ACSF 類型 E：係指由駕駛者啟始/致動後可連續測定操控之可能性(如：變換車道)，並於無駕駛者更進一步指令/確認情況下，長時間區段內完成相關操控之輔助功能。	2.1.4.1.6 ACSF 類型 E：係指由駕駛者啟始/致動後可連續測定操控之可能性(如：變換車道)，並於無駕駛者更進一步指令/確認情況下，長時間區段內完成相關操控之輔助功能。
2.3.4.2. "Corrective Steering Function (CSF)" means a control function within an electronic control system whereby, for a limited duration, changes to the steering angle of one or more wheels may result from the automatic evaluation of signals initiated on-board the vehicle, in order:	2.3.4.2. "Corrective Steering Function (CSF)" means a control function within an electronic control system whereby, for a limited duration, changes to the steering angle of one or more wheels may result from the automatic evaluation of signals initiated on-board the vehicle, in order:	2.1.4.2 修正轉向功能 (Corrective steering function； CSF)：係指電子控制系統內之控制功能，於一限定期限內，依照車上啟始之信號，自動評估改變一個或多個車輪之轉向角度，以完成下列操控：	2.1.4.2 修正轉向功能 (Corrective steering function； CSF)：係指電子控制系統內之控制功能，於一限定期限內，依照車上啟始之信號，自動評估改變一個或多個車輪之轉向角度，以完成下列操控：
(a) To compensate a sudden, unexpected change in the side force of the vehicle, or;	(a) To compensate a sudden, unexpected change in the side force of the vehicle, or;	2.1.4.2.1 補償突然、無預期之車輛側向力變化，或	2.1.4.2.1 補償突然、無預期之車輛側向力變化，或
(b) To improve the vehicle stability (e.g. side wind, differing adhesion road conditions "μ-split"), or;	(b) To improve the vehicle stability (e.g. side wind, differing adhesion road conditions "μ-split"), or;	2.1.4.2.2 改善車輛穩定性（如：側向強風、抓地力係數不同之道路表面狀況(摩擦係數變化)），或	2.1.4.2.2 改善車輛穩定性（如：側向強風、抓地力係數不同之道路表面狀況(摩擦係數變化)），或
(c) To correct lane departure. (e.g. to avoid crossing lane markings, leaving the road).	(c) To correct lane departure. (e.g. to avoid crossing lane markings, leaving the road).	2.1.4.2.3 修正車道偏離（如：避免越過車道標線、離開道路）。	2.1.4.2.3 修正車道偏離（如：避免越過車道標線、離開道路）。
2.3.4.3. "Emergency Steering Function (ESF)" means a control function which can automatically detect a potential collision and automatically activate the vehicle steering system for a limited duration, to steer the vehicle with the purpose of avoiding or mitigating a collision, with:	2.3.4.3. "Emergency Steering Function (ESF)" means a control function which can automatically detect a potential collision and automatically activate the vehicle steering system for a limited duration, to steer the vehicle with the purpose of avoiding or mitigating a collision, with:	2.1.4.3 緊急轉向功能 (Emergency Steering Function；ESF): 係指可自動偵測潛在碰撞且於限制時間內自動致動車輛轉向系統之控制功能，於下列情況下使車輛轉向以避免或減輕碰撞：	2.1.4.3 緊急轉向功能 (Emergency Steering Function；ESF): 係指可自動偵測潛在碰撞且於限制時間內自動致動車輛轉向系統之控制功能，於下列情況下使車輛轉向以避免或減輕碰撞：
(a) Another vehicle driving[2] in an adjacent lane:	(a) Another vehicle driving[2] in an adjacent lane:	(a) 另一車輛行駛於相鄰車道 (受驗車輛可行駛於同向或對向)：	(a) 另一車輛行駛於相鄰車道 (受驗車輛可行駛於同向或對向)：
[2] The vehicle may be driving in the same or the	[2] The vehicle may be driving in the same or the		

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
opposite direction as the subject vehicle. (i) Drifting towards the path of the subject vehicle and/or; (ii) Into which path the subject vehicle is drifting and/or; (iii) Into which lane the driver initiates a lane change manoeuver. (b) An obstacle obstructing the path of the subject vehicle or when the obstruction of the subject vehicle's path is deemed imminent. ESF shall cover one or more use cases from the list above.	opposite direction as the subject vehicle. (i) Drifting towards the path of the subject vehicle and/or; (ii) Into which path the subject vehicle is drifting and/or; (iii) Into which lane the driver initiates a lane change manoeuver. (b) An obstacle obstructing the path of the subject vehicle or when the obstruction of the subject vehicle's path is deemed imminent. ESF shall cover one or more use cases from the list above.	(i)朝受驗車輛之行駛路徑偏移及/或； (ii)進入受驗車輛所偏移之路徑及/或； (iii)進入駕駛者開始操控欲變換進入之車道。 (b)障礙物阻擋受驗車輛路徑或於受驗車輛行駛之路徑有立即性障礙之存在。 ESF 應能涵蓋上述條列之一項或多項情境。	(i)朝受驗車輛之行駛路徑偏移及/或； (ii)進入受驗車輛所偏移之路徑及/或； (iii)進入駕駛者開始操控欲變換進入之車道。 (b)障礙物阻擋受驗車輛路徑或於受驗車輛行駛之路徑有立即性障礙之存在。 ESF 應能涵蓋上述條列之一項或多項情境。
2.3.4.4. "Remote Control Manoeuvring (RCM)" means a function actuated by the driver that provides direct control on steering angle, acceleration, and deceleration for low speed manoeuvring. The actuation is made by a remote control device in close proximity to the vehicle.		2.1.4.4 遠端控制操控(Remote Control Manoeuvring；RCM)：係指一由駕駛所致動之功能，該功能於低速操作下提供對轉向角度、加速度及減速度之直接控制。而作動係靠近車輛後由一遠端控制裝置進行操作。	
2.3.5. "Steered wheels" means the wheels, the alignment of which may be altered directly or indirectly in relation to the longitudinal axis of the vehicle in order to determine the direction of movement of the vehicle. (The steered wheels include the axis around which they are rotated in order to determine the direction of movement of the vehicle);	2.3.5. "Steered wheels" means the wheels, the alignment of which may be altered directly or indirectly in relation to the longitudinal axis of the vehicle in order to determine the direction of movement of the vehicle. (The steered wheels include the axis around which they are rotated in order to determine the direction of movement of the vehicle);	2.1.5 轉向輪(Steered wheels)：係指車輪相對於車輛縱軸的回正情形，可利用直接或間接的方式來改變以決定車輛的移動方向。(轉向輪包含其旋轉時所圍繞的輪軸，藉以決定車輛的移動方向)。	2.1.5 轉向輪(Steered wheels)：係指車輪相對於車輛縱軸的回正情形，可利用直接或間接的方式來改變以決定車輛的移動方向。(轉向輪包含其旋轉時所圍繞的輪軸，藉以決定車輛的移動方向)。
2.3.6. "Energy supply" includes those parts of the steering equipment which provide it with energy, regulate that energy and where appropriate, process and store it. It also includes any storage reservoirs for the	2.3.6. "Energy supply" includes those parts of the steering equipment which provide it with energy, regulate that energy and where appropriate, process and store it. It also includes any storage reservoirs for the	2.1.6 動力供給(Energy supply)：係指轉向系統中包含提供轉向系統動力、控制動力、處理及儲存動力的零組件，其同時也包括工作媒介所用的儲存器及回流管線等，但並非	2.1.6 動力供給(Energy supply)：係指轉向系統中包含提供轉向系統動力、控制動力、處理及儲存動力的零組件，其同時也包括工作媒介所用的儲存器及回流管線等，但並非

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
operating medium and the return lines, but not the vehicle's engine (except for the purpose of paragraph 5.3.2.1.) or its drive to the energy source.	operating medium and the return lines, but not the vehicle's engine (except for the purpose of paragraph 5.3.2.1.) or its drive to the energy source.	車輛的引擎(5.3.2.1 所述者除外)或其和動力之間的傳動。	車輛的引擎(5.3.2.1 所述者除外)或其和動力之間的傳動。
2.3.6.1. "Energy source" means the part of the energy supply, which provides the energy in the required form.	2.3.6.1. "Energy source" means the part of the energy supply, which provides the energy in the required form.	2.1.6.1 動力來源(Energy source)：係指動力供給之一部份，提供所需形式之動力。	2.1.6.1 動力來源(Energy source)：係指動力供給之一部份，提供所需形式之動力。
2.3.6.2. "Energy reservoir" means that part of the energy supply in which the energy provided by the energy source is stored, for example, a pressurised fluid reservoir or vehicle battery.	2.3.6.2. "Energy reservoir" means that part of the energy supply in which the energy provided by the energy source is stored, for example, a pressurised fluid reservoir or vehicle battery.	2.1.6.2 動力儲存器(Energy reservoir)：係指動力供給之一部份，儲存動力來源提供之動力，例如加壓流體儲存器或車輛電瓶。	2.1.6.2 動力儲存器(Energy reservoir)：係指動力供給之一部份，儲存動力來源提供之動力，例如加壓流體儲存器或車輛電瓶。
2.3.6.3. "Storage reservoir" means that part of the energy supply in which the operating medium is stored at or near to the atmospheric pressure, for example a fluid reservoir.	2.3.6.3. "Storage reservoir" means that part of the energy supply in which the operating medium is stored at or near to the atmospheric pressure, for example a fluid reservoir.	2.1.6.3 作動媒介儲存器(Storage reservoir)：係指動力供給之一部份，儲存作動媒介於接近或同等於大氣壓力，例如流體儲存器。	2.1.6.3 作動媒介儲存器(Storage reservoir)：係指動力供給之一部份，儲存作動媒介於接近或同等於大氣壓力，例如流體儲存器。
2.4. Steering parameters	2.4. Steering parameters	2.2 轉向參數	2.2 轉向參數
2.4.1. "Steering control effort" means the force applied to the steering control in order to steer the vehicle.	2.4.1. "Steering control effort" means the force applied to the steering control in order to steer the vehicle.	2.2.1 轉向控制力(Steering control effort)：係指應用於轉向控制之施力，以完成車輛之轉向。	2.2.1 轉向控制力(Steering control effort)：係指應用於轉向控制之施力，以完成車輛之轉向。
2.4.2. "Steering time" means the period of time from the beginning of the movement of the steering control to the moment at which the steered wheels have reached a specific steering angle.	2.4.2. "Steering time" means the period of time from the beginning of the movement of the steering control to the moment at which the steered wheels have reached a specific steering angle.	2.2.2 轉向時間(Steering time)：係指轉向控制開始作動至轉向輪達特定轉向角度間之時間區段。	2.2.2 轉向時間(Steering time)：係指轉向控制開始作動至轉向輪達特定轉向角度間之時間區段。
2.4.3. "Steering angle" means the angle between the projection of a longitudinal axis of the vehicle and the line of intersection of the wheel plane (being the central plane of the wheel, normal to the axis around which it rotates) and the road surface.	2.4.3. "Steering angle" means the angle between the projection of a longitudinal axis of the vehicle and the line of intersection of the wheel plane (being the central plane of the wheel, normal to the axis around which it rotates) and the road surface.	2.2.3 轉向角度(Steering angle)：係指車輛縱向軸與車輪中心線（車輪之中心平面垂直於車輪轉動之軸線)間之角度。	2.2.3 轉向角度(Steering angle)：係指車輛縱向軸與車輪中心線（車輪之中心平面垂直於車輪轉動之軸線)間之角度。
2.4.4. "Steering forces" mean all the forces	2.4.4. "Steering forces" mean all the forces	2.2.4 轉向力(Steering force)：係指所	2.2.4 轉向力(Steering force)：係指所

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
operating in the steering transmission.	operating in the steering transmission.	有於轉向傳輸裝置中運作之施力。	有於轉向傳輸裝置中運作之施力。
2.4.5. "Mean steering ratio" means the ratio of the angular displacement of the steering control to the mean of the swept steering angle of the steered wheels for a full lock-to-lock turn.	2.4.5. "Mean steering ratio" means the ratio of the angular displacement of the steering control to the mean of the swept steering angle of the steered wheels for a full lock-to-lock turn.	2.2.5 平均轉向率(Mean steering ratio)：係指於整個方向盤的回轉行程(lock-to-lock)，轉向控制裝置角度位移與轉向車輪轉向角度平均值間之比率。	2.2.5 平均轉向率(Mean steering ratio)：係指於整個方向盤的回轉行程(lock-to-lock)，轉向控制裝置角度位移與轉向車輪轉向角度平均值間之比率。
2.4.6. "Turning circle" means the circle within which are located the projections onto the ground plane of all the points of the vehicle, excluding the external devices for indirect vision and the front direction indicators, when the vehicle is driven in a circle.	2.4.6. "Turning circle" means the circle within which are located the projections onto the ground plane of all the points of the vehicle, excluding the external devices for indirect vision and the front direction indicators, when the vehicle is driven in a circle.	2.2.6 迴轉圓圈(Turning circle)：係指當車輛繞圈時，除外側間接視野裝置和前方向燈外，車輛於地面投影點所形成的圓圈。	2.2.6 迴轉圓圈(Turning circle)：係指當車輛繞圈時，除外側間接視野裝置和前方向燈外，車輛於地面投影點所形成的圓圈。
2.4.7. "Nominal radius of steering control" means in the case of a steering wheel the shortest dimension from its centre of rotation to the outer edge of the rim. In the case of any other form of control it means the distance between its centre of rotation and the point at which the steering effort is applied. If more than one such point is provided, the one requiring the greatest effort shall be used.	2.4.7. "Nominal radius of steering control" means in the case of a steering wheel the shortest dimension from its centre of rotation to the outer edge of the rim. In the case of any other form of control it means the distance between its centre of rotation and the point at which the steering effort is applied. If more than one such point is provided, the one requiring the greatest effort shall be used.	2.2.7 轉向控制裝置之標稱半徑：對於方向盤而言，係指從方向盤之旋轉中心至方向盤邊緣(Rim)外側間最短距離。對於任何其他型式之轉向控制裝置而言，係指旋轉中心至轉向施力點間距離。若有一個以上之施力點，則應取最大施力點。	2.2.7 轉向控制裝置之標稱半徑：對於方向盤而言，係指從方向盤之旋轉中心至方向盤邊緣(Rim)外側間最短距離。對於任何其他型式之轉向控制裝置而言，係指旋轉中心至轉向施力點間距離。若有一個以上之施力點，則應取最大施力點。
2.4.8. "Remote Controlled Parking (RCP)" means an ACSF of category A, actuated by the driver, providing parking or low speed manoeuvring. The actuation is made by remote control in close proximity to the vehicle.	2.4.8. "Remote Controlled Parking (RCP)" means an ACSF of category A, actuated by the driver, providing parking or low speed manoeuvring. The actuation is made by remote control in close proximity to the vehicle.	2.2.8 遠端控制停車(Remote Controlled Parking；RCP)：係指由駕駛者致動之 ACSF 類型 A，用以提供停車或低速操控。其係於近距離致動車輛。	2.2.8 遠端控制停車(Remote Controlled Parking；RCP)：係指由駕駛者致動之 ACSF 類型 A，用以提供停車或低速操控。其係於近距離致動車輛。
2.4.9. "Specified maximum RCP operating range (S_{RCPmax})" means the maximum distance between the nearest point of the motor vehicle and the remote control device up to which ACSF is designed to operate.	2.4.9. "Specified maximum RCP operating range (S_{RCPmax})" means the maximum distance between the nearest point of the motor vehicle and the remote control device up to which ACSF is designed to operate.	2.2.9 最大設定之遠端控制停車(RCP)作動距離(S_{RCPmax})：係指遠端控制器與其最靠近車輛之點的間距，該距離為 ACSF 設計作動之最大距離。	2.2.9 最大設定之遠端控制停車(RCP)作動距離(S_{RCPmax})：係指遠端控制器與其最靠近車輛之點的間距，該距離為 ACSF 設計作動之最大距離。

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
2.4.10. "Specified maximum speed V_{Smax} " means the maximum speed up to which an ACSF is designed to operate.	2.4.10. "Specified maximum speed V_{Smax} " means the maximum speed up to which an ACSF is designed to operate.	2.2.10 最大設定速度 V_{Smax}：係指 ACSF 設計作動之最大速度。	2.2.10 最大設定速度 V_{Smax}：係指 ACSF 設計作動之最大速度。
2.4.11. "Specified minimum speed V_{Smin}" means the minimum speed down to which an ACSF is designed to operate.	2.4.11. "Specified minimum speed V_{Smin}" means the minimum speed down to which an ACSF is designed to operate.	2.2.11 最小設定速度 V_{Smin}：係指 ACSF 設計作動之最小速度。	2.2.11 最小設定速度 V_{Smin}：係指 ACSF 設計作動之最小速度。
2.4.12. "Specified maximum lateral acceleration ay_{Smax}" means the maximum lateral acceleration of the vehicle up to which an ACSF is designed to operate.	2.4.12. "Specified maximum lateral acceleration ay_{Smax}" means the maximum lateral acceleration of the vehicle up to which an ACSF is designed to operate.	2.2.12 最大設定側向加速度 ay_{smax}：係指 ACSF 設計作動之車輛最大側向加速度。	2.2.12 最大設定側向加速度 ay_{smax}：係指 ACSF 設計作動之車輛最大側向加速度。
2.4.13. An ACSF is in "off mode" (or "switched off") when the function is prevented from generating a steering control action to assist the driver.	2.4.13. An ACSF is in "off mode" (or "switched off") when the function is prevented from generating a steering control action to assist the driver.	2.2.13 ACSF 處於「關閉模式」(或「被關閉」)：係指防止該功能產生輔助駕駛之轉向控制動作之狀況。	2.2.13 ACSF 處於「關閉模式」(或「被關閉」)：係指防止該功能產生輔助駕駛之轉向控制動作之狀況。
2.4.14. An ACSF is in "standby mode" when the function is switched on, but the conditions (e.g. system operating conditions, deliberate action from driver) for being active are not all met. In this mode, the system is not ready to generate a steering control action to assist the driver.	2.4.14. An ACSF is in "standby mode" when the function is switched on, but the conditions (e.g. system operating conditions, deliberate action from driver) for being active are not all met. In this mode, the system is not ready to generate a steering control action to assist the driver.	2.2.14 ACSF 處於「待機模式」(Standby mode)：係指該功能已被開啟惟尚未達到所有作動條件(例如：系統運作條件，駕駛者之刻意動作)，在此模式下，系統尚未就緒而無法產生輔助駕駛者之轉向控制動作。	2.2.14 ACSF 處於「待機模式」(Standby mode)：係指該功能已被開啟惟尚未達到所有作動條件(例如：系統運作條件，駕駛者之刻意動作)，在此模式下，系統尚未就緒而無法產生輔助駕駛者之轉向控制動作。
2.4.15. An ACSF is in "active mode" (or "active") when the function is switched on and the conditions for being active are met. In this mode, the system continuously or discontinuously controls the steering system is generating, or is ready to generate, a steering control action to assist the driver.	2.4.15. An ACSF is in "active mode" (or "active") when the function is switched on and the conditions for being active are met. In this mode, the system continuously or discontinuously controls the steering system is generating, or is ready to generate, a steering control action to assist the driver.	2.2.15 ACSF 處於「就緒模式」(Active mode)或「就緒」(Active)：係指該功能已被開啟且達到所有作動條件，系統於此模式下持續或間斷地控制轉向系統以產生或預備產生輔助駕駛者之轉向控制動作。	2.2.15 ACSF 處於「就緒模式」(Active mode)或「就緒」(Active)：係指該功能已被開啟且達到所有作動條件，系統於此模式下持續或間斷地控制轉向系統以產生或預備產生輔助駕駛者之轉向控制動作。
2.4.16. A "*Lane Change* Procedure" in the case of ACSF of Category C starts when the direction indicator lamps are activated by a deliberate action of the driver and ends when the direction indicator lamps are	2.4.16. A "*Lane Change* Procedure" in the case of ACSF of Category C starts when the direction indicator lamps are activated by a deliberate action of the driver and ends when the direction indicator lamps are	2.2.16 變換車道程序(Lane change procedure)：係指配備 ACSF 類型 C 之車輛，當方向燈由駕駛者刻意致動作為開始，且當解除方向燈作為結束。其包含以下操作：	2.2.16 變換車道程序(Lane change procedure)：係指配備 ACSF 類型 C 之車輛，當方向燈由駕駛者刻意致動作為開始，且當解除方向燈作為結束。其包含以下操作：

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
deactivated. It comprises the following operations:	deactivated. It comprises the following operations:		
(a) Activation of the direction indicator lamps;	(a) Activation of the direction indicator lamps;	(a)由駕駛者刻意致動方向燈；	(a)由駕駛者刻意致動方向燈；
(b) Lateral movement of the vehicle towards the lane boundary;	(b) Lateral movement of the vehicle towards the lane boundary;	(b)車輛側向移動朝向車道邊界；	(b)車輛側向移動朝向車道邊界；
(c) Lane Change Manoeuvre;	(c) Lane Change Manoeuvre;	(c)變換車道操控；	(c)變換車道操控；
(d) Resumption of the lane keeping function;	(d) Resumption of the lane keeping function;	(d)重啟車道維持功能；	(d)重啟車道維持功能；
(e) Deactivation of direction indicator lamps.	(e) Deactivation of direction indicator lamps.	(e)解除方向燈。	(e)解除方向燈。
2.4.17. A "Lane Change Manoeuvre" is part of the Lane Change Procedure and,	2.4.17. A "Lane Change Manoeuvre" is part of the Lane Change Procedure and,	2.2.17 變換車道操控(Lane change manoeuvre)：係指變換車道程序之一部分，且：	2.2.17 變換車道操控(Lane change manoeuvre)：係指變換車道程序之一部分，且：
(a) Starts when the outside edge of the tyre tread of the vehicle's front wheel closest to the lane markings touches the inside edge of the lane marking to which the vehicle is being manoeuvred,	(a) Starts when the outside edge of the tyre tread of the vehicle's front wheel closest to the lane markings touches the inside edge of the lane marking to which the vehicle is being manoeuvred,	(a) 當最接近車道標線之車輛前輪胎面外緣接觸車道標線內緣時，車輛即處於受操控狀態。	(a)當最接近車道標線之車輛前輪胎面外緣接觸車道標線內緣時，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)當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。
2.4.18. "Specified maximum RCM operating range (S_{RCMmax})" means the maximum distance between the nearest point of the motor vehicle and the remote-control device up to which RCM is designed to operate.		2.2.18 設定最大遠端控制操控作動範圍(S_{RCMmax})：係指介於車輛最近點與遠端控制裝置設計可遠端控制操控間之最大距離。	
2.5. Types of steering equipment	2.5. Types of steering equipment	2.3 轉向系統類型	2.3 轉向系統類型
Depending on the way the steering forces are produced, the following types of equipment are distinguished:	Depending on the way the steering forces are produced, the following types of equipment are distinguished:	依照轉向力之產生方式不同，轉向系統可分為下列幾種類型：	依照轉向力之產生方式不同，轉向系統可分為下列幾種類型：
2.5.1. For motor vehicles:	2.5.1. For motor vehicles:	2.3.1 機動車輛	2.3.1 機動車輛
2.5.1.1. "Main steering system" means the steering equipment of a vehicle which is mainly responsible for determining the direction of travel. It may comprise:	2.5.1.1. "Main steering system" means the steering equipment of a vehicle which is mainly responsible for determining the direction of travel. It may comprise:	2.3.1.1 主要轉向系統(Main steering system)：係指主要負責決定車輛行駛方向之轉向系統，其可包括：	2.3.1.1 主要轉向系統(Main steering system)：係指主要負責決定車輛行駛方向之轉向系統，其可包括：

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
2.5.1.1.1. "Manual steering equipment" in which the steering forces result solely from the muscular effort of the driver;	2.5.1.1.1. "Manual steering equipment" in which the steering forces result solely from the muscular effort of the driver;	2.3.1.1.1 手動轉向系統(Manual steering equipment)：轉向力完全由駕駛者手動產生。	2.3.1.1.1 手動轉向系統(Manual steering equipment)：轉向力完全由駕駛者手動產生。
2.5.1.1.2. "Power assisted steering equipment" in which the steering forces result from both the muscular effort of the driver and the energy supply (supplies).	2.5.1.1.2. "Power assisted steering equipment" in which the steering forces result from both the muscular effort of the driver and the energy supply (supplies).	2.3.1.1.2 動力輔助轉向系統(Power assisted steering equipment)：轉向力由駕駛者手動及能量供應產生。	2.3.1.1.2 動力輔助轉向系統(Power assisted steering equipment)：轉向力由駕駛者手動及能量供應產生。
2.5.1.1.2.1. Steering equipment in which the steering forces result solely from one or more energy supplies when the equipment is intact, but in which the steering forces can be provided by the muscular effort of the driver alone if there is a fault in the steering (integrated power systems), is also considered to be power assisted steering equipment;	2.5.1.1.2.1. Steering equipment in which the steering forces result solely from one or more energy supplies when the equipment is intact, but in which the steering forces can be provided by the muscular effort of the driver alone if there is a fault in the steering (integrated power systems), is also considered to be power assisted steering equipment;	2.3.1.1.2.1 完整功能運作時，轉向力完全由一個或多個能源供應產生，而於轉向系統 (整合能源系統，integrated power systems) 發生故障時，轉向力僅可由駕駛者手動產生之轉向系統，其也被視為動力輔助轉向系統。	2.3.1.1.2.1 完整功能運作時，轉向力完全由一個或多個能源供應產生，而於轉向系統 (整合能源系統，integrated power systems) 發生故障時，轉向力僅可由駕駛者手動產生之轉向系統，其也被視為動力輔助轉向系統。
2.5.1.1.3. "Full-power steering equipment" in which the steering forces are provided solely by one or more energy supplies;	2.5.1.1.3. "Full-power steering equipment" in which the steering forces are provided solely by one or more energy supplies;	2.3.1.1.3 全動力轉向系統(Full-power steering equipment)：係指完全以一或多個能源提供轉向力之設備。	2.3.1.1.3 全動力轉向系統(Full-power steering equipment)：係指完全以一或多個能源提供轉向力之設備。
2.5.1.2. "Self-tracking steering equipment" means a system designed to create a change of steering angle on one or more wheels only when acted upon by forces and/or moments applied through the tyre to road contact.	2.5.1.2. "Self-tracking steering equipment" means a system designed to create a change of steering angle on one or more wheels only when acted upon by forces and/or moments applied through the tyre to road contact.	2.3.1.2 自我循跡轉向系統(Self-tracking steering equipment)：係指藉由輪胎與地面接觸所產生之力及/或力矩，使一個或多個車輪產生轉向角度改變之系統。	2.3.1.2 自我循跡轉向系統(Self-tracking steering equipment)：係指藉由輪胎與地面接觸所產生之力及/或力矩，使一個或多個車輪產生轉向角度改變之系統。
2.5.1.3. "Auxiliary Steering Equipment (ASE)" means a system in which the wheels on axle(s) of vehicles of categories M and N are steered in addition to the wheels of the main steering equipment in the same or opposite direction to those of the main steering equipment and/or the steering angle of the front and/or the rear wheels may be adjusted relative to vehicle behaviour.	2.5.1.3. "Auxiliary Steering Equipment (ASE)" means a system in which the wheels on axle(s) of vehicles of categories M and N are steered in addition to the wheels of the main steering equipment in the same or opposite direction to those of the main steering equipment and/or the steering angle of the front and/or the rear wheels may be adjusted relative to vehicle behaviour.	2.3.1.3 輔助轉向系統(Auxiliary steering equipment (ASE))：係指主要轉向系統控制之轉向輪以外，也對 M 及 N 類車輛輪軸上之車輪提供額外轉向，且使該額外轉向與主要轉向系統控制車輪轉向相同或相反，及/或對應車輛行為以調節車輛前輪及/或後輪轉向角度之系統。	2.3.1.3 輔助轉向系統(Auxiliary steering equipment (ASE))：係指主要轉向系統控制之轉向輪以外，也對 M 及 N 類車輛輪軸上之車輪提供額外轉向，且使該額外轉向與主要轉向系統控制車輪轉向相同或相反，及/或對應車輛行為以調節車輛前輪及/或後輪轉向角度之系統。

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
2.5.2. For trailers:	2.5.2. For trailers:	2.3.2 拖車：	2.3.2 拖車：
2.5.2.1. "Self-tracking steering equipment" means a system designed to create a change of steering angle on one or more wheels only when acted upon by forces and/or moments applied through the tyre to road contact.	2.5.2.1. "Self-tracking steering equipment" means a system designed to create a change of steering angle on one or more wheels only when acted upon by forces and/or moments applied through the tyre to road contact.	2.3.2.1 自我循跡轉向系統(Self-tracking steering equipment)：係指藉由輪胎與地面接觸所產生之力及/或力矩，使一個或多個車輪產生轉向角度改變之系統。	2.3.2.1 自我循跡轉向系統(Self-tracking steering equipment)：係指藉由輪胎與地面接觸所產生之力及/或力矩，使一個或多個車輪產生轉向角度改變之系統。
2.5.2.2. "Articulated steering" means equipment in which the steering forces are produced by a change in direction of the towing vehicle and in which the movement of the steered trailer wheels is linked to the relative angle between the longitudinal axis of the towing vehicle and that of the trailer.	2.5.2.2. "Articulated steering" means equipment in which the steering forces are produced by a change in direction of the towing vehicle and in which the movement of the steered trailer wheels is linked to the relative angle between the longitudinal axis of the towing vehicle and that of the trailer.	2.3.2.2 鉸接轉向(Articulated steering)：係指藉由牽引車輛方向改變而產生轉向力之系統。由牽引車輛縱向軸與拖車縱向軸之間所形成之相對角度，決定拖車轉向車輪之行駛。	2.3.2.2 鉸接轉向(Articulated steering)：係指藉由牽引車輛方向改變而產生轉向力之系統。由牽引車輛縱向軸與拖車縱向軸之間所形成之相對角度，決定拖車轉向車輪之行駛。
2.5.2.3. "Self-steering" means equipment in which the steering forces are produced by a change in direction of the towing vehicle and in which the movement of the steered trailer wheels is firmly linked to the relative angle between the longitudinal axis of the trailer frame or a load replacing it and the longitudinal axis of the sub-frame to which the axle(s) is (are) attached.	2.5.2.3. "Self-steering" means equipment in which the steering forces are produced by a change in direction of the towing vehicle and in which the movement of the steered trailer wheels is firmly linked to the relative angle between the longitudinal axis of the trailer frame or a load replacing it and the longitudinal axis of the sub-frame to which the axle(s) is (are) attached.	2.3.2.3 自動轉向(Self-steering)：係指藉由牽引車輛方向改變而產生轉向力之系統。由拖車車架(或替代之負載)之縱向軸與分車架(Sub-frame，連結至車軸)之縱向軸之間所形成之相對角度，決定拖車轉向車輪之行駛。	2.3.2.3 自動轉向(Self-steering)：係指藉由牽引車輛方向改變而產生轉向力之系統。由拖車車架(或替代之負載)之縱向軸與分車架(Sub-frame，連結至車軸)之縱向軸之間所形成之相對角度，決定拖車轉向車輪之行駛。
2.5.2.4. "Additional steering equipment" means a system, independent of the main steering system, by which the steering angle of one or more axle(s) of the steering system can be influenced selectively for manoeuvring purposes.	2.5.2.4. "Additional steering equipment" means a system, independent of the main steering system, by which the steering angle of one or more axle(s) of the steering system can be influenced selectively for manoeuvring purposes.	2.3.2.4 附加轉向系統(Additional steering equipment)：指獨立於主要轉向系統之系統。此系統影響一個或多個軸之轉向角度以選擇車輛行駛之方向。	2.3.2.4 附加轉向系統(Additional steering equipment)：指獨立於主要轉向系統之系統。此系統影響一個或多個軸之轉向角度以選擇車輛行駛之方向。
2.5.2.5. "Full-power steering equipment" means equipment in which the steering forces are provided solely by one or more energy supplies.	2.5.2.5. "Full-power steering equipment" means equipment in which the steering forces are provided solely by one or more energy supplies.	2.3.2.5 全動力轉向系統(Full-power steering equipment)：係指完全以一或多個能源提供轉向力之設備。	2.3.2.5 全動力轉向系統(Full-power steering equipment)：係指完全以一或多個能源提供轉向力之設備。
2.5.3. Depending on the arrangement of the	2.5.3. Depending on the arrangement of the	2.3.3 依照轉向輪類型之設定，轉向	2.3.3 依照轉向輪類型之設定，轉向

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
steered wheels, the following types of steering equipment are distinguished:	steered wheels, the following types of steering equipment are distinguished:	系統可分為下列幾種類型：	系統可分為下列幾種類型：
2.5.3.1. "Front-wheel steering equipment" in which only the wheels of the front axle(s) are steered. This includes all wheels which are steered in the same direction;	2.5.3.1. "Front-wheel steering equipment" in which only the wheels of the front axle(s) are steered. This includes all wheels which are steered in the same direction;	2.3.3.1 前輪轉向系統(Front-wheel steering equipment)：係指轉向系統僅控制車輛前軸之車輪進行轉向操控者。此項包含轉向至相同方向之所有車輪。	2.3.3.1 前輪轉向系統(Front-wheel steering equipment)：係指轉向系統僅控制車輛前軸之車輪進行轉向操控者。此項包含轉向至相同方向之所有車輪。
2.5.3.2. "Rear-wheel steering equipment" in which only the wheels of the rear axle(s) are steered. This includes all wheels which are steered in the same direction;	2.5.3.2. "Rear-wheel steering equipment" in which only the wheels of the rear axle(s) are steered. This includes all wheels which are steered in the same direction;	2.3.3.2 後輪轉向系統(Rear-wheel steering equipment)：係指轉向系統僅控制車輛後軸之車輪進行轉向操控者。此項包含轉向至相同方向之所有車輪。	2.3.3.2 後輪轉向系統(Rear-wheel steering equipment)：係指轉向系統僅控制車輛後軸之車輪進行轉向操控者。此項包含轉向至相同方向之所有車輪。
2.5.3.3. "Multi-wheel steering equipment" in which the wheels of one or more of each of the front and the rear axle(s) are steered;	2.5.3.3. "Multi-wheel steering equipment" in which the wheels of one or more of each of the front and the rear axle(s) are steered;	2.3.3.3 多輪轉向系統(Multi-wheel steering equipment)：係指轉向系統控制車輛前軸及後軸上一個或多個車輪進行轉向操控者。	2.3.3.3 多輪轉向系統(Multi-wheel steering equipment)：係指轉向系統控制車輛前軸及後軸上一個或多個車輪進行轉向操控者。
2.5.3.3.1. "All-wheel steering equipment" in which all the wheels are steered;	2.5.3.3.1. "All-wheel steering equipment" in which all the wheels are steered;	2.3.3.3.1 全輪轉向系統(All-wheel steering equipment)：係指轉向系統控制所有車輪進行轉向操控者	2.3.3.3.1 全輪轉向系統(All-wheel steering equipment)：係指轉向系統控制所有車輪進行轉向操控者
2.5.3.3.2. "Buckle steering equipment" in which the movement of chassis parts relative to each other is directly produced by the steering forces.	2.5.3.3.2. "Buckle steering equipment" in which the movement of chassis parts relative to each other is directly produced by the steering forces.	2.3.3.3.2 變形轉向系統(Buckle steering equipment)：係指轉向系統藉由轉向力而直接造成相對底盤零件之移動者。	2.3.3.3.2 變形轉向系統(Buckle steering equipment)：係指轉向系統藉由轉向力而直接造成相對底盤零件之移動者。
2.6. Types of steering transmission	2.6. Types of steering transmission	2.4 轉向傳輸裝置類型：依照轉向力之傳輸方式，轉向傳輸裝置分為下列類型：	2.4 轉向傳輸裝置類型：依照轉向力之傳輸方式，轉向傳輸裝置分為下列類型：
Depending on the way the steering forces are transmitted, the following types of steering transmission are distinguished:	Depending on the way the steering forces are transmitted, the following types of steering transmission are distinguished:		
2.6.1. "Purely mechanical steering transmission" means a steering transmission in which the steering forces are transmitted entirely by mechanical means;	2.6.1. "Purely mechanical steering transmission" means a steering transmission in which the steering forces are transmitted entirely by mechanical means;	2.4.1 純機械式轉向傳輸裝置(Purely mechanical steering transmission)：係指轉向傳輸裝置內之轉向力完全藉由機械方式進行傳輸。	2.4.1 純機械式轉向傳輸裝置(Purely mechanical steering transmission)：係指轉向傳輸裝置內之轉向力完全藉由機械方式進行傳輸。
2.6.2. "Purely hydraulic steering transmission" means a steering transmission in which the	2.6.2. "Purely hydraulic steering transmission" means a steering transmission in which the	2.4.2 純液壓式轉向傳輸裝置(Purely hydraulic steering transmission)：係	2.4.2 純液壓式轉向傳輸裝置(Purely hydraulic steering transmission)：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
steering forces, somewhere in the transmission, are transmitted only by hydraulic means;	steering forces, somewhere in the transmission, are transmitted only by hydraulic means;	指轉向傳輸裝置內之轉向力於該裝置某部位僅以液壓方式進行傳輸。	指轉向傳輸裝置內之轉向力於該裝置某部位僅以液壓方式進行傳輸。
2.6.3. "Purely electric steering transmission" means a steering transmission in which the steering forces, somewhere in the transmission, are transmitted only through electric means;	2.6.3. "Purely electric steering transmission" means a steering transmission in which the steering forces, somewhere in the transmission, are transmitted only through electric means;	2.4.3 純電動式轉向傳輸裝置(Purely electric steering transmission)：係指轉向傳輸裝置內之轉向力於該裝置某部位僅以電氣方式進行傳輸。	2.4.3 純電動式轉向傳輸裝置(Purely electric steering transmission)：係指轉向傳輸裝置內之轉向力於該裝置某部位僅以電氣方式進行傳輸。
2.6.4. "Hybrid steering transmission" means a steering transmission in which part of the steering forces is transmitted through one and the other part through another of the above mentioned means. However, in the case where any mechanical part of the transmission is designed only to give position feedback and is too weak to transmit the total sum of the steering forces, this system shall be considered to be purely hydraulic or purely electric steering transmission.	2.6.4. "Hybrid steering transmission" means a steering transmission in which part of the steering forces is transmitted through one and the other part through another of the above mentioned means. However, in the case where any mechanical part of the transmission is designed only to give position feedback and is too weak to transmit the total sum of the steering forces, this system shall be considered to be purely hydraulic or purely electric steering transmission.	2.4.4 混合式轉向傳輸裝置(Hybrid steering transmission)：係指傳輸裝置之部分轉向力經由上述某類型傳輸、而其他部分之轉向力經由上述其他不同類型結合進行傳輸。惟若轉向傳輸裝置之任何機械部位，其設計僅用於提供位置回饋且無法傳輸全部總和之轉向力，則此系統應被視為純液壓式或純電動式轉向傳輸裝置。	2.4.4 混合式轉向傳輸裝置(Hybrid steering transmission)：係指傳輸裝置之部分轉向力經由上述某類型傳輸、而其他部分之轉向力經由上述其他不同類型結合進行傳輸。惟若轉向傳輸裝置之任何機械部位，其設計僅用於提供位置回饋且無法傳輸全部總和之轉向力，則此系統應被視為純液壓式或純電動式轉向傳輸裝置。
2.7. "Electric control line" means the electrical connection which provides the steering control function to. It comprises the electrical wiring and connector and includes the parts for data communication and the electrical energy supply for the trailer control transmission.	2.7. "Electric control line" means the electrical connection which provides the steering control function to the trailer. It comprises the electrical wiring and connector and includes the parts for data communication and the electrical energy supply for the trailer control transmission.	2.5 電氣控制傳輸線(Electric control line)：係指提供轉向控制功能之電氣連結。包含電氣線路、連接器，以及拖車控制傳輸裝置之數據通訊與電力供給用零件。	2.5 電氣控制傳輸線(Electric control line)：係指提供拖車轉向控制功能之電氣連結。包含電氣線路、連接器，以及拖車控制傳輸裝置之數據通訊與電力供給用零件。
		... (原 2.6 相關規定配合 UN 排版調整至規定 9.2 處)	... (原 2.6 相關規定配合 UN 排版調整至規定 9.2 處)
... 2.2. "Vehicle type" means a vehicle which does not differ with respect to the manufacturer's	... 2.2. "Vehicle type" means a vehicle which does not differ with respect to the manufacturer's	3. 轉向系統之適用型式及其範圍認定原則： 3.1 若以完成車執行本項檢測時，其	3. 轉向系統之適用型式及其範圍認定原則： 3.1 若以完成車執行本項檢測時，其

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
designation of the vehicle type and in essential characteristics such as: 2.2.1. Type of steering equipment, steering control, steering transmission, steered wheels, and energy source. ...	designation of the vehicle type and in essential characteristics such as: 2.2.1. Type of steering equipment, steering control, steering transmission, steered wheels, and energy source. ...	適用型式及其範圍認定原則： 3.1.1 廠牌相同。 3.1.2 轉向系統類型、轉向控制裝置、轉向傳輸裝置、轉向輪類型及動力來源相同。 3.2 若以底盤車代替完成車執行本項全部或部分檢測時，其適用型式及其範圍認定原則： 3.2.1 底盤車廠牌相同。 3.2.2 轉向系統類型、轉向控制裝置、轉向傳輸裝置、轉向輪類型及動力來源相同。	適用型式及其範圍認定原則： 3.1.1 廠牌相同。 3.1.2 轉向系統類型、轉向控制裝置、轉向傳輸裝置、轉向輪類型及動力來源相同。 3.2 若以底盤車代替完成車執行本項全部或部分檢測時，其適用型式及其範圍認定原則： 3.2.1 底盤車廠牌相同。 3.2.2 轉向系統類型、轉向控制裝置、轉向傳輸裝置、轉向輪類型及動力來源相同。
3. Application for approval 3.1. The application for approval of a vehicle type with regard to the steering equipment shall be submitted by the vehicle manufacturer or by his duly accredited representative. 3.2. It shall be accompanied by the undermentioned documents in triplicate, and by the following particulars: 3.2.1. A description of the vehicle type with regard to the items mentioned in paragraph 2.2.; the vehicle type shall be specified; 3.2.2. A brief description of the steering equipment with a diagram of the steering equipment as a whole, showing the position on the vehicle of the various devices influencing the steering; 3.2.3. In the case of full power steering systems and systems to which Annex 6 of this Regulation applies, an overview of the	**3. Application for approval** 3.1. The application for approval of a vehicle type with regard to the steering equipment shall be submitted by the vehicle manufacturer or by his duly accredited representative. 3.2. It shall be accompanied by the undermentioned documents in triplicate, and by the following particulars: 3.2.1. A description of the vehicle type with regard to the items mentioned in paragraph 2.2.; the vehicle type shall be specified; 3.2.2. A brief description of the steering equipment with a diagram of the steering equipment as a whole, showing the position on the vehicle of the various devices influencing the steering; 3.2.3. In the case of full power steering systems and systems to which Annex 6 of this Regulation applies, an overview of the	4. 申請者於申請認證測試時應至少提供一部代表車(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 車輛轉向系統之簡要說明且附上轉向系統之示意圖，並標示出車輛上影響轉向之各種裝置之位置。包含:轉向系統型式、轉向控制裝置、轉向傳輸裝置、轉向輪類型、動力來源。 4.1.2 全動力轉向系統及符合本規定9.之系統者，系統作用原理、以及確保車輛安全操作之必要故障安全維	4. 申請者於申請認證測試時應至少提供一部代表車(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 車輛轉向系統之簡要說明且附上轉向系統之示意圖，並標示出車輛上影響轉向之各種裝置之位置。包含:轉向系統型式、轉向控制裝置、轉向傳輸裝置、轉向輪類型、動力來源。 4.1.2 全動力轉向系統及符合本規定9.之系統者，系統作用原理、以及確保車輛安全操作之必要故障安全維

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 indicating the philosophy of the system and the fail-safe procedures, redundancies and warning systems necessary to ensure safe operation in the vehicle.	system indicating the philosophy of the system and the fail-safe procedures, redundancies and warning systems necessary to ensure safe operation in the vehicle.	持 (Fail-safe) 程序、冗餘度 (Redundancy)與警示系統之概述。	持 (Fail-safe) 程序、冗餘度 (Redundancy)與警示系統之概述。
The necessary technical files relating to such systems shall be made available for discussion with the Type Approval Authority and/or Technical Service. Such files will be discussed on a confidential basis.	The necessary technical files relating to such systems shall be made available for discussion with the Type Approval Authority and/or Technical Service. Such files will be discussed on a confidential basis.	應備妥系統之相關必要技術文件以供與檢測機構討論用。另依保密原則，技術文件僅測試討論用。	應備妥系統之相關必要技術文件以供與檢測機構討論用。另依保密原則，技術文件僅測試討論用。
3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Technical Service responsible for conducting approval tests.	3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Technical Service responsible for conducting approval tests.		4.1.3 規定 5.所要求之文件： 4.1.3.1 配備自動控制轉向功能者，依照所配置之類型檢附下列文件： 4.1.3.1.1 ACSF 類型 A 4.1.3.1.1.1 RCP 最大設定作動距離 (S_{RCPmax})之數值(依 5.5.1.3.1.1)。 4.1.3.1.1.2 系統能被致動之條件說明(依 5.5.1.3.1.2)。 4.1.3.1.1.3 RCP 系統未授權致動之系統防護說明(依 5.5.1.3.1.3)。 4.1.3.1.2 ACSF 類型 B1 4.1.3.1.2.1 系統能被致動之條件或運作邊界條件說明(依 5.5.2.3.1.1)。 4.1.3.1.2.2 最大設定速度 V_{Smax}、最小設定速度 V_{Smin} 及最大設定側向加速度 ay_{smax} 之數值(依 5.5.2.1.3、5.5.2.3.1.1)。

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
			4.1.3.1.2.3 系統如何偵測駕駛者手握轉向控制裝置之資訊(依5.5.2.3.1.2)。 4.1.3.1.3 ESF 系統資訊數據(依5.5.1.2.10)。 4.1.4 規定9.所要求之文件： 4.1.4.1 相關文件要求說明(依9.2.1)。 4.1.4.2 系統功能說明(依9.2.2)。 4.1.4.3 系統佈線圖、示意圖說明(依9.2.3)。 4.1.4.4 安全性概念說明(依9.2.4)。 4.1.4.4.1 信號流程、運作資料及優先順序說明(依9.2.3.4)。 4.1.4.4.2 確保為達到系統目的所選擇之策略，於非故障情況下將不會損害車輛之安全運作之聲明(依9.2.4.1)。 4.1.4.4.3 軟體之概要架構、使用之設計方法與工具(依9.2.4.2)。 4.1.4.4.4 系統內建設計機制(用於故障發生時執行安全運行)之說明(依9.2.4.3)。 4.1.4.4.5 獨立風險或故障狀況下系統行為之分析資料(依9.2.4.4)。 ~~4.1.4.4.6 受環境狀況影響之措施(依9.2.4.4.2)。~~ 4.1.5 拖車配備符合規定 10.之轉向系統者，檢附下列文件： 4.1.5.1 申請者宣告之拖車轉向系統最大電流需求(依10.1.2.1.1)。 4.1.5.2 該拖車之轉向系統是否以電力供給輔助配備之說明。 4.1.6 規定11.所要求之文件：

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
			4.1.6.1 負載條件說明文件(依11.2.3.1)。
		4.2 本項規定執行所要求之文件。	4.2 本項規定執行所要求之文件。
4. Approval	**4. Approval**		
4.1. If the vehicle submitted for approval pursuant to this Regulation meets all relevant requirements given in this Regulation, approval of that vehicle type with regard to the steering equipment shall be granted.	4.1. If the vehicle submitted for approval pursuant to this Regulation meets all relevant requirements given in this Regulation, approval of that vehicle type with regard to the steering equipment shall be granted.		
4.1.1. The Type Approval Authority shall verify the existence of satisfactory arrangements for ensuring effective control of the conformity of production as given in paragraph 7. of this Regulation, before type approval is granted.	4.1.1. The Type Approval Authority shall verify the existence of satisfactory arrangements for ensuring effective control of the conformity of production as given in paragraph 7. of this Regulation, before type approval is granted.		
4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 03) 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 this number to another vehicle type or to the same vehicle type submitted with different steering equipment from that described in the documents required by paragraph 3.	4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 03) 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 this number to another vehicle type or to the same vehicle type submitted with different steering equipment from that described in the documents required by paragraph 3.		
4.3. Notice of approval or of extension or refusal of approval of a vehicle type pursuant to this Regulation shall be communicated to the Parties to the 1958 Agreement which apply this Regulation, by	4.3. Notice of approval or of extension or refusal of approval of a vehicle type pursuant to this Regulation shall be communicated to the Parties to the 1958 Agreement which apply this Regulation, by		

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
means of a form conforming to the model in Annex 1 to this Regulation.	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 has granted approval;[3]	4.4.1. a circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval;[3]		
[3] The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6, Annex 3 - https://unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions	[3] The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6, Annex 3 - https://unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions		
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.	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.		
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. need not be repeated; in such a 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	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. need not be repeated; in such a 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		

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
granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1.	granted approval under this Regulation shall be placed in vertical columns to the right of the symbol prescribed in paragraph 4.4.1.		
4.6. The approval mark shall be clearly legible and shall be indelible.	4.6. The approval mark shall be clearly legible and shall be indelible.		
4.7. The approval mark shall be placed close to or on the vehicle data plate affixed by the manufacturer.	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 arrangements of approval marks.	4.8. Annex 2 to this Regulation gives examples of arrangements of approval marks.		
5. Construction provisions	**5. Construction provisions**	5. 構造規定	5. 構造規定
5.1. General provisions	5.1. General provisions	5.1 通則	5.1 通則
5.1.1. The steering system shall ensure easy and safe handling of the vehicle up to its maximum design speed or in case of a trailer up to its technically permitted maximum speed. There shall be a tendency to self-centre when tested in accordance with paragraph 6.2. with the intact steering equipment. The vehicle shall meet the requirements of paragraph 6.2. in the case of motor vehicles and of paragraph 6.3. in the case of trailers. If a vehicle is fitted with an auxiliary steering system, it shall also meet the requirements of Annex 4. Trailers equipped with hydraulic steering transmissions shall comply also with Annex 5.	5.1.1. The steering system shall ensure easy and safe handling of the vehicle up to its maximum design speed or in case of a trailer up to its technically permitted maximum speed. There shall be a tendency to self-centre when tested in accordance with paragraph 6.2. with the intact steering equipment. The vehicle shall meet the requirements of paragraph 6.2. in the case of motor vehicles and of paragraph 6.3. in the case of trailers. If a vehicle is fitted with an auxiliary steering system, it shall also meet the requirements of Annex 4. Trailers equipped with hydraulic steering transmissions shall comply also with Annex 5.	5.1.1 轉向系統應確保車輛能夠輕易、安全地於其最大設計車速下前進，若為拖車，則應能在最大允許車速下前進。本項可由申請者確保及聲明符合此規定。	5.1.1 轉向系統應確保車輛能夠輕易、安全地於其最大設計車速下前進，若為拖車，則應能在最大允許車速下前進。本項可由申請者確保及聲明符合此規定。
5.1.2. It shall be possible to travel along a straight section of road without unusual steering correction by the driver and without unusual vibration in the steering system at the maximum design speed of the vehicle.	5.1.2. It shall be possible to travel along a straight section of road without unusual steering correction by the driver and without unusual vibration in the steering system at the maximum design speed of the vehicle.	5.1.2 必須能在駕駛者沒有異常轉向修正行為，以及轉向系統沒有異常振動的狀態下，車輛能以最大設計車速於道路上直行。本項可由申請者確保及聲明符合此規定。	5.1.2 必須能在駕駛者沒有異常轉向修正行為，以及轉向系統沒有異常振動的狀態下，車輛能以最大設計車速於道路上直行。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
5.1.3. The direction of operation of the steering control shall correspond to the intended change of direction of the vehicle and there shall be a continuous relationship between the steering control deflection and the steering angle. These requirements do not apply to systems that incorporate an automatically commanded or corrective steering function, or to ASE.	5.1.3. The direction of operation of the steering control shall correspond to the intended change of direction of the vehicle and there shall be a continuous relationship between the steering control deflection and the steering angle. These requirements do not apply to systems that incorporate an automatically commanded or corrective steering function, or to ASE.	5.1.3 轉向控制裝置的運作方向，必須與想要改變的車輛方向相互對應且轉向控制角和轉向角間必須保持連續之關係。此規定不適用於配備有自動控制轉向功能或修正轉向功能或者是ASE之系統。	5.1.3 轉向控制裝置的運作方向，必須與想要改變的車輛方向相互對應且轉向控制角和轉向角間必須保持連續之關係。此規定不適用於配備有自動控制轉向功能或修正轉向功能或者是ASE之系統。
These requirements may also not necessarily apply in the case of full power steering when the vehicle is stationary, during low speed manoeuvres at speeds up to a maximum speed of 15 km/h and when the system is not energised.	These requirements may also not necessarily apply in the case of full power steering when the vehicle is stationary, during low speed manoeuvres at speeds up to a maximum speed of 15 km/h and when the system is not energised.	同時，當車輛靜止時、最大速度十五公里/小時之低速巡航期間及無供給能量時，此規定可不需符合全動力轉向系統。本項可由申請者確保及聲明符合此規定。	同時，當車輛靜止時、最大速度十五公里/小時之低速巡航期間及無供給能量時，此規定可不需符合全動力轉向系統。本項可由申請者確保及聲明符合此規定。
5.1.4. The steering equipment shall be designed, constructed and fitted in such a way that it is capable of withstanding the stresses arising during normal operation of the vehicle, or combination of vehicles. The maximum steering angle shall not be limited by any part of the steering transmission unless specifically designed for this purpose. Unless otherwise specified, it will be assumed that for the purpose of this Regulation, not more than one failure can occur in the steering equipment at any one time and two axles on one bogie shall be considered as one axle.	5.1.4. The steering equipment shall be designed, constructed and fitted in such a way that it is capable of withstanding the stresses arising during normal operation of the vehicle, or combination of vehicles. The maximum steering angle shall not be limited by any part of the steering transmission unless specifically designed for this purpose. Unless otherwise specified, it will be assumed that for the purpose of this Regulation, not more than one failure can occur in the steering equipment at any one time and two axles on one bogie shall be considered as one axle.	5.1.4 轉向系統的設計、結構及安裝等，應能承受車輛或曳引車於正常運作中所產生之應力，且最大轉向角不應受到轉向傳輸裝置之任何零組件所限制。而且，轉向系統無論何時均不得發生一次以上的失效情形(另有規定者除外)，且同一轉向架上之兩輪軸應被視為同一根輪軸。本項可由申請者確保及聲明符合此規定。	5.1.4 轉向系統的設計、結構及安裝等，應能承受車輛或曳引車於正常運作中所產生之應力，且最大轉向角不應受到轉向傳輸裝置之任何零組件所限制。而且，轉向系統無論何時均不得發生一次以上的失效情形(另有規定者除外)，且同一轉向架上之兩輪軸應被視為同一根輪軸。本項可由申請者確保及聲明符合此規定。
5.1.5. The effectiveness of the steering equipment, including the electrical control lines, shall not be adversely affected by magnetic or electric fields. This shall be	5.1.5. The effectiveness of the steering equipment, including the electrical control lines, shall not be adversely affected by magnetic or electric fields. This shall be	5.1.5 轉向設備的效能，包括電子控制線，不應受電磁場影響。應符合已公告且適用之電磁相容性規範。本項可由申請者確保及聲明符合此	5.1.5 轉向設備的效能，包括電子控制線，不應受電磁場影響。應符合已公告且適用之電磁相容性規範。本項可由申請者確保及聲明符合此

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
demonstrated by fulfilling the technical requirements and respecting the transitional provisions of UN Regulation No. 10 by applying:	demonstrated by fulfilling the technical requirements and respecting the transitional provisions of UN Regulation No. 10 by applying:	規定。	規定。
(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 04 series of amendments for vehicles with a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries).	(b) The 04 series of amendments for vehicles with a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries).		
5.1.6. Advanced driver assistance steering systems shall only be approved in accordance with this Regulation where the function does not cause any deterioration in the performance of the basic steering system. In addition they shall be designed such that the driver may, at any time and by deliberate action, override the function.	5.1.6. Advanced driver assistance steering systems shall only be approved in accordance with this Regulation where the function does not cause any deterioration in the performance of the basic steering system. In addition they shall be designed such that the driver may, at any time and by deliberate action, override the function.	5.1.6 先進駕駛輔助轉向系統： 先進駕駛輔助轉向系統只能在其功能不造成任何基本轉向系統性能衰退的情況下，依照此法規取得認證。且其設計應可使駕駛者能隨時重新操控車輛。	5.1.6 先進駕駛輔助轉向系統： 先進駕駛輔助轉向系統只能在其功能不造成任何基本轉向系統性能衰退的情況下，依照此法規取得認證。且其設計應可使駕駛者能隨時重新操控車輛。
5.1.6.1. A CSF system shall be subject to the requirements of Annex 6.	5.1.6.1. A CSF system shall be subject to the requirements of Annex 6.	5.1.6.1 修正轉向功能(CSF)系統應符合規定9.。	5.1.6.1 修正轉向功能(CSF)系統應符合規定9.。
5.1.6.1.1. Every CSF intervention shall immediately be indicated to the driver by an optical warning signal which is displayed for at least 1 s or as long as the intervention exists, whichever is longer.	5.1.6.1.1. Every CSF intervention shall immediately be indicated to the driver by an optical warning signal which is displayed for at least 1 s or as long as the intervention exists, whichever is longer.	5.1.6.1.1 每當CSF介入時，其應立即以光學警告訊號方式警示駕駛者，至少一秒或介入存在期間（兩者以時間較長者為準）。	5.1.6.1.1 每當CSF介入時，其應立即以光學警告訊號方式警示駕駛者，至少一秒或介入存在期間（兩者以時間較長者為準）。
When a flashing mode is used, a lighting phase shall be visible at the end of the intervention or later.		當使用閃爍模式，則於介入結束或其後，應可看到一點亮階段。	
In the case of a CSF intervention which is controlled by an Electronic Stability Control (ESC) or a Vehicle Stability Function as	In the case of a CSF intervention which is controlled by an Electronic Stability Control (ESC) or a Vehicle Stability Function as	若CSF介入係由本基準中「動態煞車」、「車輛穩定性電子式控制系統」規定之ESC或VSF所控制，則只要有	若CSF介入係由本基準中「動態煞車」、「車輛穩定性電子式控制系統」規定之ESC或VSF所控制，則只要有

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
specified in the relevant UN Regulation (i.e. UN Regulations Nos. 13, 13-H or 140), the ESC flashing tell-tale indicating the interventions of ESC may be used, as long as the intervention exists, as an alternative to the optical warning signal specified above.	specified in the relevant UN Regulation (i.e. UN Regulations Nos. 13, 13-H or 140), the ESC flashing tell-tale indicating the interventions of ESC may be used, as long as the intervention exists, as an alternative to the optical warning signal specified above.	介入，指示ESC介入之ESC閃爍識別標誌可作為上述CSF之替代光學警告訊號。	介入，指示ESC介入之ESC閃爍識別標誌可作為上述CSF之替代光學警告訊號。
5.1.6.1.2. In the case of a CSF intervention which is based on the evaluation of the presence and location of lane markings or boundaries of the lane the following shall apply additionally:	5.1.6.1.2. In the case of a CSF intervention which is based on the evaluation of the presence and location of lane markings or boundaries of the lane the following shall apply additionally:	5.1.6.1.2 若CSF介入係依照車道標線或車道邊界之存在及位置評估，則亦應適用下述要求：	5.1.6.1.2 若CSF介入係依照車道標線或車道邊界之存在及位置評估，則亦應適用下述要求：
5.1.6.1.2.1.In the case of an intervention longer than:	5.1.6.1.2.1.In the case of an intervention longer than:	5.1.6.1.2.1 介入時間大於以下者：	5.1.6.1.2.1 介入時間大於以下者：
(a) 10 s for vehicles of category M1 and N1, or	(a) 10 s for vehicles of category M1 and N1, or	(a)M1及N1類車輛：十秒，或	(a)M1及N1類車輛：十秒，或
(b) 30 s for vehicles of category M2, M3 and N2, N3, an acoustic warning signal shall be provided until the end of the intervention.	(b) 30 s for vehicles of category M2, M3 and N2, N3, an acoustic warning signal shall be provided until the end of the intervention.	(b)M2、M3及N2、N3類車輛：三十秒。 其聲音警告訊號應持續維持至介入階段結束時。	(b)M2、M3及N2、N3類車輛：三十秒。 其聲音警告訊號應持續維持至介入階段結束時。
5.1.6.1.2.2. In the case of two or more consecutive interventions within a rolling interval of 180 seconds and in the absence of a steering input by the driver during the intervention, an acoustic warning signal shall be provided by the system during the second and any further intervention within a rolling interval of 180 seconds. Starting with the third intervention (and subsequent interventions) the acoustic warning signal shall continue for at least 10 seconds longer than the previous warning signal.	5.1.6.1.2.2. In the case of two or more consecutive interventions within a rolling interval of 180 seconds and in the absence of a steering input by the driver during the intervention, an acoustic warning signal shall be provided by the system during the second and any further intervention within a rolling interval of 180 seconds. Starting with the third intervention (and subsequent interventions) the acoustic warning signal shall continue for at least 10 seconds longer than the previous warning signal.	5.1.6.1.2.2 若於一百八十秒運轉期間(Rolling interval)內有接續兩個或以上之介入，且駕駛者於介入期間未施以轉向力，則系統應於該一百八十秒運轉期間內之第二次及其隨後任何介入時發出聲音警告訊號。從第三次介入(及其後續介入)開始，聲音警告訊號應較前一次警告訊號多持續至少十秒。	5.1.6.1.2.2 若於一百八十秒運轉期間(Rolling interval)內有接續兩個或以上之介入，且駕駛者於介入期間未施以轉向力，則系統應於該一百八十秒運轉期間內之第二次及其隨後任何介入時發出聲音警告訊號。從第三次介入(及其後續介入)開始，聲音警告訊號應較前一次警告訊號多持續至少十秒。
5.1.6.1.2.3. For vehicles of categories M2 and M3 equipped with a Lane Departure Warning System (LDWS) fulfilling the		5.1.6.1.2.3 對於符合本基準「車道偏離警示系統」之 M2 及 M3 類車輛者，若其非透過方向盤單獨提供，則規	

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technical requirements of Regulation No. 130, the acoustic warning signal specified in paragraphs 5.1.6.1.2.1. and 5.1.6.1.2.2. may be replaced by a haptic warning, provided it is not solely given via the steering wheel.		定 5.1.6.1.2.1 及 5.1.6.1.2.2 所述之聲音警告可替換為觸覺警告。	
5.1.6.1.3. The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N in the whole range of CSF operations.	5.1.6.1.3. The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N in the whole range of CSF operations.	5.1.6.1.3 於CSF之整個作動範圍，用以取代系統方向性控制之轉向控制力不應超過五十牛頓。	5.1.6.1.3 於CSF之整個作動範圍，用以取代系統方向性控制之轉向控制力不應超過五十牛頓。
5.1.6.1.4. The requirements in paragraphs 5.1.6.1.1., 5.1.6.1.2. and 5.1.6.1.3. for CSF, which are reliant on the evaluation of the presence and location of lane markings or boundaries of the lane, shall be tested in accordance with the relevant vehicle test(s) specified in Annex 8 to this Regulation.	5.1.6.1.4. The requirements in paragraphs 5.1.6.1.1., 5.1.6.1.2. and 5.1.6.1.3. for CSF, which are reliant on the evaluation of the presence and location of lane markings or boundaries of the lane, shall be tested in accordance with the relevant vehicle test(s) specified in Annex 8 to this Regulation.	5.1.6.1.4 對於依照車道標線或車道邊界存在及位置評估之修正轉向功能(CSF)，應依照規定11.進行相關車輛試驗，驗證符合規定5.1.6.1.1、5.1.6.1.2及5.1.6.1.3之要求。	5.1.6.1.4 對於依照車道標線或車道邊界存在及位置評估之修正轉向功能(CSF)，應依照規定11.進行相關車輛試驗，驗證符合規定5.1.6.1.1、5.1.6.1.2及5.1.6.1.3之要求。
5.1.6.2. Vehicles equipped with an ESF shall fulfil the following requirements.	5.1.6.2. Vehicles equipped with an ESF shall fulfil the following requirements.	5.1.6.2 配備ESF之車輛應符合下列規定。	5.1.6.2 配備ESF之車輛應符合下列規定。
An ESF system shall be subject to the requirements of Annex 6.	An ESF system shall be subject to the requirements of Annex 6.	ESF系統應符合規定9.之要求	ESF系統應符合規定9.之要求
5.1.6.2.1. Any ESF shall only start an intervention in the case where a risk of a collision is detected.	5.1.6.2.1. Any ESF shall only start an intervention in the case where a risk of a collision is detected.	5.1.6.2.1 任何ESF應只能於車輛偵測到碰撞風險時開始介入。	5.1.6.2.1 任何ESF應只能於車輛偵測到碰撞風險時開始介入。
5.1.6.2.2. Any vehicle fitted with ESF shall be equipped with means to monitor the driving environment (e.g. lane markings, road edge, other road users) in line with the specified use case. These means shall monitor the driving environment at any time the ESF is active.	5.1.6.2.2. Any vehicle fitted with ESF shall be equipped with means to monitor the driving environment (e.g. lane markings, road edge, other road users) in line with the specified use case. These means shall monitor the driving environment at any time the ESF is active.	5.1.6.2.2 任何配備ESF之車輛應配備依照指定使用案例之駕駛環境監測裝置(例如：車道標線、道路邊緣、其他道路使用者)。該裝置應於ESF致動下隨時監測駕駛環境。	5.1.6.2.2 任何配備ESF之車輛應配備依照指定使用案例之駕駛環境監測裝置(例如：車道標線、道路邊緣、其他道路使用者)。該裝置應於ESF致動下隨時監測駕駛環境。
5.1.6.2.3. An automatic avoidance manoeuvre initiated by an ESF shall not lead the vehicle to leave the road.	5.1.6.2.3. An automatic avoidance manoeuvre initiated by an ESF shall not lead the vehicle to leave the road.	5.1.6.2.3 由ESF啟始之自動迴避操控不應引導車輛離開道路。	5.1.6.2.3 由ESF啟始之自動迴避操控不應引導車輛離開道路。

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5.1.6.2.3.1. In the case of an ESF intervention on a road or a lane delimited with lane markings on one or both side(s), an automatic avoidance manoeuver initiated by an ESF shall not lead the vehicle to cross a lane marking. However, if the intervention starts during a lane change performed by the driver or during an unintentional drift into the adjacent lane, the system may steer the vehicle back into its original lane of travel.	5.1.6.2.3.1. In the case of an ESF intervention on a road or a lane delimited with lane markings on one or both side(s), an automatic avoidance manoeuver initiated by an ESF shall not lead the vehicle to cross a lane marking. However, if the intervention starts during a lane change performed by the driver or during an unintentional drift into the adjacent lane, the system may steer the vehicle back into its original lane of travel.	5.1.6.2.3.1 ESF介入至道路或由單側或雙側之車道標線所劃定之車道時，由ESF啟始之自動迴避操控不應引導車輛越過車道標線。惟若系統於駕駛者變換車道或非依駕駛者意圖而偏離至相鄰車道時開始介入，則該系統可將車輛引導回到其原行駛車道。	5.1.6.2.3.1 ESF介入至道路或由單側或雙側之車道標線所劃定之車道時，由ESF啟始之自動迴避操控不應引導車輛越過車道標線。惟若系統於駕駛者變換車道或非依駕駛者意圖而偏離至相鄰車道時開始介入，則該系統可將車輛引導回到其原行駛車道。
5.1.6.2.3.2. In the absence of a lane marking on one or on both side(s) of the vehicle, a single ESF intervention is permitted, provided that it does not produce a lateral offset of the vehicle greater than 0.75 m in a direction where the lane marking is absent. The lateral offset during the automatic avoidance manoeuvre shall be determined using a fixed point on the front of the vehicle at the start and at the conclusion of the ESF intervention.	5.1.6.2.3.2. In the absence of a lane marking on one or on both side(s) of the vehicle, a single ESF intervention is permitted, provided that it does not produce a lateral offset of the vehicle greater than 0.75 m in a direction where the lane marking is absent. The lateral offset during the automatic avoidance manoeuvre shall be determined using a fixed point on the front of the vehicle at the start and at the conclusion of the ESF intervention.	5.1.6.2.3.2 車輛於單側或兩側無車道標線時，允許單次之ESF介入，惟朝無車道標線方向之車輛側向偏移量不應大於零點七五公尺。自動迴避操控期間之側向偏移量應於ESF介入開始與結束時以車輛前端一固定點進行決定。	5.1.6.2.3.2 車輛於單側或兩側無車道標線時，允許單次之ESF介入，惟朝無車道標線方向之車輛側向偏移量不應大於零點七五公尺。自動迴避操控期間之側向偏移量應於ESF介入開始與結束時以車輛前端一固定點進行決定。
5.1.6.2.4. The ESF intervention shall not lead the vehicle to collide with another road user.[4]	5.1.6.2.4. The ESF intervention shall not lead the vehicle to collide with another road user.[4]	5.1.6.2.4 ESF介入不應引導車輛碰撞其他道路使用者。	5.1.6.2.4 ESF介入不應引導車輛碰撞其他道路使用者。
[4] Until uniform test procedures have been agreed, the manufacturer shall provide the Technical Service with documentation and supporting evidence to demonstrate compliance with this provision. This information shall be subject to discussion and agreement between the Technical Service and the vehicle manufacturer.	[4] Until uniform test procedures have been agreed, the manufacturer shall provide the Technical Service with documentation and supporting evidence to demonstrate compliance with this provision. This information shall be subject to discussion and agreement between the Technical Service and the vehicle manufacturer.	直到確認試驗程序一致為止，申請者應提供檢測機構文件及證據以展演符合此規定。該項資訊應依照申請者與檢測機構間之討論及協議。	直到確認試驗程序一致為止，申請者應提供檢測機構文件及證據以展演符合此規定。該項資訊應依照申請者與檢測機構間之討論及協議。
5.1.6.2.5. The manufacturer shall demonstrate	5.1.6.2.5. The manufacturer shall demonstrate	5.1.6.2.5 申請者應向檢測機構展演並	5.1.6.2.5 申請者應向檢測機構展演並

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during type approval, to the satisfaction of the Technical Service, which means to monitor the driving environment are fitted to the vehicle to satisfy the provisions in the subparagraphs of paragraph 5.1.6.2. above.	during type approval, to the satisfaction of the Technical Service, which means to monitor the driving environment are fitted to the vehicle to satisfy the provisions in the subparagraphs of paragraph 5.1.6.2. above.	讓檢測機構確認，其符合上述5.1.6.2所規定之駕駛環境監測裝置。	讓檢測機構確認，其符合上述5.1.6.2所規定之駕駛環境監測裝置。
5.1.6.2.6. Any intervention of an ESF shall be indicated to the driver with an optical and with an acoustic or haptic warning signal to be provided at the latest with the start of the ESF intervention and maintained as long as the intervention exists.	5.1.6.2.6. Any intervention of an ESF shall be indicated to the driver with an optical and with an acoustic or haptic warning signal to be provided at the latest with the start of the ESF intervention.	5.1.6.2.6 任何ESF之介入應以光學及聲音或觸覺警告訊號警示駕駛者，且最遲應於ESF介入啟始時進行警示，並於介入期間持續警示。	5.1.6.2.6 任何ESF之介入應以光學及聲音或觸覺警告訊號警示駕駛者，且最遲應於ESF介入啟始時進行警示。
For this purpose appropriate signals used by other warning systems (e.g. blind spot detection, lane departure warning, forward collision warning) are deemed to be sufficient to fulfil the requirements for the respective optical, acoustic or haptic signals above.	For this purpose appropriate signals used by other warning systems (e.g. blind spot detection, lane departure warning, forward collision warning) are deemed to be sufficient to fulfil the requirements for the respective optical, acoustic or haptic signals above.	若為此設計目的之適當訊號受到其他警示系統使用 (例如：盲點偵測、車道偏離警示、前方碰撞警示)將視為符合上述個別之光學、聲音或觸覺訊號之要求。	若為此設計目的之適當訊號受到其他警示系統使用 (例如：盲點偵測、車道偏離警示、前方碰撞警示)將視為符合上述個別之光學、聲音或觸覺訊號之要求。
5.1.6.2.7. A system failure shall be indicated to the driver with an optical warning signal. However, when the system is manually deactivated, the indication of failure mode may be suppressed.	5.1.6.2.7. A system failure shall be indicated to the driver with an optical warning signal. However, when the system is manually deactivated, the indication of failure mode may be suppressed.	5.1.6.2.7 系統失效時，應以光學警告訊號警示駕駛者。惟當手動解除系統，得不觸發失效模式之顯示。	5.1.6.2.7 系統失效時，應以光學警告訊號警示駕駛者。惟當手動解除系統，得不觸發失效模式之顯示。
5.1.6.2.8. The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N.	5.1.6.2.8. The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N.	5.1.6.2.8 用以取代系統之方向性控制之轉向控制力，不應超過五十牛頓。	5.1.6.2.8 用以取代系統之方向性控制之轉向控制力，不應超過五十牛頓。
5.1.6.2.9. The vehicle shall be tested in accordance with the relevant vehicle tests specified in Annex 8 to this Regulation.	5.1.6.2.9. The vehicle shall be tested in accordance with the relevant vehicle tests specified in Annex 8 to this Regulation.	5.1.6.2.9 車輛應依照規定11.之要求進行相關車輛試驗。	5.1.6.2.9 車輛應依照規定11.之要求進行相關車輛試驗。
5.1.6.2.10. System information data	5.1.6.2.10. System information data	5.1.6.2.10 系統資訊數據	5.1.6.2.10 系統資訊數據
The following data shall be provided, together with the documentation package required in Annex 6 to this Regulation, to the Technical	The following data shall be provided, together with the documentation package required in Annex 6 to this Regulation, to the Technical	下述數據資料應於申請測試時，併同規定9.之相關文件要求提供予檢測機構。	下述數據資料應於申請測試時，併同規定9.之相關文件要求提供予檢測機構。

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Service at the time of type approval:	Service at the time of type approval:		
(a) Use case(s) where ESF is designed to operate (among the use cases a i, a ii, a iii and b. specified in the ESF definition in paragraph 2.3.4.3.),	(a) Use case(s) where ESF is designed to operate (among the use cases a i, a ii, a iii and b. specified in the ESF definition in paragraph 2.3.4.3.),	(a)ESF被設計用於作動之使用案例(規定2.1.4.3之ESF定義中 (a)(i)、(a)(ii)、(a)(iii)及(b)所述使用案例)。	(a)ESF被設計用於作動之使用案例(規定2.1.4.3之ESF定義中 (a)(i)、(a)(ii)、(a)(iii)及(b)所述使用案例)。
(b) The conditions under which the system is active, e.g. the vehicle speed range V_{Smax} , V_{Smin},	(b) The conditions under which the system is active, e.g. the vehicle speed range V_{Smax} , V_{Smin},	(b)系統致動下之狀況，例如：車輛速度範圍V_{Smax}、V_{Smin}。	(b)系統致動下之狀況，例如：車輛速度範圍V_{Smax}、V_{Smin}。
(c) How ESF detects a risk of a collision,	(c) How ESF detects a risk of a collision,	(c)ESF偵測碰撞風險方式。	(c)ESF偵測碰撞風險方式。
(d) Description of the means to detect the driving environment,	(d) Description of the means to detect the driving environment,	(d)說明駕駛環境偵測方式。	(d)說明駕駛環境偵測方式。
(e) How to deactivate/reactivate the function,	(e) How to deactivate/reactivate the function,	(e)如何解除/重新致動功能方式。	(e)如何解除/重新致動功能方式。
(f) How it is ensured that the overriding force does not exceed the limit of 50 N.	(f) How it is ensured that the overriding force does not exceed the limit of 50 N.	(f)如何確保取代力不超過五十牛頓之限制。	(f)如何確保取代力不超過五十牛頓之限制。
5.1.7. Towing vehicles equipped with a connection to supply electrical energy to the steering system of the trailer and trailers that utilise electrical energy from the towing vehicle to power the trailer steering system shall fulfil the relevant requirements of Annex 7.	5.1.7. Towing vehicles equipped with a connection to supply electrical energy to the steering system of the trailer and trailers that utilise electrical energy from the towing vehicle to power the trailer steering system shall fulfil the relevant requirements of Annex 7.	5.1.7 配有拖車轉向系統電力供給連接之牽引車輛，以及使用前述連接之拖車，其應符合規定10.之相關要求。本項可由申請者確保及聲明符合此規定。	5.1.7 配有拖車轉向系統電力供給連接之牽引車輛，以及使用前述連接之拖車，其應符合規定10.之相關要求。本項可由申請者確保及聲明符合此規定。
5.1.8. Steering transmission	5.1.8. Steering transmission	5.1.8 轉向傳輸裝置： 本項可由申請者確保及聲明符合此規定。	5.1.8 轉向傳輸裝置： 本項可由申請者確保及聲明符合此規定。
5.1.8.1. Adjustment devices for steering geometry shall be such that after adjustment a positive connection can be established between the adjustable components by appropriate locking devices.	5.1.8.1. Adjustment devices for steering geometry shall be such that after adjustment a positive connection can be established between the adjustable components by appropriate locking devices.	5.1.8.1 轉向幾何調整裝置須藉由適當鎖定裝置，於進行調整後，各項可調元件間能建立起確實連接之關係。	5.1.8.1 轉向幾何調整裝置須藉由適當鎖定裝置，於進行調整後，各項可調元件間能建立起確實連接之關係。
5.1.8.2. Steering transmission which can be disconnected to cover different configurations of a vehicle (e.g. on extendable semi-trailers), shall have locking	5.1.8.2. Steering transmission which can be disconnected to cover different configurations of a vehicle (e.g. on extendable semi-trailers), shall have locking	5.1.8.2 能夠脫離、藉以應用於不同結構車輛上(如可伸長式半拖車)之轉向傳動裝置，須具有確保元件能夠確實重新定位之鎖定裝置；若鎖定	5.1.8.2 能夠脫離、藉以應用於不同結構車輛上(如可伸長式半拖車)之轉向傳動裝置，須具有確保元件能夠確實重新定位之鎖定裝置；若鎖定

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devices which ensure positive relocation of components; where locking is automatic, there shall be an additional safety lock which is operated manually.	devices which ensure positive relocation of components; where locking is automatic, there shall be an additional safety lock which is operated manually.	裝置為自動，則應另有額外之手動安全鎖定裝置。	裝置為自動，則應另有額外之手動安全鎖定裝置。
5.1.9. Steered wheels	5.1.9. Steered wheels	5.1.9 轉向輪：	5.1.9 轉向輪：
The steered wheels shall not be solely the rear wheels. This requirement does not apply to semi-trailers.	The steered wheels shall not be solely the rear wheels. This requirement does not apply to semi-trailers.	不得單獨以後車輪為轉向輪。此項規定不適用於半拖車。本項可由申請者確保及聲明符合此規定。	不得單獨以後車輪為轉向輪。此項規定不適用於半拖車。本項可由申請者確保及聲明符合此規定。
5.1.10. Energy supply	5.1.10. Energy supply	5.1.10 動力供給：	5.1.10 動力供給：
The same energy supply may be used for the steering equipment and other systems. However, in the case of a failure in any system which shares the same energy supply steering shall be ensured in accordance with the relevant failure conditions of paragraph 5.3.	The same energy supply may be used for the steering equipment and other systems. However, in the case of a failure in any system which shares the same energy supply steering shall be ensured in accordance with the relevant failure conditions of paragraph 5.3.	轉向系統和其他系統可能共用同一動力來源，當前述之任一系統失效時，轉向系統應確保符合規定5.3。	轉向系統和其他系統可能共用同一動力來源，當前述之任一系統失效時，轉向系統應確保符合規定5.3。
5.1.11. Control systems	5.1.11. Control systems	5.1.11 控制系統：電子車輛控制系統(用於提供或組成轉向功能的控制傳輸裝置，包括先進駕駛輔助轉向系統)之安全性應符合規定9.。惟利用轉向系統達到更高目的的功能或系統者，僅於其對轉向系統有直接影響時才受規定9.規範；若有此類系統，則在測試時不可關閉該系統。	5.1.11 控制系統：電子車輛控制系統(用於提供或組成轉向功能的控制傳輸裝置，包括先進駕駛輔助轉向系統)之安全性應符合規定9.。惟利用轉向系統達到更高目的的功能或系統者，僅於其對轉向系統有直接影響時才受規定9.規範；若有此類系統，則在測試時不可關閉該系統。
The requirements of Annex 6 shall be applied to the safety aspects of electronic vehicle control systems that provide or form part of the control transmission of the steering function including advanced driver assistance steering systems. However, systems or functions, that use the steering system as the means of achieving a higher level objective, are subject to Annex 6 only insofar as they have a direct effect on the steering system. If such systems are provided, they shall not be deactivated during type approval testing of the steering system.	The requirements of Annex 6 shall be applied to the safety aspects of electronic vehicle control systems that provide or form part of the control transmission of the steering function including advanced driver assistance steering systems. However, systems or functions, that use the steering system as the means of achieving a higher level objective, are subject to Annex 6 only insofar as they have a direct effect on the steering system. If such systems are provided, they shall not be deactivated during type approval testing of the steering system.		
5.2. Special provisions for trailers	5.2. Special provisions for trailers	5.2 適用拖車之通則	5.2 適用拖車之通則
5.2.1. Trailers (with the exception of semi-	5.2.1. Trailers (with the exception of semi-	5.2.1 具有一根以上轉向輪之輪軸的	5.2.1 具有一根以上轉向輪之輪軸的

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trailers and centre-axle trailers) which have more than one axle with steered wheels and semi-trailers and centre-axle trailers which have at least one axle with steered wheels shall fulfil the conditions given in paragraph 6.3. However, for trailers with self-tracking steering equipment a test under paragraph 6.3. is not necessary if the axle load ratio between the un-steered and the self-tracking axles equals or exceeds 1.6. under all loading conditions.	trailers and centre-axle trailers) which have more than one axle with steered wheels and semi-trailers and centre-axle trailers which have at least one axle with steered wheels shall fulfil the conditions given in paragraph 6.3. However, for trailers with self-tracking steering equipment a test under paragraph 6.3. is not necessary if the axle load ratio between the un-steered and the self-tracking axles equals or exceeds 1.6. under all loading conditions.	全拖車，以及具有至少一根轉向輪之輪軸的半拖車必須符合6.3.1 之規定。針對配備有自我循跡設備之拖車，在各種負載狀態下，該未轉向輪軸和自我循跡輪軸間之輪軸負載比大於或等於一點六時，無需進行6.3.1 之測試。	全拖車，以及具有至少一根轉向輪之輪軸的半拖車必須符合6.3.1 之規定。針對配備有自我循跡設備之拖車，在各種負載狀態下，該未轉向輪軸和自我循跡輪軸間之輪軸負載比大於或等於一點六時，無需進行6.3.1 之測試。
However for trailers with self-tracking steering equipment, the axle load ratio between un-steered or articulated steered axles and friction-steered axles shall be at least 1 under all loading conditions.	However for trailers with self-tracking steering equipment, the axle load ratio between un-steered or articulated steered axles and friction-steered axles shall be at least 1 under all loading conditions.	但是，拖車具備自我循跡者，非轉向軸或銜接式轉向軸與摩擦轉向軸之輪軸負載比率應至少為一。	但是，拖車具備自我循跡者，非轉向軸或銜接式轉向軸與摩擦轉向軸之輪軸負載比率應至少為一。
5.2.2. If the towing vehicle of a vehicle combination is driving straight ahead, the trailer and towing vehicle shall remain aligned. If alignment is not retained automatically, the trailer shall be equipped with a suitable adjustment facility for maintenance.	5.2.2. If the towing vehicle of a vehicle combination is driving straight ahead, the trailer and towing vehicle shall remain aligned. If alignment is not retained automatically, the trailer shall be equipped with a suitable adjustment facility for maintenance.	5.2.2 如牽引車輛向前行駛時，其與拖車必須保持對正一致。如無法自動對正一致，則拖車必須裝備適當之調整設施以供維護保養之用。本項可由申請者確保及聲明符合此規定。	5.2.2 如牽引車輛向前行駛時，其與拖車必須保持對正一致。如無法自動對正一致，則拖車必須裝備適當之調整設施以供維護保養之用。本項可由申請者確保及聲明符合此規定。
5.3. Failure provisions and performance	5.3. Failure provisions and performance	5.3 能量供給失效和性能	5.3 能量供給失效和性能
5.3.1.General	5.3.1.General	5.3.1 通則 本項可由申請者確保及聲明符合此規定。	5.3.1 通則 本項可由申請者確保及聲明符合此規定。
5.3.1.1. For the purposes of this Regulation the steered wheels, the steering control and all mechanical parts of the steering transmission shall not be regarded as liable to breakage if they are amply dimensioned, are readily accessible for maintenance, and	5.3.1.1. For the purposes of this Regulation the steered wheels, the steering control and all mechanical parts of the steering transmission shall not be regarded as liable to breakage if they are amply dimensioned, are readily accessible for maintenance, and	5.3.1.1 若轉向輪、轉向控制裝置，以及轉向傳輸裝置之所有機械零組件等失效可能導致車輛失控，則應由金屬或擁有同等特性之材質所製成，且於轉向系統正常運作中不得有嚴重扭曲之情形發生。	5.3.1.1 若轉向輪、轉向控制裝置，以及轉向傳輸裝置之所有機械零組件等失效可能導致車輛失控，則應由金屬或擁有同等特性之材質所製成，且於轉向系統正常運作中不得有嚴重扭曲之情形發生。

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exhibit safety features at least equal to those prescribed for other essential components (such as the braking system) of the vehicle. Where the failure of any such part would be likely to result in loss of control of the vehicle, that part shall be made of metal or of a material with equivalent characteristics and shall not be subject to significant distortion in normal operation of the steering system.	exhibit safety features at least equal to those prescribed for other essential components (such as the braking system) of the vehicle. Where the failure of any such part would be likely to result in loss of control of the vehicle, that part shall be made of metal or of a material with equivalent characteristics and shall not be subject to significant distortion in normal operation of the steering system.		
5.3.1.2. The requirements of paragraphs 5.1.2., 5.1.3. and 6.2.1. shall also be satisfied with a failure in the steering equipment as long as the vehicle can be driven with the speeds required in the respective paragraphs. In this case paragraph 5.1.3. shall not apply for full power steering systems when the vehicle is stationary.	5.3.1.2. The requirements of paragraphs 5.1.2., 5.1.3. and 6.2.1. shall also be satisfied with a failure in the steering equipment as long as the vehicle can be driven with the speeds required in the respective paragraphs. In this case paragraph 5.1.3. shall not apply for full power steering systems when the vehicle is stationary.	5.3.1.2 只要車輛可以依各章節所述之速度行駛，轉向系統失效必須符合5.1.2、5.1.3及6.2.1所述之要求。當車輛靜止時，全動力轉向系統可不符合5.1.3之規定。	5.3.1.2 只要車輛可以依各章節所述之速度行駛，轉向系統失效必須符合5.1.2、5.1.3及6.2.1所述之要求。當車輛靜止時，全動力轉向系統可不符合5.1.3之規定。
5.3.1.3. Any failure in a transmission other than purely mechanical shall clearly be brought to the attention of the vehicle driver as given in paragraph 5.4. When a failure occurs, a change in the average steering ratio is permissible if the steering effort given in paragraph 6.2.6. is not exceeded.	5.3.1.3. Any failure in a transmission other than purely mechanical shall clearly be brought to the attention of the vehicle driver as given in paragraph 5.4. When a failure occurs, a change in the average steering ratio is permissible if the steering effort given in paragraph 6.2.6. is not exceeded.	5.3.1.3 任何有關傳動裝置之失效，除純機械式故障外，應能清楚的引起駕駛者的注意，當發生失效狀況時，若未超過6.2.5所述之轉向力，則允許改變平均轉向比。	5.3.1.3 任何有關傳動裝置之失效，除純機械式故障外，應能清楚的引起駕駛者的注意，當發生失效狀況時，若未超過6.2.5所述之轉向力，則允許改變平均轉向比。
5.3.1.4. In the case where the braking system of the vehicle shares the same energy source as the steering system and this energy source fails, the steering system shall have priority and shall be capable of meeting the requirements of paragraphs 5.3.2. and 5.3.3. as applicable. In addition the braking performance on the first subsequent	5.3.1.4. In the case where the braking system of the vehicle shares the same energy source as the steering system and this energy source fails, the steering system shall have priority and shall be capable of meeting the requirements of paragraphs 5.3.2. and 5.3.3. as applicable. In addition the braking performance on the first subsequent	5.3.1.4 煞車系統及轉向系統共用相同能量來源時，若該能量來源失效，轉向系統應優先保有動力，且需符合5.3.2及5.3.3。而且第一次煞車時，煞車性能不應低於表一所載之常用煞車性能。	5.3.1.4 煞車系統及轉向系統共用相同能量來源時，若該能量來源失效，轉向系統應優先保有動力，且需符合5.3.2及5.3.3。而且第一次煞車時，煞車性能不應低於表一所載之常用煞車性能。

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application, shall not drop below the prescribed service brake performance, as given in paragraph 2. of Annex 3 to this Regulation.	application, shall not drop below the prescribed service brake performance, as given in paragraph 2. of Annex 3 to this Regulation.		
(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)
5.3.1.5. In the case where the braking system of the vehicle shares the same energy supply as the steering system and there is a failure in the energy supply, the steering system shall have priority and shall be capable of meeting the requirements of paragraphs 5.3.2. and 5.3.3. as applicable. In addition the braking performance on the first subsequent application shall comply with the prescriptions of paragraph 3. of Annex 3 to this Regulation.	5.3.1.5. In the case where the braking system of the vehicle shares the same energy supply as the steering system and there is a failure in the energy supply, the steering system shall have priority and shall be capable of meeting the requirements of paragraphs 5.3.2. and 5.3.3. as applicable. In addition the braking performance on the first subsequent application shall comply with the prescriptions of paragraph 3. of Annex 3 to this Regulation.	5.3.1.5 煞車系統及轉向系統共用相同能量供給失效時，若能量供給失效，轉向系統應優先保有動力，且需符合5.3.2及5.3.3。若任何轉向裝置或動力供給失效，則常用煞車控制裝置在完成八次全行程作動後，應於第九次使用煞車時，至少達成第二煞車性能表現。若需個別之控制裝置來運用儲存能量而達成第二煞車性能時，則常用煞車控制裝置在完成八次全行程作動後，應於第九次使用煞車時，達成殘餘性能表現。該第二及殘餘煞車性能如表二所示。	5.3.1.5 煞車系統及轉向系統共用相同能量供給失效時，若能量供給失效，轉向系統應優先保有動力，且需符合5.3.2及5.3.3。若任何轉向裝置或動力供給失效，則常用煞車控制裝置在完成八次全行程作動後，應於第九次使用煞車時，至少達成第二煞車性能表現。若需個別之控制裝置來運用儲存能量而達成第二煞車性能時，則常用煞車控制裝置在完成八次全行程作動後，應於第九次使用煞車時，達成殘餘性能表現。該第二及殘餘煞車性能如表二所示。
(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)
5.3.1.6. The requirements for the braking performance in paragraphs 5.3.1.4. and 5.3.1.5. above shall not apply if the braking system is such that in the absence of any energy reserve it is possible with the service brake control to achieve the safety requirement for the secondary braking system mentioned in:	5.3.1.6. The requirements for the braking performance in paragraphs 5.3.1.4. and 5.3.1.5. above shall not apply if the braking system is such that in the absence of any energy reserve it is possible with the service brake control to achieve the safety requirement for the secondary braking system mentioned in:	5.3.1.6 於無能量儲存裝置之狀態下，若可由常用煞車系統控制器符合下述第二煞車系統規定，則可免符合上述規定5.3.1.4及5.3.1.5要求：	5.3.1.6 於無能量儲存裝置之狀態下，若可由常用煞車系統控制器符合下述第二煞車系統規定，則可免符合上述規定5.3.1.4及5.3.1.5要求：
(a) Paragraph 2.2. of UN Regulation No. 13-H, Annex 3 (for M1 and N1 vehicles);	(a) Paragraph 2.2. of UN Regulation No. 13-H, Annex 3 (for M1 and N1 vehicles);	5.3.1.6.1 符合本基準中「動態煞車」規定5.3.2之要求（適用M1及N1類車輛）。	5.3.1.6.1 符合本基準中「動態煞車」規定5.3.2之要求（適用M1及N1類車輛）。
(b) Paragraph 2.2. of UN Regulation No. 13, Annex 4 (for M2, M3 and N vehicles).	(b) Paragraph 2.2. of UN Regulation No. 13, Annex 4 (for M2, M3 and N vehicles).	5.3.1.6.2 符合本基準中「動態煞車」規定6.3.2、6.3.4之要求(適用M2、M3	5.3.1.6.2 符合本基準中「動態煞車」規定6.3.2、6.3.4之要求(適用M2、M3

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		及N類車輛）。	及N類車輛）。
5.3.1.7. In the case of trailers the requirements of paragraphs 5.2.2. and 6.3.4.1. shall also be met when there is a failure in the steering system.	5.3.1.7. In the case of trailers the requirements of paragraphs 5.2.2. and 6.3.4.1. shall also be met when there is a failure in the steering system.	5.3.1.7 當轉向系統失效時拖車也應符合5.2.2所述規定。	5.3.1.7 當轉向系統失效時拖車也應符合5.2.2所述規定。
5.3.2. Power assisted steering systems	5.3.2. Power assisted steering systems	5.3.2 動力輔助轉向系統 本項可由申請者確保及聲明符合此規定。	5.3.2 動力輔助轉向系統 本項可由申請者確保及聲明符合此規定。
5.3.2.1. Should the engine stop or a part of the transmission fail, with the exception of those parts listed in paragraph 5.3.1.1., there shall be no immediate changes in steering angle. As long as the vehicle is capable of being driven at a speed greater than 10 km/h the requirements given in paragraph 6., relating to a system with a failure, shall be met.	5.3.2.1. Should the engine stop or a part of the transmission fail, with the exception of those parts listed in paragraph 5.3.1.1., there shall be no immediate changes in steering angle. As long as the vehicle is capable of being driven at a speed greater than 10 km/h the requirements given in paragraph 6., relating to a system with a failure, shall be met.	5.3.2.1 當引擎熄火或動力傳輸失效時，除5.3.1.1所列元件外，不可造成轉向角的瞬間改變。若車輛速度能大於十公里／小時，即需符合6.之系統失效之相關要求。	5.3.2.1 當引擎熄火或動力傳輸失效時，除5.3.1.1所列元件外，不可造成轉向角的瞬間改變。若車輛速度能大於十公里／小時，即需符合6.之系統失效之相關要求。
5.3.3.Full power steering systems	5.3.3.Full power steering systems	5.3.3 全動力轉向系統 規定5.3.3.1及5.3.3.2可由申請者確保及聲明符合此規定。	5.3.3 全動力轉向系統 規定5.3.3.1及5.3.3.2可由申請者確保及聲明符合此規定。
5.3.3.1. The system shall be designed such that the vehicle cannot be driven indefinitely at speeds above 10 km/h where there is any fault which requires operation of the warning signal referred to in paragraph 5.4.2.1.1.	5.3.3.1. The system shall be designed such that the vehicle cannot be driven indefinitively at speeds above 10 km/h where there is any fault which requires operation of the warning signal referred to in paragraph 5.4.2.1.1.	5.3.3.1 有任何作動5.4.2.1.1所述警告訊號的故障產生時，此系統設計應使車輛無法以十公里／小時以上之速度行駛。	5.3.3.1 有任何作動5.4.2.1.1所述警告訊號的故障產生時，此系統設計應使車輛無法以十公里／小時以上之速度行駛。
5.3.3.2. In case of a failure within the control transmission, with the exception of those parts listed in paragraph 5.1.4., it shall still be possible to steer with the performance laid down in paragraph 6. for the intact steering system.	5.3.3.2. In case of a failure within the control transmission, with the exception of those parts listed in paragraph 5.1.4., it shall still be possible to steer with the performance laid down in paragraph 6. for the intact steering system.	5.3.3.2 在控制傳輸裝置失效情況下，除5.1.4所列之元件外，轉向系統仍必須符合規定6.中正常轉向系統之性能。	5.3.3.2 在控制傳輸裝置失效情況下，除5.1.4所列之元件外，轉向系統仍必須符合規定6.中正常轉向系統之性能。
5.3.3.3. In the event of a failure of the energy source of the control transmission, it shall be	5.3.3.3. In the event of a failure of the energy source of the control transmission, it shall be	5.3.3.3 若控制傳輸裝置之動力來源失效，則應能執行至少二十四次「8字	5.3.3.3 若控制傳輸裝置之動力來源失效，則應能執行至少二十四次「8字

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
possible to carry out at least 24 "figure of eight" manoeuvres, where each loop of the figure is 40 m diameter at 10 km/h speed and at the performance level given for an intact system in paragraph 6. The test manoeuvres shall begin at an energy storage level given in paragraph 5.3.3.5.	possible to carry out at least 24 "figure of eight" manoeuvres, where each loop of the figure is 40 m diameter at 10 km/h speed and at the performance level given for an intact system in paragraph 6. The test manoeuvres shall begin at an energy storage level given in paragraph 5.3.3.5.	形」操控，其於車速十公里/小時及規定6.所要求之完整系統之性能等級，每一次該字形之繞行直徑為四十公尺。操控試驗應以規定5.3.3.5要求之能量儲存等級開始。	形」操控，其於車速十公里/小時及規定6.所要求之完整系統之性能等級，每一次該字形之繞行直徑為四十公尺。操控試驗應以規定5.3.3.5要求之能量儲存等級開始。
5.3.3.4. In the event of a failure within the energy transmission, with the exception of those parts listed in paragraph 5.3.1.1., there shall not be any immediate changes in steering angle. As long as the vehicle is capable of being driven at a speed greater than 10 km/h the requirements of paragraph 6. for the system with a failure shall be met after the completion of at least 25 "figure of eight" manoeuvres at 10 km/h minimum speed, where each loop of the figure is 40 m diameter.	5.3.3.4. In the event of a failure within the energy transmission, with the exception of those parts listed in paragraph 5.3.1.1., there shall not be any immediate changes in steering angle. As long as the vehicle is capable of being driven at a speed greater than 10 km/h the requirements of paragraph 6. for the system with a failure shall be met after the completion of at least 25 "figure of eight" manoeuvres at 10 km/h minimum speed, where each loop of the figure is 40 m diameter.	5.3.3.4 若動力傳輸裝置內部失效，除5.3.1.1所列部件，轉向角度不應發生立即性改變。若車輛行駛速度大於十公里/小時，則以至少十公里/小時速度完成至少二十五次「8字形」操控(每一次該字形之繞行直徑為四十公尺)後，應符合規定6.系統失效之要求。	5.3.3.4 若動力傳輸裝置內部失效，除5.3.1.1所列部件，轉向角度不應發生立即性改變。若車輛行駛速度大於十公里/小時，則以至少十公里/小時速度完成至少二十五次「8字形」操控(每一次該字形之繞行直徑為四十公尺)後，應符合規定6.系統失效之要求。
The test manoeuvres shall begin at an energy storage level given in paragraph 5.3.3.5.	The test manoeuvres shall begin at an energy storage level given in paragraph 5.3.3.5.	操控試驗應以規定5.3.3.5要求之能量儲存等級開始。	操控試驗應以規定5.3.3.5要求之能量儲存等級開始。
5.3.3.5. The energy level to be used for the tests referred to in paragraphs 5.3.3.3. and 5.3.3.4. shall be the energy storage level at which a failure is indicated to the driver.	5.3.3.5. The energy level to be used for the tests referred to in paragraphs 5.3.3.3. and 5.3.3.4. shall be the energy storage level at which a failure is indicated to the driver.	5.3.3.5 規定5.3.3.3及5.3.3.4所述試驗之能量等級應為提供失效指示予駕駛者時之能量儲存等級。	5.3.3.5 規定5.3.3.3及5.3.3.4所述試驗之能量等級應為提供失效指示予駕駛者時之能量儲存等級。
In the case of electrically powered systems subject to Annex 6, this level shall be the worst case situation outlined by the manufacturer in the documentation submitted in connection with Annex 6 and shall take into account the effects of e.g. temperature and ageing on battery performance.	In the case of electrically powered systems subject to Annex 6, this level shall be the worst case situation outlined by the manufacturer in the documentation submitted in connection with Annex 6 and shall take into account the effects of e.g. temperature and ageing on battery performance.	對於符合規定9.之電動系統，其能量儲存等級應為申請者配合規定9.要求檢附文件中所宣告最嚴苛情形，且應考慮如溫度及電池性能老化之影響。	對於符合規定9.之電動系統，其能量儲存等級應為申請者配合規定9.要求檢附文件中所宣告最嚴苛情形，且應考慮如溫度及電池性能老化之影響。

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
5.4. Warning signals	5.4. Warning signals	5.4 警告訊號：	5.4 警告訊號：
5.4.1.General provisions	5.4.1.General provisions	5.4.1 通則	5.4.1 通則
5.4.1.1. Any fault which impairs the steering function and is not mechanical in nature shall be signalled clearly to the driver of the vehicle.	5.4.1.1. Any fault which impairs the steering function and is not mechanical in nature shall be signalled clearly to the driver of the vehicle.	5.4.1.1 任何會損害轉向功能的失效，且非機械本質的，必須對車輛駕駛者提出警告。	5.4.1.1 任何會損害轉向功能的失效，且非機械本質的，必須對車輛駕駛者提出警告。
Despite the requirements of paragraph 5.1.2. the deliberate application of vibration in the steering system may be used as an additional indication of a fault condition in this system. In the case of a motor vehicle, an increase in steering force is considered to be a warning indication; in the case of a trailer, a mechanical indicator is permitted.	Despite the requirements of paragraph 5.1.2. the deliberate application of vibration in the steering system may be used as an additional indication of a fault condition in this system. In the case of a motor vehicle, an increase in steering force is considered to be a warning indication; in the case of a trailer, a mechanical indicator is permitted.	雖有5.1.2規定，但可以藉由轉向系統的振動做額外警告；機動車輛的轉向力增加亦為一種警告。拖車可使用機械式顯示器。	雖有5.1.2規定，但可以藉由轉向系統的振動做額外警告；機動車輛的轉向力增加亦為一種警告。拖車可使用機械式顯示器。
5.4.1.2. Optical warning signals shall be visible, even by daylight and distinguishable from other alerts; the satisfactory condition of the signals shall be easily verifiable by the driver from the driver's seat; the failure of a component of the warning devices shall not entail any loss of the steering system's performance.	5.4.1.2. Optical warning signals shall be visible, even by daylight and distinguishable from other alerts; the satisfactory condition of the signals shall be easily verifiable by the driver from the driver's seat; the failure of a component of the warning devices shall not entail any loss of the steering system's performance.	5.4.1.2 即使於白天，應清楚可視光學警告訊號，且可與其他警示(Alert)區分辨別。駕駛者應易於從駕駛座確認警告訊號。警告裝置之組件失效不應導致轉向系統性能損失。	5.4.1.2 即使於白天，應清楚可視光學警告訊號，且可與其他警示(Alert)區分辨別。駕駛者應易於從駕駛座確認警告訊號。警告裝置之組件失效不應導致轉向系統性能損失。
5.4.1.3. Acoustic warning signals shall be by continuous or intermittent sound signal or by vocal information. Where vocal information is employed, the manufacturer shall ensure that the alert uses the language(s) of the market into which the vehicle is sold.	5.4.1.3. Acoustic warning signals shall be by continuous or intermittent sound signal or by vocal information. Where vocal information is employed, the manufacturer shall ensure that the alert uses the language(s) of the market into which the vehicle is sold.	5.4.1.3 聲音警告訊號應為連續或間歇式聲音訊號或語音資訊。運用語音資訊者，其申請者應確保該資訊至少使用中文。	5.4.1.3 聲音警告訊號應為連續或間歇式聲音訊號或語音資訊。運用語音資訊者，其申請者應確保該資訊至少使用中文。
Acoustic warning signals shall be easily recognized by the driver.	Acoustic warning signals shall be easily recognized by the driver.	聲音警告訊號應讓駕駛者易於辨識。	聲音警告訊號應讓駕駛者易於辨識。
5.4.1.4. If the same energy source is used to supply the steering system and other systems, an acoustic or optical warning shall	5.4.1.4. If the same energy source is used to supply the steering system and other systems, an acoustic or optical warning shall	5.4.1.4 若使用相同的能量來源供應轉向和其他系統，當動力儲存器/作動媒介儲存器內的儲存能量/液體下降	5.4.1.4 若使用相同的能量來源供應轉向和其他系統，當動力儲存器/作動媒介儲存器內的儲存能量/液體下降

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be given to the driver, when the stored energy/fluid in the energy/storage reservoir drops to a level liable to cause an increase in steering effort. This warning may be combined with a device provided to warn of brake failure if the brake system uses the same energy source. The satisfactory condition of the warning device shall be easily verifiable by the driver.	be given to the driver, when the stored energy/fluid in the energy/storage reservoir drops to a level liable to cause an increase in steering effort. This warning may be combined with a device provided to warn of brake failure if the brake system uses the same energy source. The satisfactory condition of the warning device shall be easily verifiable by the driver.	到會使所需轉向力增加的程度時，應有聲音或光學警告提醒駕駛者。如轉向系統與煞車系統能量來源相同，則其警告可與煞車系統失效所用之警告裝置結合在一起。警告裝置應能讓駕駛者容易確認。	到會使所需轉向力增加的程度時，應有聲音或光學警告提醒駕駛者。如轉向系統與煞車系統能量來源相同，則其警告可與煞車系統失效所用之警告裝置結合在一起。警告裝置應能讓駕駛者容易確認。
5.4.2.Special provisions for full-power steering equipment	5.4.2.Special provisions for full-power steering equipment	5.4.2 全動力轉向系統之特殊規定 本項可由申請者確保及聲明符合此規定。	5.4.2 全動力轉向系統之特殊規定 本項可由申請者確保及聲明符合此規定。
5.4.2.1. Power-driven vehicles shall be capable of providing steering failure and defect warning signals, as follows:	5.4.2.1. Power-driven vehicles shall be capable of providing steering failure and defect warning signals, as follows:	5.4.2.1 動力驅動車輛應能提供轉向系統失效或故障的警告訊號，如下：	5.4.2.1 動力驅動車輛應能提供轉向系統失效或故障的警告訊號，如下：
5.4.2.1.1. A red warning signal, indicating failures defined in paragraph 5.3.1.3. within the main steering equipment;	5.4.2.1.1. A red warning signal, indicating failures defined in paragraph 5.3.1.3. within the main steering equipment;	5.4.2.1.1 紅色警告訊號，以顯示出主要轉向系統內有關5.3.1.3所述之失效。	5.4.2.1.1 紅色警告訊號，以顯示出主要轉向系統內有關5.3.1.3所述之失效。
5.4.2.1.2. Where applicable, a yellow warning signal indicating an electrically detected defect within the steering equipment, which is not indicated by the red warning signal;	5.4.2.1.2. Where applicable, a yellow warning signal indicating an electrically detected defect within the steering equipment, which is not indicated by the red warning signal;	5.4.2.1.2 黃色警告訊號，以顯示出電子偵測得的轉向系統故障，且未以紅色警告訊號顯示者。	5.4.2.1.2 黃色警告訊號，以顯示出電子偵測得的轉向系統故障，且未以紅色警告訊號顯示者。
5.4.2.1.3. If a symbol is used, it shall comply with symbol J 04, ISO/IEC registration number 7000-2441 as defined in ISO 2575:2000;	5.4.2.1.3. If a symbol is used, it shall comply with symbol J 04, ISO/IEC registration number 7000-2441 as defined in ISO 2575:2000;	5.4.2.1.3 如使用標誌，該標誌須依照ISO 2575：2000定義的ISO/IEC 註冊碼7000-2441 J 04標誌。	5.4.2.1.3 如使用標誌，該標誌須依照ISO 2575：2000定義的ISO/IEC 註冊碼7000-2441 J 04標誌。
5.4.2.1.4. The warning signal(s) mentioned above shall light up when the electrical equipment of the vehicle (and the steering system) is energised. With the vehicle stationary, the steering system shall verify that none of the specified failures or defects	5.4.2.1.4. The warning signal(s) mentioned above shall light up when the electrical equipment of the vehicle (and the steering system) is energised. With the vehicle stationary, the steering system shall verify that none of the specified failures or defects	5.4.2.1.4 當車輛(和轉向系統)電子設備通電時，以上所提之警告訊號應亮起。車輛靜止之下，在警告訊號熄滅之前，轉向系統需確認當時無任何之故障或失效存在。上述所提會作動警告訊號的特定失效或故障	5.4.2.1.4 當車輛(和轉向系統)電子設備通電時，以上所提之警告訊號應亮起。車輛靜止之下，在警告訊號熄滅之前，轉向系統需確認當時無任何之故障或失效存在。上述所提會作動警告訊號的特定失效或故障

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is present before extinguishing the signal. Specified failures or defects which should activate the warning signal mentioned above, but which are not detected under static conditions, shall be stored upon detection and be displayed at start-up and at all times when the ignition (start) switch is in the "on" (run) position, as long as the failure persists.	is present before extinguishing the signal. Specified failures or defects which should activate the warning signal mentioned above, but which are not detected under static conditions, shall be stored upon detection and be displayed at start-up and at all times when the ignition (start) switch is in the "on" (run) position, as long as the failure persists.	，但非在靜態情況下偵測出者，則在偵測得知時就必須被儲存，只要該失效存在，一旦啟動及點火開關是在"on"(行駛)位置時，就應將其顯示出。	，但非在靜態情況下偵測出者，則在偵測得知時就必須被儲存，只要該失效存在，一旦啟動及點火開關是在"on"(行駛)位置時，就應將其顯示出。
5.4.3. In the case where additional steering equipment is in operation and/or where the steering angle generated by that equipment has not been returned to normal driving position a warning signal shall be given to the driver.	5.4.3. In the case where additional steering equipment is in operation and/or where the steering angle generated by that equipment has not been returned to normal driving position a warning signal shall be given to the driver.	5.4.3 額外的轉向系統在操作中及/或該系統產生的轉向角度不能回復到正常行駛位置，則需有訊號警告駕駛者。	5.4.3 額外的轉向系統在操作中及/或該系統產生的轉向角度不能回復到正常行駛位置，則需有訊號警告駕駛者。
5.5. Provisions for the periodic technical inspection of steering equipment	5.5. Provisions for the periodic technical inspection of steering equipment		
5.5.1. As far as practicable and subject to agreement between the vehicle manufacturer and the Type Approval Authority, the steering equipment and its installation shall be so designed that, without disassembly, its operation can be checked with, if necessary, commonly used measuring instruments, methods or test equipment.	5.5.1. As far as practicable and subject to agreement between the vehicle manufacturer and the Type Approval Authority, the steering equipment and its installation shall be so designed that, without disassembly, its operation can be checked with, if necessary, commonly used measuring instruments, methods or test equipment.		
5.5.2. It shall be possible to verify in a simple way the correct operational status of those Electronic Systems, which have control over steering. If special information is needed, this shall be made freely available.	5.5.2. It shall be possible to verify in a simple way the correct operational status of those Electronic Systems, which have control over steering. If special information is needed, this shall be made freely available.		
5.5.2.1. At the time of type approval the means implemented to protect against simple	5.5.2.1. At the time of type approval the means implemented to protect against simple		

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unauthorized modification to the operation of the verification means chosen by the manufacturer (e.g. warning signal) shall be confidentially outlined.	unauthorized modification to the operation of the verification means chosen by the manufacturer (e.g. warning signal) shall be confidentially outlined.		
Alternatively this protection requirement is fulfilled when a secondary means of checking the correct operational status is available.	Alternatively this protection requirement is fulfilled when a secondary means of checking the correct operational status is available.		
5.6. Provisions for ACSF	5.6. Provisions for ACSF	5.5 自動控制轉向功能之一般規定	5.5 自動控制轉向功能之一般規定
Any ACSF shall be subject to the requirements of Annex 6.	Any ACSF shall be subject to the requirements of Annex 6.	任何自動控制轉向功能應符合規定9.之要求。	任何自動控制轉向功能應符合規定9.之要求。
5.6.1. Special provisions for ACSF of Category A	5.6.1. Special provisions for ACSF of Category A	5.5.1 ACSF類型A之特別規定	5.5.1 ACSF類型A之特別規定
Any ACSF of Category A shall fulfil the following requirements.	Any ACSF of Category A shall fulfil the following requirements.	任何ACSF類型A應符合下述要求。	任何ACSF類型A應符合下述要求。
5.6.1.1. General	5.6.1.1. General	5.5.1.1 通則	5.5.1.1 通則
5.6.1.1.1. The system shall only operate until 10 km/h (+2 km/h tolerance)	5.6.1.1.1. The system shall only operate until 10 km/h (+2 km/h tolerance)	5.5.1.1.1 系統應只能作動至十公里/小時（容許誤差：正二公里/小時）	5.5.1.1.1 系統應只能作動至十公里/小時（容許誤差：正二公里/小時）
5.6.1.1.2. The system shall be active only after a deliberate action of the driver and if the conditions for operation of the system are fulfilled (all associated functions – e.g. brakes, accelerator, steering, camera/radar/lidar – are working properly).	5.6.1.1.2. The system shall be active only after a deliberate action of the driver and if the conditions for operation of the system are fulfilled (all associated functions – e.g. brakes, accelerator, steering, camera/radar/lidar – are working properly).	5.5.1.1.2 此系統僅能於駕駛者致動後，且滿足系統作動條件（全部相關功能(例如：煞車、加速器、轉向、攝影機/雷達/光達(Lidar)等)均正常運作中）下啟動。	5.5.1.1.2 此系統僅能於駕駛者致動後，且滿足系統作動條件（全部相關功能(例如：煞車、加速器、轉向、攝影機/雷達/光達(Lidar)等)均正常運作中）下啟動。
5.6.1.1.3. The system shall be able to be deactivated by the driver at any time.	5.6.1.1.3. The system shall be able to be deactivated by the driver at any time.	5.5.1.1.3 駕駛者應能隨時解除此系統。	5.5.1.1.3 駕駛者應能隨時解除此系統。
5.6.1.1.4. In case the system includes accelerator and/or braking control of the vehicle, the vehicle shall be equipped with a means to detect an obstacle (e.g. vehicles, pedestrian) in the manoeuvring area and to bring the vehicle immediately to a stop to avoid a collision.[5]	5.6.1.1.4. In case the system includes accelerator and/or braking control of the vehicle, the vehicle shall be equipped with a means to detect an obstacle (e.g. vehicles, pedestrian) in the manoeuvring area and to bring the vehicle immediately to a stop to avoid a collision.[5]	5.5.1.1.4 若系統包含車輛之加速器及/或車輛煞車控制器，則車輛於操控區域內應配備有偵測障礙物（例如：其他車輛、行人）之裝置機能，使車輛立即停止，避免碰撞。	5.5.1.1.4 若系統包含車輛之加速器及/或車輛煞車控制器，則車輛於操控區域內應配備有偵測障礙物（例如：其他車輛、行人）之裝置機能，使車輛立即停止，避免碰撞。

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[5] Until uniform test procedures have been agreed, the manufacturer shall provide the Technical Service the documentation and supporting evidence to demonstrate compliance with these provisions. This information shall be subject to discussion and agreement between the Technical Service and vehicle manufacturer.	[5] Until uniform test procedures have been agreed, the manufacturer shall provide the Technical Service the documentation and supporting evidence to demonstrate compliance with these provisions. This information shall be subject to discussion and agreement between the Technical Service and vehicle manufacturer.		
5.6.1.1.5. Whenever the system becomes operational, this shall be indicated to the driver. Any termination of control shall produce a short but distinctive driver warning by an optical warning signal and either an acoustic warning signal or by imposing a haptic warning signal (except for the signal on the steering control in parking manoeuvring).	5.6.1.1.5. Whenever the system becomes operational, this shall be indicated to the driver. Any termination of control shall produce a short but distinctive driver warning by an optical warning signal and either an acoustic warning signal or by imposing a haptic warning signal (except for the signal on the steering control in parking manoeuvring).	5.5.1.1.5 每當系統開始作動，其應警示駕駛者。任何控制之終止應產生一短暫且明顯不同於駕駛者警告訊號，包括光學警告訊號，以及聲音警告訊號或於轉向控制裝置上之觸覺警告訊號(除停車操控之轉向控制訊號外)。	5.5.1.1.5 每當系統開始作動，其應警示駕駛者。任何控制之終止應產生一短暫且明顯不同於駕駛者警告訊號，包括光學警告訊號，以及聲音警告訊號或於轉向控制裝置上之觸覺警告訊號(除停車操控之轉向控制訊號外)。
For RCP, the requirements for driver warning shown above shall be fulfilled by the provision of an optical warning signal at least at the remote control device.	For RCP, the requirements for driver warning shown above shall be fulfilled by the provision of an optical warning signal at least at the remote control device.	對於RCP而言，符合上述駕駛者警示之規定要求，應至少於遠端控制裝置提供光學警告訊號。	對於RCP而言，符合上述駕駛者警示之規定要求，應至少於遠端控制裝置提供光學警告訊號。
5.6.1.2. Additional provisions for RCP	5.6.1.2. Additional provisions for RCP	5.5.1.2 RCP系統之額外要求	5.5.1.2 RCP系統之額外要求
5.6.1.2.1. The parking manoeuvre shall be initiated by the driver but controlled by the system. A direct influence on steering angle, value of acceleration and deceleration via the remote control device shall not be possible.	5.6.1.2.1. The parking manoeuvre shall be initiated by the driver but controlled by the system. A direct influence on steering angle, value of acceleration and deceleration via the remote control device shall not be possible.	5.5.1.2.1 停車操控應由駕駛者啟始作動，但由系統控制。不應藉由遠端控制裝置直接影響轉向角度、加速度值及減速度值。	5.5.1.2.1 停車操控應由駕駛者啟始作動，但由系統控制。不應藉由遠端控制裝置直接影響轉向角度、加速度值及減速度值。
5.6.1.2.2. A continuous actuation of the remote control device by the driver is required during the parking manoeuvre.	5.6.1.2.2. A continuous actuation of the remote control device by the driver is required during the parking manoeuvre.	5.5.1.2.2 停車操控期間，應由駕駛者連續致動遠端控制裝置。	5.5.1.2.2 停車操控期間，應由駕駛者連續致動遠端控制裝置。
5.6.1.2.3. If the continuous actuation is interrupted or the distance between vehicle	5.6.1.2.3. If the continuous actuation is interrupted or the distance between vehicle	5.5.1.2.3 若連續致動被中斷，或車輛與遠端控制裝置間距離超過 RCP 之最	5.5.1.2.3 若連續致動被中斷，或車輛與遠端控制裝置間距離超過RCP之

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and remote control device exceeds the specified maximum RCP operating range (S_{RCPmax}) or the signal between remote control and vehicle is lost, the vehicle shall stop immediately.	and remote control device exceeds the specified maximum RCP operating range (S_{RCPmax}) or the signal between remote control and vehicle is lost, the vehicle shall stop immediately.	大設定作動距離(S_{RCPmax})，或車輛與遠端控制裝置間失去連結信號，則車輛應立即停止。	最大設定作動距離(S_{RCPmax})，或車輛與遠端控制裝置間失去連結信號，則車輛應立即停止。
5.6.1.2.4. If a door or trunk of the vehicle is opened during the parking manoeuvre, the vehicle shall stop immediately.	5.6.1.2.4. If a door or trunk of the vehicle is opened during the parking manoeuvre, the vehicle shall stop immediately.	5.5.1.2.4 停車操控期間，若車輛之車門或行李廂被開啟情況下，則車輛應立即停止。	5.5.1.2.4 停車操控期間，若車輛之車門或行李廂被開啟情況下，則車輛應立即停止。
5.6.1.2.5. If the vehicle has reached its final parking position, either automatically or by confirmation from the driver, and the start/run switch is in the off position, the parking braking system shall be automatically engaged.	5.6.1.2.5. If the vehicle has reached its final parking position, either automatically or by confirmation from the driver, and the start/run switch is in the off position, the parking braking system shall be automatically engaged.	5.5.1.2.5 若車輛藉由自動或由駕駛者確認方式而到達最終之停車位置，且啟動/運轉開關位於關閉位置，則其駐煞車系統應自動入檔嚙合。	5.5.1.2.5 若車輛藉由自動或由駕駛者確認方式而到達最終之停車位置，且啟動/運轉開關位於關閉位置，則其駐煞車系統應自動入檔嚙合。
5.6.1.2.6 At any time during a parking manoeuvre that the vehicle becomes stationary, the RCP function shall prevent the vehicle from rolling away.	5.6.1.2.6 At any time during a parking manoeuvre that the vehicle becomes stationary, the RCP function shall prevent the vehicle from rolling away.	5.5.1.2.6 車輛於停車操控中之任何時間靜止時，RCP功能應防止車輛滑動。	5.5.1.2.6 車輛於停車操控中之任何時間靜止時，RCP功能應防止車輛滑動。
5.6.1.2.7. The specified maximum RCP operating range shall not exceed 6 m.	5.6.1.2.7. The specified maximum RCP operating range shall not exceed 6 m.	5.5.1.2.7 RCP之最大設定作動距離，不應逾六公尺。	5.5.1.2.7 RCP之最大設定作動距離，不應逾六公尺。
5.6.1.2.8. The system shall be designed to be protected against unauthorized activation or operation of the RCP systems and interventions into the system.	5.6.1.2.8. The system shall be designed to be protected against unauthorized activation or operation of the RCP systems and interventions into the system.	5.5.1.2.8 系統設計應有防止未授權RCP系統致動或操作，以及系統被介入之防護。本項可由申請者確保及聲明符合此規定。	5.5.1.2.8 系統設計應有防止未授權RCP系統致動或操作，以及系統被介入之防護。本項可由申請者確保及聲明符合此規定。
5.6.1.3. System information data	5.6.1.3. System information data	5.5.1.3 系統資訊數據	5.5.1.3 系統資訊數據
5.6.1.3.1. Following data shall be provided together with the documentation package required in Annex 6 to this Regulation to the Technical Service at the time of type approval:	5.6.1.3.1. Following data shall be provided together with the documentation package required in Annex 6 to this Regulation to the Technical Service at the time of type approval:	5.5.1.3.1 下述數據資料應於申請認證測試時併同規定9.之相關文件提供予檢測機構。	5.5.1.3.1 下述數據資料應於申請認證測試時併同規定9.之相關文件提供予檢測機構。
5.6.1.3.1.1. The value for the specified maximum RCP operating range (S_{RCPmax});	5.6.1.3.1.1. The value for the specified maximum RCP operating range (S_{RCPmax});	5.5.1.3.1.1 RCP最大設定作動距離(S_{RCPmax})之數值。	5.5.1.3.1.1 RCP最大設定作動距離(S_{RCPmax})之數值。
5.6.1.3.1.2. The conditions under which the	5.6.1.3.1.2. The conditions under which the	5.5.1.3.1.2 系統能被致動之條件，意	5.5.1.3.1.2 系統能被致動之條件，意

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system can be activated, i. e. when the conditions for operation of the system are fulfilled;	system can be activated, i. e. when the conditions for operation of the system are fulfilled;	即符合系統運作之條件。	即符合系統運作之條件。
5.6.1.3.1.3. For RCP systems the manufacturer shall provide the technical authorities with an explanation how the system is protected against unauthorized activation.	5.6.1.3.1.3. For RCP systems the manufacturer shall provide the technical authorities with an explanation how the system is protected against unauthorized activation.	5.5.1.3.1.3 對於RCP系統，申請者應提供關於未授權致動之系統防護說明文件予檢測機構。	5.5.1.3.1.3 對於RCP系統，申請者應提供關於未授權致動之系統防護說明文件予檢測機構。
5.6.2. Special Provisions for ACSF of Category B1	5.6.2. Special Provisions for ACSF of Category B1	5.5.2 ACSF類型B1之特別規定	5.5.2 ACSF類型B1之特別規定
Any ACSF of Category B1 shall fulfil the following requirements.	Any ACSF of Category B1 shall fulfil the following requirements.	任何ACSF類型B1應符合下述要求。	任何ACSF類型B1應符合下述要求。
5.6.2.1. General	5.6.2.1. General	5.5.2.1 通則	5.5.2.1 通則
5.6.2.1.1. The activated system shall at any time, within the boundary conditions, ensure that the vehicle does not cross a lane marking for lateral accelerations below the maximum lateral acceleration specified by the manufacturer ay_{Smax}.	5.6.2.1.1. The activated system shall at any time, within the boundary conditions, ensure that the vehicle does not cross a lane marking for lateral accelerations below the maximum lateral acceleration specified by the manufacturer ay_{Smax}.	5.5.2.1.1 被致動之系統於任何時間且於邊界條件(Boundary condition)內，側向加速度低於申請者最大設定側向加速度(ay_{smax})之情況下，應能確保車輛不會越過車道標線。	5.5.2.1.1 被致動之系統於任何時間且於邊界條件(Boundary condition)內，側向加速度低於申請者最大設定側向加速度(ay_{smax})之情況下，應能確保車輛不會越過車道標線。
It is recognised that the maximum lateral acceleration specified by the vehicle manufacturer ay_{Smax} may not be achievable under all conditions (e.g. inclement weather, different tyres fitted to the vehicle, laterally sloped roads). The system shall not deactivate or unreasonably switch the control strategy in these other conditions.	It is recognised that the maximum lateral acceleration specified by the vehicle manufacturer ay_{Smax} may not be achievable under all conditions (e.g. inclement weather, different tyres fitted to the vehicle, laterally sloped roads). The system shall not deactivate or unreasonably switch the control strategy in these other conditions.	一般認為，並非所有狀況下(例如：極端天氣、車輛安裝不同輪胎、側向具有斜度之道路)達到由申請者所宣告之最大側向加速度(ay_{smax})。系統於前述無法達成之狀況下不應解除或毫無依據的切換控制策略。	
The system may exceed the specified value ay_{Smax} by not more than 0.3 m/s^2, while not exceeding the maximum value specified in the table in paragraph 5.6.2.1.3. of this Regulation.	The system may exceed the specified value ay_{Smax} by not more than 0.3 m/s^2, while not exceeding the maximum value specified in the table in paragraph 5.6.2.1.3. of this Regulation.	系統至多可比ay_{smax}數值高零點三公尺/秒平方，惟其不應超過規定5.5.2.1.3所表列之最大值。	系統至多可比ay_{smax}數值高零點三公尺/秒平方，惟其不應超過規定5.5.2.1.3所表列之最大值。
Notwithstanding the sentence above, for time periods of not more than 2 s the lateral	Notwithstanding the sentence above, for time periods of not more than 2 s the lateral	無論前述規定，對於不超過二秒之時間段內，系統之側向加速度可超過	

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acceleration of the system may exceed the specified value ay_{Smax} by not more than 40 per cent, while not exceeding the maximum value specified in the table in paragraph 5.6.2.1.3. of this Regulation by more than 0.3 m/s^2.	acceleration of the system may exceed the specified value ay_{Smax} by not more than 40 per cent, while not exceeding the maximum value specified in the table in paragraph 5.6.2.1.3. of this Regulation by more than 0.3 m/s^2.	設定值ay_{smax}至多百分之四十，同時不超過本基準中規定5.5.2.1.3表中之設定值多於零點三公尺/秒平方。	
5.6.2.1.2. The vehicle shall be equipped with a means for the driver to activate (standby mode) and deactivate (off mode) the system. It shall be possible to deactivate the system at any time by a single action of the driver. Following this action, the system shall only become active again as a result of a deliberate action by the driver.	5.6.2.1.2. The vehicle shall be equipped with a means for the driver to activate (standby mode) and deactivate (off mode) the system. It shall be possible to deactivate the system at any time by a single action of the driver. Following this action, the system shall only become active again as a result of a deliberate action by the driver.	5.5.2.1.2 車輛應配備供駕駛者致動(待機模式)及解除系統(關閉模式)之機能。應能隨時由駕駛者以單一動作解除系統。於此動作後，系統應只能由駕駛者刻意致動行為而重新啟動。	5.5.2.1.2 車輛應配備供駕駛者致動(待機模式)及解除系統(關閉模式)之機能。應能隨時由駕駛者以單一動作解除系統。於此動作後，系統應只能由駕駛者刻意致動行為而重新啟動。
5.6.2.1.3. The system shall be designed so that excessive intervention of steering control is suppressed to ensure the steering operability by the driver and to avoid unexpected vehicle behaviour, during its operation. To ensure this, the following requirements shall be fulfilled:	5.6.2.1.3. The system shall be designed so that excessive intervention of steering control is suppressed to ensure the steering operability by the driver and to avoid unexpected vehicle behaviour, during its operation. To ensure this, the following requirements shall be fulfilled:	5.5.2.1.3 系統設計應能抑制轉向控制裝置之過度介入，以確保駕駛者可進行之轉向操作性，並於其操作期間避免非預期之車輛行為。為確保前述功能，應符合下述要求：	5.5.2.1.3 系統設計應能抑制轉向控制裝置之過度介入，以確保駕駛者可進行之轉向操作性，並於其操作期間避免非預期之車輛行為。為確保前述功能，應符合下述要求：
(a) The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N;	(a) The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N;	(a)用以取代方向性控制之轉向控制力，不應超過五十牛頓。	(a)用以取代方向性控制之轉向控制力，不應超過五十牛頓。
(b) The specified maximum lateral acceleration ay_{smax} shall be within the limits as defined in the following table:	(b) The specified maximum lateral acceleration ay_{smax} shall be within the limits as defined in the following table:	(b)最大設定側向加速度ay_{smax}，應於下述表列之限制範圍內。	(b)最大設定側向加速度ay_{smax}，應於下述表列之限制範圍內。
(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)
(c)The moving average over half a second of the lateral jerk generated by the system shall not exceed 5 m/s^3.	(c)The moving average over half a second of the lateral jerk generated by the system shall not exceed 5 m/s^3.	(c)系統所產生側向急動 (Jerk) 於零點五秒期間之移動平均值不應超過五公尺/秒立方。	(c)系統所產生側向急動 (Jerk) 於零點五秒期間之移動平均值不應超過五公尺/秒立方。
5.6.2.1.4. The requirements in paragraphs 5.6.2.1.1. and 5.6.2.1.3. of this Regulation	5.6.2.1.4. The requirements in paragraphs 5.6.2.1.1. and 5.6.2.1.3. of this Regulation	5.5.2.1.4 本項規定5.5.2.1.1及5.5.2.1.3，應依照規定11.之要求進行試驗。	5.5.2.1.4 本項規定5.5.2.1.1及5.5.2.1.3，應依照規定11.之要求進行試驗。

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shall be tested in accordance with relevant vehicle test(s) specified in Annex 8 of this Regulation.	shall be tested in accordance with relevant vehicle test(s) specified in Annex 8 of this Regulation.		
5.6.2.2. ACSF of Category B1 operation	5.6.2.2. ACSF of Category B1 operation	5.5.2.2 ACSF類型B1之作動	5.5.2.2 ACSF類型B1之作動
5.6.2.2.1. If the system is active an optical signal shall be provided to the driver.	5.6.2.2.1. If the system is active an optical signal shall be provided to the driver.	5.5.2.2.1 於系統致動時，應有警示駕駛者之光學訊號。	5.5.2.2.1 於系統致動時，應有警示駕駛者之光學訊號。
5.6.2.2.2. When the system is in standby mode, an optical signal shall be provided to the driver.	5.6.2.2.2. When the system is in standby mode, an optical signal shall be provided to the driver.	5.5.2.2.2 當系統進入待機狀態時，應提供駕駛者光學訊號。	5.5.2.2.2 當系統進入待機狀態時，應提供駕駛者光學訊號。
5.6.2.2.3. When the system reaches its boundary conditions set out in paragraph 5.6.2.3.1.1. of this Regulation (e.g. the specified maximum lateral acceleration aysmax) and both in the absence of any driver input to the steering control and when any front tyre of the vehicle starts to cross the lane marking, the system shall continue to provide assistance and shall clearly inform the driver about this system status by an optical warning signal and additionally by an acoustic or haptic warning signal.	5.6.2.2.3. When the system reaches its boundary conditions set out in paragraph 5.6.2.3.1.1. of this Regulation (e.g. the specified maximum lateral acceleration aysmax) and both in the absence of any driver input to the steering control and when any front tyre of the vehicle starts to cross the lane marking, the system shall continue to provide assistance and shall clearly inform the driver about this system status by an optical warning signal and additionally by an acoustic or haptic warning signal.	5.5.2.2.3當系統達到規定5.5.2.3.1.1之邊界條件（例如最大設定側向加速度ay_{smax}），且駕駛者未施以轉向力於轉向控制裝置及當車輛之任一前輪開始越過車道標線，系統應持續提供輔助，並以光學訊號與額外之聲音或觸覺警告訊號清楚指示駕駛者目前系統狀態。	5.5.2.2.3 當系統達到規定5.5.2.3.1.1之邊界條件（例如最大設定側向加速度ay_{smax}），且駕駛者未施以轉向力於轉向控制裝置及當車輛之任一前輪開始越過車道標線，系統應持續提供輔助，並以光學訊號與額外之聲音或觸覺警告訊號清楚指示駕駛者目前系統狀態。
For vehicles of categories M2 M3 N2 and N3, 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.	For vehicles of categories M2 M3 N2 and N3, 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.	對於M2、M3、N2及N3類車輛，若車輛配備符合本基準中「車道偏離輔助警示系統」之車道偏離輔助警示系統(LDWS)，則視為符合本項規定。	對於M2、M3、N2及N3類車輛，若車輛配備符合本基準中「車道偏離輔助警示系統」之車道偏離輔助警示系統(LDWS)，則視為符合本項規定。
5.6.2.2.4. A system failure shall be signalled to the driver by an optical warning signal. However, when the system is manually deactivated by the driver, the indication of the failure may be suppressed.	5.6.2.2.4. A system failure shall be signalled to the driver by an optical warning signal. However, when the system is manually deactivated by the driver, the indication of the failure may be suppressed.	5.5.2.2.4 系統失效時應以光學警告訊號警示駕駛者。惟當駕駛者手動解除系統，失效狀態之警示可無須作動。	5.5.2.2.4 系統失效時應以光學警告訊號警示駕駛者。惟當駕駛者手動解除系統，失效狀態之警示可無須作動。
5.6.2.2.5. When the system is active and in the	5.6.2.2.5. When the system is active and in the	5.5.2.2.5 當系統已被致動且於速度範	5.5.2.2.5 當系統已被致動且於速度範

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 range between 10 km/h or V_{Smin}, whichever is higher, and V_{Smax}, it shall provide a means of detecting that the driver is holding the steering control.	speed range between 10 km/h or V_{Smin}, whichever is higher, and V_{Smax}, it shall provide a means of detecting that the driver is holding the steering control.	圍十公里/小時(或最小設定速度V_{Smin}，以較高者為準）與最大設定速度V_{Smax}間，應提供偵測駕駛者手握轉向控制裝置之機能。	圍十公里/小時(或最小設定速度V_{Smin}，以較高者為準）與最大設定速度V_{Smax}間，應提供偵測駕駛者手握轉向控制裝置之機能。
If, after a period of no longer than 15 seconds the driver is not holding the steering control, an optical warning signal shall be provided. This signal may be the same as the signal specified below in this paragraph.	If, after a period of no longer than 15 seconds the driver is not holding the steering control, an optical warning signal shall be provided. This signal may be the same as the signal specified below in this paragraph.	若經歷一段時間(至多十五秒)後其駕駛者手未握轉向控制裝置，則應提供光學警告訊號。此訊號可與下述訊號相同：	若經歷一段時間(至多十五秒)後其駕駛者手未握轉向控制裝置，則應提供光學警告訊號。此訊號可與下述訊號相同：
The optical warning signal shall indicate to the driver to place their hands on the steering control. It shall consist of pictorial information showing hands and the steering control and may be accompanied by additional explanatory text or warning symbols - see examples below:	The optical warning signal shall indicate to the driver to place their hands on the steering control. It shall consist of pictorial information showing hands and the steering control and may be accompanied by additional explanatory text or warning symbols - see examples below:	光學警告訊號應指示駕駛者將雙手置於轉向控制裝置上，其應包含雙手及轉向控制裝置之圖像資訊，且可附有額外解釋文字或警告符號，圖示範例如下所示：	光學警告訊號應指示駕駛者將雙手置於轉向控制裝置上，其應包含雙手及轉向控制裝置之圖像資訊，且可附有額外解釋文字或警告符號，圖示範例如下所示：
(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)
If, after a period of no longer than 30 seconds the driver is not holding the steering control, at least the hands or steering control in the pictorial information provided as optical warning signal shall be shown in red and an acoustic warning signal shall be provided.	If, after a period of no longer than 30 seconds the driver is not holding the steering control, at least the hands or steering control in the pictorial information provided as optical warning signal shall be shown in red and an acoustic warning signal shall be provided.	若經歷一段時間(至多三十秒)後駕駛者未手握轉向控制裝置，則應至少提供紅色之雙手或轉向控制裝置圖像資訊，以及聲音警告訊號。	若經歷一段時間(至多三十秒)後駕駛者未手握轉向控制裝置，則應至少提供紅色之雙手或轉向控制裝置圖像資訊，以及聲音警告訊號。
The warning signals shall be active until the driver is holding the steering control, or until the system is deactivated, either manually or automatically.	The warning signals shall be active until the driver is holding the steering control, or until the system is deactivated, either manually or automatically.	警示應被致動直到駕駛者手握轉向控制裝置，或直到系統被手動或自動解除。	警示應被致動直到駕駛者手握轉向控制裝置，或直到系統被手動或自動解除。
The system shall be automatically deactivated at the latest 30 seconds after the acoustic warning signal has started. After deactivation the system shall clearly inform the driver about the system status by an acoustic emergency signal which is different	The system shall be automatically deactivated at the latest 30 seconds after the acoustic warning signal has started. After deactivation the system shall clearly inform the driver about the system status by an acoustic emergency signal which is different	若聲音警告訊號啟動後，系統最遲應於三十秒後自動解除。於解除後，系統應以不同於先前聲音警告訊號之聲音緊急訊號清楚地警示駕駛者當下系統狀態，其警告訊號應至少持續五秒或直到駕駛者再次手握轉向	若聲音警告訊號啟動後，系統最遲應於三十秒後自動解除。於解除後，系統應以不同於先前聲音警告訊號之聲音緊急訊號清楚地警示駕駛者當下系統狀態，其警告訊號應至少持續五秒或直到駕駛者再次手握轉向

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
from the previous acoustic warning signal, for at least five seconds or until the driver holds the steering control again.	from the previous acoustic warning signal, for at least five seconds or until the driver holds the steering control again.	控制裝置。	控制裝置。
The above requirements shall be tested in accordance with the relevant vehicle test(s) specified in Annex 8 to this Regulation.	The above requirements shall be tested in accordance with the relevant vehicle test(s) specified in Annex 8 to this Regulation.	上述要求應依照規定11.之要求進行相關之車輛試驗。	上述要求應依照規定11.之要求進行相關之車輛試驗。
5.6.2.2.6. Unless otherwise specified, the optical signals described in paragraph 5.6.2.2. shall all be different from each other (e.g. different symbol, colour, blinking, text).	5.6.2.2.6. Unless otherwise specified, the optical signals described in paragraph 5.6.2.2. shall all be different from each other (e.g. different symbol, colour, blinking, text).	5.5.2.2.6 除非另有規定，其與規定5.5.2.2之光學訊號不應相同(例如：不同符號、顏色、閃爍方式及文字)。	5.5.2.2.6 除非另有規定，其與規定5.5.2.2之光學訊號不應相同(例如：不同符號、顏色、閃爍方式及文字)。
5.6.2.3. System information data	5.6.2.3. System information data	5.5.2.3 系統資訊數據	5.5.2.3 系統資訊數據
5.6.2.3.1. Following data shall be provided together with the documentation package required in Annex 6 to this regulation to the Technical Service at the time of type approval;	5.6.2.3.1. Following data shall be provided together with the documentation package required in Annex 6 to this regulation to the Technical Service at the time of type approval;	5.5.2.3.1 下述數據資料應於申請測試時，併同規定9. 之相關文件規定提供予檢測機構。	5.5.2.3.1 下述數據資料應於申請測試時，併同規定9. 之相關文件規定提供予檢測機構。
5.6.2.3.1.1.The conditions under which the system can be activated and the boundaries for operation (boundary conditions). The vehicle manufacturer shall provide values for V_{Smax} , V_{Smin} and ay_{Smax} for every speed range as mentioned in the table of paragraph 5.6.2.1.3. of this Regulation;	5.6.2.3.1.1.The conditions under which the system can be activated and the boundaries for operation (boundary conditions). The vehicle manufacturer shall provide values for V_{Smax} , V_{Smin} and ay_{Smax} for every speed range as mentioned in the table of paragraph 5.6.2.1.3. of this Regulation;	5.5.2.3.1.1 系統能被致動之條件及運作之範圍(邊界條件)。申請者應提供規定5.5.2.1.3之表中規定所要求之每一速度範圍之最大設定速度V_{Smax}、最小設定速度V_{Smin}及最大設定側向加速度ay_{smax}之數值。	5.5.2.3.1.1 系統能被致動之條件及運作之範圍(邊界條件)。申請者應提供規定5.5.2.1.3之表中規定所要求之每一速度範圍之最大設定速度V_{Smax}、最小設定速度V_{Smin}及最大設定側向加速度ay_{smax}之數值。
5.6.2.3.1.2. Information about how the system detects that the driver is holding the steering control.	5.6.2.3.1.2. Information about how the system detects that the driver is holding the steering control.	5.5.2.3.1.2 系統如何偵測駕駛者手握轉向控制裝置之資訊。	5.5.2.3.1.2 系統如何偵測駕駛者手握轉向控制裝置之資訊。
5.6.2.3.1.3. Information about inputs other than lane markings (e.g. road boundaries, infrastructural separation, surrounding traffic, map data) that the system uses to reliably determine the course of the lane.		5.5.2.3.1.3 系統用於可靠地決定車道路線之有關車道標線以外之輸入資訊(例如：道路邊界、基礎設施間距、周遭交通、地圖資料等)。	
5.6.3. (Reserved for ACSF of Category B2)	5.6.3. (Reserved for ACSF of Category B2)	5.5.3 (保留以供後續制定ACSF類型	5.5.3 (保留以供後續制定ACSF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
		B2之規定)	B2之規定)
5.6.4. Special Provisions for ACSF of Category C	5.6.4. Special Provisions for ACSF of Category C	5.5.4 ACSF類型C之特別規定	5.5.4 ACSF類型C之特別規定
Vehicles equipped with an ACSF system of Category C shall fulfil the following requirements.	Vehicles equipped with an ACSF system of Category C shall fulfil the following requirements.	配備ACSF類型C之車輛應符合下述要求：	配備ACSF類型C之車輛應符合下述要求：
5.6.4.1. General	5.6.4.1. General	5.5.4.1 通則	5.5.4.1 通則
5.6.4.1.1. A vehicle equipped with an ACSF of Category C shall also be equipped with an ACSF of Category B1 complying with the requirements of this UN Regulation.	5.6.4.1.1. A vehicle equipped with an ACSF of Category C shall also be equipped with an ACSF of Category B1 complying with the requirements of this Regulation.	5.5.4.1.1配備ACSF類型C之車輛應配備符合本項規定之ACSF類型B1。	5.5.4.1.1 配備ACSF類型C之車輛應配備符合本項規定之ACSF類型B1。
5.6.4.1.2. When the ACSF of Category C is in standby mode, the ACSF of Category B1 shall aim to centre the vehicle in the lane, unless a different position in lane is deemed reasonable due to the situation or resulting from driver input (e.g. when another vehicle is driving close beside).	5.6.4.1.2. When the ACSF of Category C is activated (standby) the ACSF of Category B1 shall aim to center the vehicle in the lane.	5.5.4.1.2 當ACSF類型C正處於待機模式，除因情況或駕駛輸入導致(如當其他車輛行駛於側方近距離處)而視為合理之車道中不同位置外，ACSF類型B1應將車輛引導至車道中央。	5.5.4.1.2 當ACSF類型C正處於待機模式，則ACSF類型B1應將車輛引導至車道中央。
This shall be demonstrated by the vehicle manufacturer to the Technical Service during type approval.	This shall be demonstrated by the vehicle manufacturer to the Technical Service during type approval.	申請者應於認證測試時向檢測機構展演。	申請者應於認證測試時向檢測機構展演。
5.6.4.2. Activation/deactivation of the ACSF of Category C system	5.6.4.2. Activation/deactivation of the ACSF of Category C system	5.5.4.2 ACSF類型C系統之致動/解除	5.5.4.2 ACSF類型C系統之致動/解除
5.6.4.2.1. The default status of the system shall be off at the initiation of each new engine start/run cycle.	5.6.4.2.1. The default status of the system shall be off at the initiation of each new engine start/run cycle.	5.5.4.2.1 於每次新引擎啟動/運轉循環開始時，系統預設狀態應為關閉。	5.5.4.2.1 於每次新引擎啟動/運轉循環開始時，系統預設狀態應為關閉。
This requirement does not apply when a new engine start/run cycle is performed automatically, e.g. the operation of a stop/start system.	This requirement does not apply when a new engine start/run cycle is performed automatically, e.g. the operation of a stop/start system.	此要求不適用於自動執行之新引擎啟動/運轉循環，例如：怠速熄火系統(Stop/start system)之作動。	此要求不適用於自動執行之新引擎啟動/運轉循環，例如：怠速熄火系統(Stop/start system)之作動。
5.6.4.2.2. The vehicle shall be equipped with a means for the driver to activate (standby mode) and deactivate (off mode) the system.	5.6.4.2.2. The vehicle shall be equipped with a means for the driver to activate (standby mode) and deactivate (off mode) the system.	5.5.4.2.2 車輛應配備由駕駛者致動(待機模式)及關閉(關閉模式)系統之方法。可使用與ACSF類型B1相同之	5.5.4.2.2 車輛應配備由駕駛者致動(待機模式)及關閉(關閉模式)系統之方法。可使用與ACSF類型B1相同之

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 same means as for an ACSF of Category B1 may be used.	The same means as for an ACSF of Category B1 may be used.	方法。	方法。
5.6.4.2.3. The system shall only be activated (standby mode) after a deliberate action by the driver.	5.6.4.2.3. The system shall only be activated (standby mode) after a deliberate action by the driver.	5.5.4.2.3 系統應只能由駕駛者進行操作後，致動進入待機模式。	5.5.4.2.3 系統應只能由駕駛者進行操作後，致動進入待機模式。
Activation by the driver shall only be possible on roads where pedestrians and cyclists are prohibited and which, by design, are equipped with a physical separation that divides the traffic moving in opposite directions and which have at least two lanes in the direction the vehicles are driving. These conditions shall be ensured by the use of at least two independent means.	Activation by the driver shall only be possible on roads where pedestrians and cyclists are prohibited and which, by design, are equipped with a physical separation that divides the traffic moving in opposite directions and which have at least two lanes in the direction the vehicles are driving. These conditions shall be ensured by the use of at least two independent means.	系統僅能由駕駛者致動於禁止行人及自行車進入、設計配置實體分隔對向交通，以及同向至少具有兩條車道之道路。這些條件應至少使用兩種獨立方式進行確認。	系統僅能由駕駛者致動於禁止行人及自行車進入、設計配置實體分隔對向交通，以及同向至少具有兩條車道之道路。這些條件應至少使用兩種獨立方式進行確認。
In the case of a transition from a road type with a classification permitting an ACSF of Category C, to a type of road where an ACSF of Category C is not permitted, the system shall be deactivated automatically (off mode), unless a missing second lane in driving direction is the only condition not fulfilled from the above (e.g. a connector between two highways).	In the case of a transition from a road type with a classification permitting an ACSF of Category C, to a type of road where an ACSF of Category C is not permitted, the system shall be deactivated automatically.	若由可使用ACSF類型C之道路移動至不可使用ACSF類型C之道路時，除於行駛方向缺少第二車道係上述唯一無法滿足之條件狀況外，該系統應自動關閉(關閉模式)。	若由可使用ACSF類型C之道路移動至不可使用ACSF類型C之道路時，則該系統應自動關閉。
5.6.4.2.4. It shall be possible to deactivate the system (off mode) at any time by a single action of the driver. Following this action, the system shall only be able to be reactivated (standby mode) by a deliberate action of the driver.	5.6.4.2.4. It shall be possible to deactivate the system (off mode) at any time by a single action of the driver. Following this action, the system shall only be able to be reactivated (standby mode) by a deliberate action of the driver.	5.5.4.2.4 應能隨時由駕駛者以單一操控解除此系統(關閉模式)。於此操控後，系統僅能由駕駛者刻意致動而重新啟動(待機模式)。	5.5.4.2.4 應能隨時由駕駛者以單一操控解除此系統(關閉模式)。於此操控後，系統僅能由駕駛者刻意致動而重新啟動(待機模式)。
5.6.4.2.5. Notwithstanding the requirements above it shall be possible to perform the corresponding tests in Annex 8 of this Regulation on a test track.	5.6.4.2.5. Notwithstanding the requirements above it shall be possible to perform the corresponding tests in Annex 8 of this Regulation on a test track.	5.5.4.2.5 應能於試驗道路上進行規定11.要求之對應試驗。	5.5.4.2.5 應能於試驗道路上進行規定11.要求之對應試驗。

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
5.6.4.3. Overriding	5.6.4.3. Overriding	5.5.4.3 取代相關規定	5.5.4.3 取代相關規定
A steering input by the driver shall override the steering action of the system. The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N.	A steering input by the driver shall override the steering action of the system. The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N.	駕駛者之轉向輸入應能取代系統之轉向動作。用以取代系統方向性控制之轉向控制力，不應超過五十牛頓。	駕駛者之轉向輸入應能取代系統之轉向動作。用以取代系統方向性控制之轉向控制力，不應超過五十牛頓。
The system may remain active, provided that priority is given to the driver during the overriding period.	The system may remain activated (standby mode) provided that priority is given to the driver during the overriding period.	系統在取代期間可保持致動，其將控制優先權提供予駕駛者。	系統在取代期間可保持致動(待機模式)，其將控制優先權提供予駕駛者。
5.6.4.4. Lateral acceleration	5.6.4.4. Lateral acceleration	5.5.4.4 側向加速度	5.5.4.4 側向加速度
The lateral acceleration induced by the system during the lane change manoeuvre:	The lateral acceleration induced by the system during the lane change manoeuvre:	系統於變換車道操控期間所導入之側向加速度：	系統於變換車道操控期間所導入之側向加速度：
(a) Shall not exceed 1 m/s² in addition to the lateral acceleration generated by the lane curvature, and	(a) Shall not exceed 1 m/s² in addition to the lateral acceleration generated by the lane curvature, and	(a)除了由車道彎曲所產生之側向加速度外，不應超過一公尺/秒平方，及	(a)除了由車道彎曲所產生之側向加速度外，不應超過一公尺/秒平方，及
(b) Shall not cause the total vehicle lateral acceleration to exceed the maximum values indicated in tables of paragraph 5.6.2.1.3. above.	(b) Shall not cause the total vehicle lateral acceleration to exceed the maximum values indicated in tables of paragraph 5.6.2.1.3. above.	(b)車輛設定總側向加速度不應超過規定5.5.2.1.3表格內對應之最大值。	(b)車輛設定總側向加速度不應超過規定5.5.2.1.3表格內對應之最大值。
The moving average over half a second of the lateral jerk generated by the system shall not exceed 5 m/s³.	The moving average over half a second of the lateral jerk generated by the system shall not exceed 5 m/s³.	系統所產生側向急動(Jerk) 於零點五秒期間之移動平均值不應超過五公尺/秒立方。	系統所產生側向急動(Jerk) 於零點五秒期間之移動平均值不應超過五公尺/秒立方。
5.6.4.5. Human Machine Interface (HMI)	5.6.4.5. Human Machine Interface (HMI)	5.5.4.5 人機介面(HMI)	5.5.4.5 人機介面(HMI)
5.6.4.5.1. Unless otherwise specified, the optical signals identified in paragraph 5.6.4.5. shall be easily distinguishable from each other (e.g. different symbol, colour, blinking, text).	5.6.4.5.1. Unless otherwise specified, the optical signals identified in paragraph 5.6.4.5. shall be easily distinguishable from each other (e.g. different symbol, colour, blinking, text).	5.5.4.5.1 除非另有規定，於規定5.5.4.5要求之光學訊號應能與其他訊號(例如：不同符號、顏色、閃爍及文字)易於區別。	5.5.4.5.1 除非另有規定，於規定5.5.4.5要求之光學訊號應能與其他訊號(例如：不同符號、顏色、閃爍及文字)易於區別。
5.6.4.5.2. When the system is in standby mode (i.e. ready to intervene), an optical signal shall be provided to the driver.	5.6.4.5.2. When the system is in standby mode (i.e. ready to intervene), an optical signal shall be provided to the driver.	5.5.4.5.2 系統處於待機模式(即準備介入)時，應提供警示駕駛者之光學訊號。	5.5.4.5.2 系統處於待機模式(即準備介入)時，應提供警示駕駛者之光學訊號。
5.6.4.5.3. When the lane change procedure is ongoing an optical signal shall be provided	5.6.4.5.3. When the lane change procedure is ongoing an optical signal shall be provided	5.5.4.5.3 進行變換車道程序時，應提供警示駕駛者之光學訊號。	5.5.4.5.3 進行變換車道程序時，應提供警示駕駛者之光學訊號。

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
to the driver.	to the driver.		
5.6.4.5.4. When the lane change procedure is suppressed, in accordance with paragraph 5.6.4.6.8., the system shall clearly inform the driver about this system status by an optical warning signal and additionally by an acoustic or haptic warning signal. In case the suppression is initiated by the driver, an optical warning is sufficient.	5.6.4.5.4. When the lane change procedure is suppressed, in accordance with paragraph 5.6.4.6.8., the system shall clearly inform the driver about this system status by an optical warning signal and additionally by an acoustic or haptic warning signal. In case the suppression is initiated by the driver, an optical warning is sufficient.	5.5.4.5.4 依照規定5.5.4.6.8，變換車道程序被中斷時，系統應能藉由光學警告訊號及額外之聲音或觸覺警告訊號清楚指示駕駛者目前系統狀態。若駕駛者啟動中斷，則光學警告訊號即可。	5.5.4.5.4 依照規定5.5.4.6.8，變換車道程序被中斷時，系統應能藉由光學警告訊號及額外之聲音或觸覺警告訊號清楚指示駕駛者目前系統狀態。若駕駛者啟動中斷，則光學警告訊號即可。
5.6.4.5.5. A system failure shall be signalled immediately to the driver by an optical warning signal. However, when the system is manually deactivated by the driver, the indication of failure mode may be suppressed.	5.6.4.5.5. A system failure shall be signalled immediately to the driver by an optical warning signal. However, when the system is manually deactivated by the driver, the indication of failure mode may be suppressed.	5.5.4.5.5 系統失效時應立即以光學警告訊號警示駕駛者。惟駕駛者手動解除系統時，得不觸發失效模式之顯示。	5.5.4.5.5 系統失效時應立即以光學警告訊號警示駕駛者。惟駕駛者手動解除系統時，得不觸發失效模式之顯示。
If a system failure occurs during a lane change manoeuvre, the failure shall be signalled to the driver by an optical, and an acoustic or haptic warning.	If a system failure occurs during a lane change manoeuvre, the failure shall be signalled to the driver by an optical, and an acoustic or haptic warning.	若變換車道操控期間發生系統失效，則應以光學及聲音或觸覺警告訊號警示駕駛者。	若變換車道操控期間發生系統失效，則應以光學及聲音或觸覺警告訊號警示駕駛者。
5.6.4.5.6. The system shall provide a means of detecting that the driver is holding the steering control and shall warn the driver in accordance with the warning strategy below:	5.6.4.5.6. The system shall provide a means of detecting that the driver is holding the steering control and shall warn the driver in accordance with the warning strategy below:	5.5.4.5.6 系統應提供偵測駕駛者手握轉向控制裝置之機能，並依下述模式進行警示：	5.5.4.5.6 系統應提供偵測駕駛者手握轉向控制裝置之機能，並依下述模式進行警示：
If, after a period of no longer than 3s after the initiation of the lane change procedure and before the start of the lane change manoeuvre, the driver is not holding the steering control, an optical warning signal shall be provided. This signal shall be the same as the signal specified in paragraph 5.6.2.2.5. above.	If, after a period of no longer than 3 seconds after the initiation of the lane change procedure, the driver is not holding the steering control, an optical warning signal shall be provided. This signal shall be the same as the signal specified in paragraph 5.6.2.2.5. above.	若啟動變換車道程序後，在不超過三秒且於變換車道操控前的期間內，駕駛者手未握轉向控制裝置，則應提供光學警告訊號。此訊號應與規定5.5.2.2.5之訊號相同。	若啟動變換車道程序後，在不超過三秒的期間內，駕駛者手未握轉向控制裝置，則應提供光學警告訊號。此訊號應與規定5.5.2.2.5之訊號相同。
The warning signal shall be active until the driver is holding the steering control, or until	The warning signal shall be active until the driver is holding the steering control, or until	警示應被致動直到駕駛者手握轉向控制裝置，或直到系統依規定5.5.4.6.8	警示應被致動直到駕駛者手握轉向控制裝置，或直到系統被手動或自動

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
the system is deactivated, either manually or automatically according to 5.6.4.6.8.	the system is deactivated, either manually or automatically.	被手動或自動解除。	解除。
5.6.4.6. Lane Change Procedure	5.6.4.6. Lane Change Procedure	5.5.4.6 變換車道程序	5.5.4.6 變換車道程序
5.6.4.6.1. The initiation of a lane change procedure of an ACSF of Category C shall only be possible if an ACSF of Category B1 is already active.	5.6.4.6.1. The initiation of a lane change procedure of an ACSF of Category C shall only be possible if an ACSF of Category B1 is already active.	5.5.4.6.1 應只能於ACSF類型B1已啟動之狀況下，才可致動ACSF類型C之變換車道程序。	5.5.4.6.1 應只能於ACSF類型B1已啟動之狀況下，才可致動ACSF類型C之變換車道程序。
5.6.4.6.2. The lane change procedure requires, and shall start immediately after, a manual activation by the driver of the direction indicator to the intended side for the lane change.	5.6.4.6.2. The lane change procedure requires, and shall start immediately after, a manual activation by the driver of the direction indicator to the intended side for the lane change.	5.5.4.6.2 變換車道程序應由駕駛者手動向欲變換之車道側啟動方向燈，且應於方向燈啟動後立即開始程序。	5.5.4.6.2 變換車道程序應由駕駛者手動向欲變換之車道側啟動方向燈，且應於方向燈啟動後立即開始程序。
5.6.4.6.3. When the lane change procedure starts, the ACSF of Category B1 shall be suspended and the ACSF of Category C shall carry on the lane keeping function of ACSF of category B1, until the lane change manoeuvre starts.	5.6.4.6.3. When the lane change procedure starts, the ACSF of Category B1 shall be suspended and the ACSF of Category C shall carry on the lane keeping function of ACSF of category B1, until the lane change manoeuvre starts.	5.5.4.6.3 變換車道程序開始時，ACSF類型B1應被中斷且ACSF類型C應接續ACSF類型B1之車道維持功能，直到變換車道操控開始。	5.5.4.6.3 變換車道程序開始時，ACSF類型B1應被中斷且ACSF類型C應接續ACSF類型B1之車道維持功能，直到變換車道操控開始。
5.6.4.6.4. The lateral movement of the vehicle towards the intended lane shall not start earlier than 1.0 second after the start of the lane change procedure. Additionally, the lateral movement to approach the lane marking and the lateral movement necessary to complete the lane change manoeuvre, shall be completed as one continuous movement.	5.6.4.6.4. The lateral movement of the vehicle towards the intended lane shall not start earlier than 1.0 second after the start of the lane change procedure. Additionally, the lateral movement to approach the lane marking and the lateral movement necessary to complete the lane change manoeuvre, shall be completed as one continuous movement.	5.5.4.6.4 車輛朝向欲變換車道之側向移動不應於變換車道程序啟動後一秒內開始。且接近車道標線之側向移動及完成變換車道操控必要之側向移動應以一連續動作完成。	5.5.4.6.4 車輛朝向欲變換車道之側向移動不應於變換車道程序啟動後一秒內開始。且接近車道標線之側向移動及完成變換車道操控必要之側向移動應以一連續動作完成。
The lane change manoeuvre shall be initiated either automatically or by a second deliberate action of the driver. A vehicle shall not be equipped with both these means of initiation.	The lane change manoeuvre shall not be initiated before a period of 3.0 seconds and not later than 5.0 seconds after the deliberate action of the driver described in paragraph 5.6.4.6.2. above.	變換車道操控應自動或藉由駕駛執行第二刻意致動而啟動。車輛不應同時配備這兩種啟動方式。	變換車道之操控於駕駛者依上述規定5.5.4.6.2致動後，不應早於三點零秒內啟動且不應超過五點零秒後才啟動。
5.6.4.6.4.1.Automatic initiation of the lane		5.5.4.6.4.1 自動啟動之變換車道操控	

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
change manoeuvre In case of an automatic initiation the lane change manoeuvre shall commence between 3.0 seconds and 5.0 seconds after the manual activation of the procedure as described in paragraph 5.6.4.6.2. and shown in the Figure below. (圖片如頁末所示) 5.6.4.6.4.2.Initiation of the lane change manoeuvre by a second deliberate action In case of an initiation by a second deliberate action the lane change manoeuvre shall commence between 3.0 and 7.0 seconds after the manual activation of the procedure as described in paragraph 5.6.4.6.2. Additionally, the lane change manoeuvre shall commence at the latest 3.0 seconds after the second deliberate action as shown in the Figure below. (圖片如頁末所示) The control to operate the second deliberate action shall be located in the steering control area.		若變換車道操控為自動啟動，則應於規定5.5.4.6.2之手動啟動程序後三點零秒至五點零秒內啟動並如下圖所示。 (請參考頁末圖示) 5.5.4.6.4.2 第二刻意致動之變換車道操控 若變換車道操控為透過第二刻意致動而啟動，則應於規定5.5.4.6.2之手動啟動程序後三點零秒至七點零秒內啟動。 另變換車道操控最晚應於第二刻意致動後三點零秒內啟動，如下圖所示。 (請參考頁末圖示) 用以執行第二刻意致動之控制應設置於轉向控制區域。	
5.6.4.6.5. The lane change manoeuvre shall be completed in less than: (a) 5 seconds for M1, N1 vehicle categories; (b) 10 seconds for M2, M3, N2, N3 vehicle categories.	5.6.4.6.5. The lane change manoeuvre shall be completed in less than: (a) 5 seconds for M1, N1 vehicle categories; (b) 10 seconds for M2, M3, N2, N3 vehicle categories.	5.5.4.6.5 變換車道操控應於下述時間內完成： (a)M1及N1類車輛應於五秒內。 (b)M2、M3、N2及N3類車輛應於十秒內。	5.5.4.6.5 變換車道操控應於下述時間內完成： (a)M1及N1類車輛應於五秒內。 (b)M2、M3、N2及N3類車輛應於十秒內。
5.6.4.6.6. Once the lane change manoeuvre has completed, ACSF of Category B1 lane keeping function shall resume automatically.	5.6.4.6.6. Once the lane change manoeuvre has completed, ACSF of Category B1 lane keeping function shall resume automatically.	5.5.4.6.6 一旦完成變換車道操控，ACSF類型B1之車道維持功能應自動回復。	5.5.4.6.6 一旦完成變換車道操控，ACSF類型B1之車道維持功能應自動回復。
5.6.4.6.7. The direction indicator shall remain	5.6.4.6.7. The direction indicator shall remain	5.5.4.6.7 方向燈應於整個變換車道操	5.5.4.6.7 方向燈應於整個變換車道操

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
active throughout the whole period of the lane change manoeuvre and shall be automatically deactivated by the system no later than 0.5 seconds after the resumption of ACSF of Category B1 lane keeping function as described in paragraph 5.6.4.6.6. above. Automatic deactivation by the system of the direction indicator is required only if the lane change manoeuvre is initiated automatically, and if the direction indicator control is not fully engaged (latched position) during the lane change manoeuvre.	active throughout the whole period of the lane change manoeuvre and shall be deactivated by the system no later than 0.5 seconds after the resumption of ACSF of Category B1 lane keeping function as described in paragraph 5.6.4.6.6. above.	控期間維持啟動狀態，且應由系統在規定5.5.4.6.6所述之ACSF類型B1車道維持功能回復後於零點五秒前自動關閉。僅當自動啟動變換車道操控時及方向燈控制器於變換車道操控中未完全切換時(鎖定狀態)，才需系統自動解除方向燈。	控期間維持啟動狀態，且應由系統在規定5.5.4.6.6所述之ACSF類型B1車道維持功能回復後於零點五秒前關閉。
5.6.4.6.8. Suppression of the Lane Change Procedure	5.6.4.6.8. Suppression of the Lane Change Procedure	5.5.4.6.8 變換車道程序之中斷	5.5.4.6.8 變換車道程序之中斷
5.6.4.6.8.1. The lane change procedure shall be suppressed automatically by the system when at least one of the following situations occurs before the lane change manoeuvre has started:	5.6.4.6.8.1. The lane change procedure shall be suppressed automatically by the system when at least one of the following situations occurs before the lane change manoeuvre has started:	5.5.4.6.8.1 當下述至少一項狀況於變換車道操控開始前發生，應由系統自動中斷變換車道操控：	5.5.4.6.8.1 當下述至少一項狀況於變換車道操控開始前發生，應由系統自動中斷變換車道操控：
(a) The system detects a critical situation (as defined in paragraph 5.6.4.7.),	(a) The system detects a critical situation (as defined in paragraph 5.6.4.7.),	(a)系統偵測到規定5.5.4.7之危險狀況；	(a)系統偵測到規定5.5.4.7之危險狀況；
(b) The system is overridden or switched off by the driver,	(b) The system is overridden or switched off by the driver,	(b)駕駛者取代或關閉系統；	(b)駕駛者取代或關閉系統；
(c) The system reaches its boundaries (e.g. lane markings are no longer detected),	(c) The system reaches its boundaries (e.g. lane markings are no longer detected),	(c)系統觸及其功能限制範圍(例如：無法再偵測車道標線)；	(c)系統觸及其功能限制範圍(例如：無法再偵測車道標線)；
(d) The system has detected that the driver is not holding the steering control at the start of the lane change manoeuvre,	(d) The system has detected that the driver is not holding the steering control at the start of the lane change manoeuvre,	(d)於變換車道操控開始時，系統已偵測駕駛者手未握轉向控制裝置；	(d)於變換車道操控開始時，系統已偵測駕駛者手未握轉向控制裝置；
(e) The direction indicator lamps are manually deactivated by the driver;	(e) The direction indicator lamps are manually deactivated by the driver;	(e)方向燈由駕駛者手動關閉時；	(e)方向燈由駕駛者手動關閉時；
(f) Following the deliberate action of the driver to start the procedure described in paragraph	(f)The lane change manoeuvre has not commenced within 5.0 seconds following	(f)隨著駕駛刻意致動而開始前述規定5.5.4.6.2之程序，尚未開始變換車道	(f)變換車道操控無法於規定5.5.4.6.2之駕駛者致動後五點零秒內開始；

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
5.6.4.6.2., the lane change manoeuvre has not commenced: (i) At the latest after 5.0 seconds, in the case of an automatic initiation, (ii) At the latest after 7.0 seconds, in the case of an initiation by a second deliberate action, (iii) At the latest after 3.0 seconds after the second deliberate action, in the case of an initiation by a second deliberate action, whatever is appropriate (g) The system, with an initiation of the lane change manoeuvre by a second deliberate action, has not detected the second deliberate action at the latest 5.0 seconds after the start of the lane change procedure.	the deliberate action of the driver described in paragraph 5.6.4.6.2.;	操控： (i)於自動啟動情況下，最晚五點零秒後啟動； (ii) 於藉由第二次刻意致動進行啟動情況下，最晚七點零秒後啟動，； (iii) 於藉由第二次刻意致動進行啟動情況下，第二次刻意致動後最晚三點零秒後啟動。 依實際情況而定 (g)系統具備藉由第二次刻意致動啟動變換車道操控者，於變換車道程序開始後最晚五點零秒內未偵測第二次刻意致動。	
(h) The lateral movement described in paragraph 5.6.4.6.4. is not continuous.	(g) The lateral movement described in paragraph 5.6.4.6.4. is not continuous.	(h)規定5.5.4.6.4之側向移動不連續時。	(g)規定5.5.4.6.4之側向移動不連續時。
5.6.4.6.8.2. Manual deactivation of the lane change procedure, using the manual control of the direction indicator, shall be possible for the driver at any time.	5.6.4.6.8.2. Manual deactivation of the lane change procedure, using the manual control of the direction indicator, shall be possible for the driver at any time.	5.5.4.6.8.2 駕駛者應能隨時使用方向燈之手動控制，手動關閉變換車道操控程序。	5.5.4.6.8.2 駕駛者應能隨時使用方向燈之手動控制，手動關閉變換車道操控程序。
5.6.4.7. Critical situation	5.6.4.7. Critical situation	5.5.4.7 危險狀況	5.5.4.7 危險狀況
A situation is deemed to be critical when, at the time a lane change manoeuvre starts, an approaching vehicle in the target lane would have to decelerate at a higher level than 3m/s², 0.4 seconds after the lane change manoeuvre has started, to ensure the distance between the two vehicles is never less than that which the lane change vehicle travels in 1 second.	A situation is deemed to be critical when, at the time a lane change manoeuvre starts, an approaching vehicle in the target lane would have to decelerate at a higher level than 3m/s², 0.4 seconds after the lane change manoeuvre has started, to ensure the distance between the two vehicles is never less than that which the lane change vehicle travels in 1 second.	若有下列情形，則視為危險狀況：變換車道操控開始時，位於目標車道之接近中車輛於變換車道操控開始後零點四秒，必須以高於三公尺/秒平方之標準減速，以確保兩車間之距離絕不小於變換車道之車輛一秒內所行駛之距離。	若有下列情形，則視為危險狀況：變換車道操控開始時，位於目標車道之接近中車輛於變換車道操控開始後零點四秒，必須以高於三公尺/秒平方之標準減速，以確保兩車間之距離絕不小於變換車道之車輛一秒內所行駛之距離。
The resulting critical distance at the start of the lane change manoeuvre shall be calculated	The resulting critical distance at the start of the lane change manoeuvre shall be calculated	於變換車道操控開始時之危險距離，應依下列公式進行計算：	於變換車道操控開始時之危險距離，應依下列公式進行計算：

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
using the following formula: $S_{critical}$ $= (v_{rear} - v_{ACSF}) * t_B$ $+ (v_{rear} - v_{ACSF})^2/(2 * a) + v_{ACSF} * t_G$ Where: v_{rear} is The actual speed of the approaching vehicle or 130 km/h whatever value is lower v_{ACSF} is The actual speed of the ACSF vehicle a = 3 m/s² (Deceleration of the approaching vehicle) t_B = 0.4 s (Time after the start of the lane change manoeuvre at which the deceleration of the approaching vehicle starts) t_G = 1 s (Remaining gap of the vehicles after the deceleration of the approaching vehicle).	using the following formula: $S_{critical}$ $= (v_{rear} - v_{ACSF}) * t_B$ $+ (v_{rear} - v_{ACSF})^2/(2 * a) + v_{ACSF} * t_G$ Where: v_{rear} is The actual speed of the approaching vehicle or 130 km/h whatever value is lower v_{ACSF} is The actual speed of the ACSF vehicle a = 3 m/s² (Deceleration of the approaching vehicle) t_B = 0.4 s (Time after the start of the lane change manoeuvre at which the deceleration of the approaching vehicle starts) t_G = 1 s (Remaining gap of the vehicles after the deceleration of the approaching vehicle).	$S_{critical}$ $= (v_{rear} - v_{ACSF}) * t_B$ $+ (v_{rear} - v_{ACSF})^2/(2 * a) + v_{ACSF} * t_G$ 其中： v_{rear}係指接近中車輛之實際速度或一百三十公里/小時(取兩者較小者)； v_{ACSF}係指配備ACSF車輛之實際速度； a=三公尺/秒平方(接近中車輛之減速度)； t_B=零點四秒(由變換車道操控開始至接近中車輛開始減速之時間)； t_G=一秒(接近中車輛減速後之車輛剩餘間隔時間)；	$S_{critical}$ $= (v_{rear} - v_{ACSF}) * t_B$ $+ (v_{rear} - v_{ACSF})^2/(2 * a) + v_{ACSF} * t_G$ 其中： v_{rear}係指接近中車輛之實際速度或一百三十公里/小時(取兩者較小者)； v_{ACSF}係指配備ACSF車輛之實際速度； a=三公尺/秒平方(接近中車輛之減速度)； t_B=零點四秒(由變換車道操控開始至接近中車輛開始減速之時間)； t_G=一秒(接近中車輛減速後之車輛剩餘間隔時間)；
5.6.4.8. Minimum distance and minimum operation speed	5.6.4.8. Minimum distance and minimum operation speed	5.5.4.8 最短距離及最低運作速度	5.5.4.8 最短距離及最低運作速度
5.6.4.8.1. The ACSF of Category C shall be able to detect vehicles approaching from the rear in an adjacent lane up to a distance Srear as specified below:	5.6.4.8.1. The ACSF of Category C shall be able to detect vehicles approaching from the rear in an adjacent lane up to a distance Srear as specified below:	5.5.4.8.1 ACSF類型C應能偵測於相鄰車道自後方接近之車輛，最遠偵測距離S_{rear}如下述所定義：	5.5.4.8.1 ACSF類型C應能偵測於相鄰車道自後方接近之車輛，最遠偵測距離S_{rear}如下述所定義：
The minimum distance Srear shall be declared by the vehicle manufacturer. The declared value shall not be less than 55 m.	The minimum distance Srear shall be declared by the vehicle manufacturer. The declared value shall not be less than 55 m.	申請者應宣告S_{rear}之最短距離，且宣告數值不應小於五十五公尺。	申請者應宣告S_{rear}之最短距離，且宣告數值不應小於五十五公尺。
The declared distance shall be tested according to the relevant test in Annex 8 using a two-wheeled motor vehicle of Category L31 as the approaching vehicle.	The declared distance shall be tested according to the relevant test in Annex 8 using a two-wheeled motor vehicle of Category L31 as the approaching vehicle.	宣告距離應以一L3類車輛(二輪機車)作為接近中車輛，並依照規定11.進行相關試驗。	宣告距離應以一L3類車輛(二輪機車)作為接近中車輛，並依照規定11.進行相關試驗。
The minimum operation speed V_{Smin} , down to which the ACSF of Category C is permitted	The minimum operation speed V_{Smin} , down to which the ACSF of Category C is permitted	最低運作速度V_{Smin}係指允許ACSF類型C執行變換車道操控之最低速度	最低運作速度V_{Smin}係指允許ACSF類型C執行變換車道操控之最低速度

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
to perform a lane change manoeuvre, shall be calculated with minimum distance Srear using the following formula: V_{Smin} $= a * (t_B - t_G) + v_{app}$ $-\sqrt{a^2 * (t_B - t_G)^2 - 2 * a * (v_{app} * t_G - S_{re}}$ Where: Srear is The minimum distance declared by the manufacturer in [m]; Vapp= 36.1 m/s (The speed of the approaching vehicle is 130 km/h i.e. 36.1 m/s); a = 3 m/s² (Deceleration of the approaching vehicle); t_B = 0.4 s (Time after the start of the manoeuvre at which the deceleration of the approaching vehicle starts); t_G = 1 s (Remaining gap of the vehicles after the deceleration of the approaching vehicle); V_{Smin} in [m/s] is The resulting minimum activation speed of the ACSF of Category C. If the vehicle is operated in a country with a general maximum speed limit below 130 km/h, this speed limit may be used as an alternative for Vapp in the above formula to calculate the minimum operation speed V_{Smin}. In this case the vehicle shall be equipped with a means to detect the country of the operation and shall have information available on the general maximum speed limit of this country.	to perform a lane change manoeuvre, shall be calculated with minimum distance Srear using the following formula: V_{Smin} $= a * (t_B - t_G) + v_{app}$ $-\sqrt{a^2 * (t_B - t_G)^2 - 2 * a * (v_{app} * t_G - S_{re}}$ Where: S_{rear} is The minimum distance declared by the manufacturer in [m]; V_{app} = 36.1 m/s (The speed of the approaching vehicle is 130 km/h i.e. 36.1 m/s); a = 3 m/s² (Deceleration of the approaching vehicle); t_B = 0.4 s (Time after the start of the manoeuvre at which the deceleration of the approaching vehicle starts); t_G = 1 s (Remaining gap of the vehicles after the deceleration of the approaching vehicle); V_{Smin} in [m/s] is The resulting minimum activation speed of the ACSF of Category C. If the vehicle is operated in a country with a general maximum speed limit below 130 km/h, this speed limit may be used as an alternative for Vapp in the above formula to calculate the minimum operation speed V_{Smin}. In this case the vehicle shall be equipped with a means to detect the country of the operation and shall have information available on the general maximum speed limit of this country.	，應以最短距離S_{rear}依下列公式進行計算： V_{Smin} $= a * (t_B - t_G) + v_{app}$ $-\sqrt{a^2 * (t_B - t_G)^2 - 2 * a * (v_{app} * t_G - S_{rear})}$ 其中： S_{rear}為申請者所宣告之最短距離(單位：公尺)； v_{app}=三十六點一公尺/秒(接近中車輛之速度為一百三十公里/小時，亦即三十六點一公尺/秒)； a=三公尺/秒平方(接近中車輛之減速度)； t_B=零點四秒(由變換車道操控開始至接近中車輛開始減速之時間)； t_G=一秒(接近中車輛減速後車輛剩餘間隔時間)； V_{Smin}為ACSF類型C最低實際致動速度(單位：公尺/秒)。 若車輛於一般最高速限低於一百三十公里/小時之地區行駛，則此速限可取代上述公式中v_{app}，以計算最低運作速度V_{Smin}。於此情況下，車輛應配備偵測該運作地區之方式，且應具備該地區一般最高速限之資訊。	，應以最短距離S_{rear}依下列公式進行計算： V_{Smin} $= a * (t_B - t_G) + v_{app}$ $-\sqrt{a^2 * (t_B - t_G)^2 - 2 * a * (v_{app} * t_G - S_{rear})}$ 其中： S_{rear}為申請者所宣告之最短距離(單位：公尺)； v_{app}=三十六點一公尺/秒(接近中車輛之速度為一百三十公里/小時，亦即三十六點一公尺/秒)； a=三公尺/秒平方(接近中車輛之減速度)； t_B=零點四秒(由變換車道操控開始至接近中車輛開始減速之時間)； t_G=一秒(接近中車輛減速後車輛剩餘間隔時間)； V_{Smin}為ACSF類型C最低實際致動速度(單位：公尺/秒)。 若車輛於一般最高速限低於一百三十公里/小時之地區行駛，則此速限可取代上述公式中v_{app}，以計算最低運作速度V_{Smin}。於此情況下，車輛應配備偵測該運作地區之方式，且應具備該地區一般最高速限之資訊。

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
Notwithstanding the requirements above in this paragraph, the ACSF of Category C is permitted to perform a lane change manoeuvre at speeds lower than the calculated V_{Smin} provided that the following conditions are met:	Notwithstanding the requirements above in this paragraph, the ACSF of Category C is permitted to perform a lane change manoeuvre at speeds lower than the calculated V_{Smin} provided that the following conditions are met:	若符合下述條件，ACSF類型C可使用低於V_{Smin}計算值執行變換車道操控：	若符合下述條件，ACSF類型C可使用低於V_{Smin}計算值執行變換車道操控：
(a) The system has detected another vehicle in the adjacent lane into which the lane change is planned at a distance lower than Srear ; and	(a) The system has detected another vehicle in the adjacent lane into which the lane change is planned at a distance lower than Srear ; and	(a)系統已偵測到相鄰車道上另一車輛以小於S_{rear}之距離進入計畫中欲變換之車道；及	(a)系統已偵測到相鄰車道上另一車輛以小於S_{rear}之距離進入計畫中欲變換之車道；及
(b) The situation is not deemed to be critical according to paragraph 5.6.4.7. (e.g. at low speed differences and V_{app}< 130 km/h);	(b) The situation is not deemed to be critical according to paragraph 5.6.4.7. (e.g. at low speed differences and V_{app}< 130 km/h);	(b)依照規定5.5.4.7所述之非危險狀況(例如處於不同低速度且V_{app}小於一百三十公里/小時)；	(b)依照規定5.5.4.7所述之非危險狀況(例如處於不同低速度且V_{app}小於一百三十公里/小時)；
(c) The declared value Srear is greater than the calculated value Scritical from paragraph 5.6.4.7. above.	(c) The declared value Srear is greater than the calculated value Scritical from paragraph 5.6.4.7. above.	(c)宣告S_{rear}值大於規定5.5.4.7所計算出之$S_{critical}$值。	(c)宣告S_{rear}值大於規定5.5.4.7所計算出之$S_{critical}$值。
5.6.4.8.2. The vehicle system detection area on ground level shall be at minimum as shown in the figure below.	5.6.4.8.2. The vehicle system detection area on ground level shall be at minimum as shown in the figure below.	5.5.4.8.2 車輛系統於地面之偵測區域應至少如下圖所示。	5.5.4.8.2 車輛系統於地面之偵測區域應至少如下圖所示。
(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)
5.6.4.8.3. After each vehicle new engine start/run cycle (other than when performed automatically, e.g. the operation of a stop/start systems), the ACSF of Category C function shall be prevented from performing a lane change manoeuvre until the system has detected, at least once, a moving object at a distance greater than the minimum distance S_{rear} declared by the manufacturer in paragraph 5.6.4.8.1. above.	5.6.4.8.3. After each vehicle new engine start/run cycle (other than when performed automatically, e.g. the operation of a stop/start systems), the ACSF of Category C function shall be prevented from performing a lane change manoeuvre until the system has detected, at least once, a moving object at a distance greater than the minimum distance Srear declared by the manufacturer in paragraph 5.6.4.8.1. above.	5.5.4.8.3於車輛每次新引擎啟動/運轉循環後(非自動執行，例如：怠速熄火系統之作動)，ACSF類型C功能應禁止車輛進行變換車道操控，直到系統至少偵測到一次距離大於規定5.5.4.8.1申請者所宣告之最短距離S_{rear}外之移動物體。	5.5.4.8.3 於車輛每次新引擎啟動/運轉循環後(非自動執行，例如：怠速熄火系統之作動)，ACSF類型C功能應禁止車輛進行變換車道操控，直到系統至少偵測到一次距離大於規定5.5.4.8.1申請者所宣告之最短距離S_{rear}外之移動物體。
5.6.4.8.4. The ACSF of Category C shall be able to detect blindness of the sensor (e.g. due to accumulation of dirt, ice or snow).	5.6.4.8.4. The ACSF of Category C shall be able to detect blindness of the sensor (e.g. due to accumulation of dirt, ice or snow).	5.5.4.8.4 ACSF類型C應能偵測感測器上之失效(例如：因灰塵、冰或雪堆積所造成)。ACSF類型C應避免	5.5.4.8.4 ACSF類型C應能偵測感測器上之失效(例如：因灰塵、冰或雪堆積所造成)。ACSF類型C應避免

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 ACSF of Category C shall be prevented, upon detection of blindness, from performing the lane change manoeuvre. The status of the system shall be signalled to the driver no later than on the initiation of the lane change procedure. The same warning as the one specified in paragraph 5.6.4.5.5. (system failure warning) may be used.	The ACSF of Category C shall be prevented, upon detection of blindness, from performing the lane change manoeuvre. The status of the system shall be signalled to the driver no later than on the initiation of the lane change procedure. The same warning as the one specified in paragraph 5.6.4.5.5. (system failure warning) may be used.	如上述偵測到失效後執行變換車道操控。系統狀態應於變換車道程序啟始前警示駕駛者。可使用與規定5.5.4.5.5(系統失效警告)相同之警告訊號。	如上述偵測到失效後執行變換車道操控。系統狀態應於變換車道程序啟始前警示駕駛者。可使用與規定5.5.4.5.5(系統失效警告)相同之警告訊號。
5.6.4.9. System information data	5.6.4.9. System information data	5.5.4.9 系統資訊數據	5.5.4.9 系統資訊數據
5.6.4.9.1. The following data shall be provided, together with the documentation package required in Annex 6 of this Regulation, to the Technical Service at the time of type approval.	5.6.4.9.1. The following data shall be provided, together with the documentation package required in Annex 6 of this Regulation, to the Technical Service at the time of type approval.	5.5.4.9.1 下述數據資料應於申請測試時,併同規定9.之相關文件提供予檢測機構。	5.5.4.9.1 下述數據資料應於申請測試時,併同規定9.之相關文件提供予檢測機構。
5.6.4.9.1.1. The conditions under which the system can be activated and the boundaries for operation (boundary conditions). The vehicle manufacturer shall provide values for V_{smax} , V_{smin} and ay_{smax} for every speed range as mentioned in the table of paragraph 5.6.2.1.3. of this Regulation.	5.6.4.9.1.1. The conditions under which the system can be activated and the boundaries for operation (boundary conditions). The vehicle manufacturer shall provide values for V_{smax} , V_{smin} and ay_{smax} for every speed range as mentioned in the table of paragraph 5.6.2.1.3. of this Regulation.	5.5.4.9.1.1 系統致動條件及運作範圍(邊界條件)。申請者應提供規定5.5.2.1.3之表中所要求之每一速度範圍之V_{smax}、V_{smin} 及 ay_{smax}之數值。	5.5.4.9.1.1 系統致動條件及運作範圍(邊界條件)。申請者應提供規定5.5.2.1.3之表中所要求之每一速度範圍之V_{smax}、V_{smin} 及 ay_{smax}之數值。
5.6.4.9.1.2. Information about how the system detects that the driver is holding the steering control.	5.6.4.9.1.2. Information about how the system detects that the driver is holding the steering control.	5.5.4.9.1.2 系統偵測駕駛者手握轉向控制裝置之資訊。	5.5.4.9.1.2 系統偵測駕駛者手握轉向控制裝置之資訊。
5.6.4.9.1.3. The means to override and to suppress or cancel.	5.6.4.9.1.3. The means to override and to suppress or cancel.	5.5.4.9.1.3 取代、中斷或取消系統之方式。	5.5.4.9.1.3 取代、中斷或取消系統之方式。
5.6.4.9.1.4. Information about how the failure warning signal status and the confirmation of the valid software version related ACSF performance can be checked via the use of an electronic communication interface.[6]	5.6.4.9.1.4. Information about how the failure warning signal status and the confirmation of the valid software version related ACSF performance can be checked via the use of an electronic communication interface.[6]	5.5.4.9.1.4 系統透過電子交換介面檢查失效警告訊號狀態，以及ACSF性能相關有效軟體版本之確認。	5.5.4.9.1.4 系統透過電子交換介面檢查失效警告訊號狀態，以及ACSF性能相關有效軟體版本之確認。
5.6.4.9.1.5. Documentation about which system software version related ACSF	5.6.4.9.1.5. Documentation about which system software version related ACSF	5.5.4.9.1.5 ACSF性能相關系統軟體版本有效文件。應於軟體修改時更新	5.5.4.9.1.5 ACSF性能相關系統軟體版本有效文件。應於軟體修改時更新

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
performance is valid. This documentation shall be updated whenever a software version was amended.[6]	performance is valid. This documentation shall be updated whenever a software version was amended.[6]	文件。	文件。
[6] This paragraph shall be reviewed once the Task Force on Cyber Security and Over the Air issues (TF CS/OTA) reporting to the World Forum for the Harmonization of Vehicle Regulations (WP.29) Informal Working Group on Intelligent Transport Systems / Automated Driving has finalized its work on measures for software identification and, if necessary, amended accordingly.	[6] This paragraph shall be reviewed once the Task Force on Cyber Security and Over the Air issues (TF CS/OTA) reporting to the World Forum for the Harmonization of Vehicle Regulations (WP.29) Informal Working Group on Intelligent Transport Systems / Automated Driving has finalized its work on measures for software identification and, if necessary, amended accordingly.		
5.6.4.9.1.6. Information on the sensor range over lifetime. The sensor range shall be specified in such way that any influence on deterioration of the sensor shall not affect the fulfilment of paragraphs 5.6.4.8.3. and 5.6.4.8.4. of this Regulation.	5.6.4.9.1.6. Information on the sensor range over lifetime. The sensor range shall be specified in such way that any influence on deterioration of the sensor shall not affect the fulfilment of paragraphs 5.6.4.8.3. and 5.6.4.8.4. of this Regulation.	5.5.4.9.1.6 感測器使用期限之感測範圍資訊。應以感測器劣化(Deterioration)之任何影響作用下，不應影響符合5.5.4.8.3及5.5.4.8.4之要求進行感測器範圍描述。	5.5.4.9.1.6 感測器使用期限之感測範圍資訊。應以感測器劣化(Deterioration)之任何影響作用下，不應影響符合5.5.4.8.3及5.5.4.8.4之要求進行感測器範圍描述。
5.6.4.10. The vehicle with ACSF of Category C shall be tested in accordance with relevant vehicle test(s) specified in Annex 8 to this Regulation. For driving situations not covered by the tests of Annex 8, the safe operation of the ACSF shall be demonstrated by the vehicle manufacturer on the base of Annex 6 of this Regulation.	5.6.4.10. The vehicle with ACSF of Category C shall be tested in accordance with relevant vehicle test(s) specified in Annex 8 to this Regulation. For driving situations not covered by the tests of Annex 8, the safe operation of the ACSF shall be demonstrated by the vehicle manufacturer on the base of Annex 6 of this Regulation.	5.5.4.10 配備 ACSF 類型 C 之車輛應依照規定 11.進行相關車輛試驗。對於未涵蓋於規定 11.試驗之駕駛狀況，申請者應依規定 9.展演 ACSF 之安全運作。	5.5.4.10 配備 ACSF 類型 C 之車輛應依照規定 11.進行相關車輛試驗。對於未涵蓋於規定 11.試驗之駕駛狀況，申請者應依規定 9.展演 ACSF 之安全運作。
5.7. Provisions for RCM fitted to vehicles of category M1 and N1. Any RCM shall be subject to the requirements of Annex 6. 5.7.1. Vehicles of category M1 and N1 meeting the requirements of Category G[7] may be		5.6 M1及N1類車輛配備之遠端控制操控(RCM)規定 任何遠端控制操控應符合規定9.之相關要求 5.6.1 符合G類車輛要求之M1及N1類車輛可配備符合下列要求之遠端控	

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
equipped with RCM provided the system fulfils the following requirements. [7] 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		制操控。	
5.7.1.1. The RCM function shall consist of software and hardware on a vehicle that enables the vehicle to be manoeuvred remotely, and an actuator that operates the function located on a separate remote-control device.		5.6.1.1 遠端控制操控功能應由裝載於車輛之硬體及軟體組成，其應使車輛可遠端操控，且運作該功能之致動器位於獨立之遠端控制裝置上。	
5.7.1.2. The RCM function shall be active only after a deliberate action of the driver and if the conditions for operation of the system are fulfilled (all associated functions – e.g. brakes, accelerator, steering, camera/radar/lidar are working properly).		5.6.1.2 遠端控制操控功能應只能於駕駛者致動後，且滿足系統作動條件（全部相關功能(例如：煞車、加速器、轉向、攝影機/雷達/光達(Lidar)等)均正常運作中）下啟動。	
5.7.1.3. The RCM function shall only operate if there is a continuous actuation of a dedicated button/switch on the remote-control device by the driver. Another button/switch on the remote-control device may be used to control the manoeuvring of the vehicle.		5.6.1.3 遠端控制操控功能僅於駕駛連續致動遠端控制裝置上之專用按鈕/開關時運作。遠端控制裝置上其他按鈕/開關可用於操控車輛。	
5.7.1.4. Whenever the RCM function is operated, this shall be indicated to the driver by an optical signal at least at the remote-control device.		5.6.1.4 無論遠端控制操控功能於何時致動，其應藉由遠端控制裝置上之一光學訊號指示駕駛。	
5.7.1.5. The RCM function shall only operate until 5 km/h (+1 km/h tolerance).		5.6.1.5 遠端控制操控功能應只能作動至五公里/小時（容許誤差：正一公	

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
5.7.1.6. At any time during a manoeuvre that the vehicle becomes stationary, the RCM function shall prevent the vehicle from rolling away. 5.7.1.7. If the continuous actuation is interrupted or the distance between the vehicle and the remote control device exceeds the specified maximum RCM operating range (S_{RCMmax}) or the secure connection between the remote control device and the vehicle is lost, the vehicle shall stop immediately. 5.7.1.8. The specified maximum RCM operating range (S_{RCMmax}) shall not exceed 6 m. 5.7.1.9. It shall be possible for the driver to deactivate the RCM function at any time. 5.7.1.10. If a door or trunk of the vehicle is opened during the manoeuvre, the vehicle shall stop immediately, and the RCM function shall be deactivated. 5.7.1.11. Security 5.7.1.11.1 The RCM function shall be protected against unauthorized activation or operation of the RCM function and interventions into the function. 5.7.1.11.2 The connection between the remote-control device and the vehicle shall be secured and encrypted. It shall be ensured by technical means that the RCM function can only be operated by an authorised remote-control device.		里/小時）。 5.6.1.6 於操控車輛靜止不動之任意時間時，遠端控制操控功能應防止車輛移動。 5.6.1.7若連續致動被中斷，或車輛與遠端控制裝置間距離超過設定最大遠端控制操控作動範圍(S_{RCMmax})，或車輛與遠端控制裝置間失去連結信號，則車輛應立即停止。 5.6.1.8 RCM之最大設定作動距離(S_{RCMmax})，不應逾六公尺。 5.6.1.9駕駛者應能隨時解除遠端控制操作功能。 5.6.1.10 操控期間，若車輛之車門或行李廂被開啟情況下，則車輛應立即停止，且應解除遠端控制操控功能。 5.6.1.11 安全性 5.6.1.11.1 遠端控制操控功能應有防止未授權RCM功能致動或操作，以及系統被介入之防護。 5.6.1.11.2 遠端控制裝置及車輛間之連接應保護且受到加密。其應藉由技術方式確認其僅能由經過授權之遠端控制裝置進行運作。	

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
5.7.1.12. System information data The Following data shall be provided together with the documentation package required in Annex 6 of this Regulation to the Technical Service at the time of type approval: 5.7.1.12.1. The value for the specified maximum RCM operating range (S_{RCMmax}); 5.7.1.12.2. The conditions under which the RCM function can be activated, i.e. when the conditions for operation of the system are fulfilled; 5.7.1.12.3. The Manufacturer shall provide the technical authorities with an explanation of how the function is protected against unauthorized activation or operation. 5.7.1.13. The RCM function shall be so designed that its activation can only be achieved provided the vehicle is not in any of the following locations: (a) A public road/highway; (b) A public car park; (c) An area designated exclusively for use by pedestrians and/or pedal cyclists. The vehicle shall be capable of confirming that it is not located in any of the above locations whilst the RCM function is active and this shall be achieved by at least two independent technical means.[8] If navigation maps are used for this purpose, the RCM function shall be disabled if the map data has not been updated in the previous 12 months. [8] Two different types of map (e.g. navigation and topographical) supplied by two different		5.6.1.12 系統資訊數據 下述數據資料應於申請認證測試時併同規定9.之相關文件提供予檢測機構。 5.6.1.12.1 設定最大RCM作動範圍(S_{RCMmax})之數值。 5.6.1.12.2 RCM功能能被致動之條件，亦即符合系統運作之條件。 5.6.1.12.3 申請者應提供關於未授權致動或運作之系統防護說明文件予檢測機構。 5.6.1.13 RCM功能之設計應使其僅於未處於下述任一位置時才能啟動： (a)公共道路/高速公路 (b)公共停車場 (c)行人及/或自行車專用區域 車輛應能於RCM功能啟動時確認其是否位於上述地點，並藉由至少兩個獨立之技術方法達成(由兩個不同供應商所提供之兩種不同類型之地圖(例如：導航地圖及地形地圖)滿足此要求)。若為此目的使用導航地圖，則地圖於過去十二個月內未進行更新之狀況下， 應解除RCM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
suppliers are satisfactory for this requirement. 5.7.1.14. The vehicle shall be equipped with a means to detect an obstacle (e.g. vehicles, pedestrian) in the manoeuvring area and to bring the vehicle immediately to a stop to avoid a collision. 5.7.1.15. If the vehicle stops having detected an obstacle in the manoeuvring area, subsequent operation shall only be possible following confirmation from the driver. The vehicle shall respond to any subsequent objects detected in the manoeuvring area as prescribed in paragraph 5.7.1.14. 5.7.1.16. It shall only be possible to operate the RCM function when drive is provided to at least one front axle and one rear axle simultaneously. 5.7.1.17. The vehicle shall detect if, while the RCM function is active, the vehicle enters any of the locations listed under paragraph 5.7.1.13. In such a case, the vehicle shall stop immediately, and the RCM function shall be deactivated. 5.7.1.18. The RCM function shall only operate for a maximum total distance travelled of 100m. This distance may be reset if there is no input on the remote control device for at least 1 minute or if the system has been deactivated and a time period of at least 1 minute has elapsed. The distance shall be subsequently measured from the next point at which the RCM function is operated.		5.6.1.14 車輛於操控區域內應配備有偵測障礙物（例如：其他車輛、行人）之裝置，並立即將車輛停止以避免碰撞。 5.6.1.15 若車輛於操控區域偵測到障礙並停止，應只能由駕駛進行後續確認後，才能進行運作。車輛應對任何於規定5.6.1.14所述之操控區域所偵測到之後續物件產生反應。 5.6.1.16 其應只能於驅動由至少一前軸及一後軸同時提供時運作RCM功能。 5.6.1.17 於RCM功能啟動時，車輛應能偵測其是否進入條列於規定5.6.1.13下之任一地點。若有前述狀況，則車輛應立即停止，且應解除RCM功能。 5.6.1.18 RCM功能應只能運作至多一百公尺之最大行駛距離。若未對遠端控制裝置進行輸入至少一分鐘或系統解除後已至少經過一分鐘時，則此距離可重置。此距離應於RCM功能運作後進行下一點後續量測。	

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
5.7.1.19. The driver shall be issued with a warning signal when the total distance travelled is 75m (+5m tolerance). This shall be fulfilled by the provision of an optical warning signal and either a haptic or acoustic warning signal at least at the remote control device. 5.7.1.20. If the vehicle reaches or exceeds the maximum total distance travelled defined in paragraph 5.7.1.18., the vehicle shall stop immediately and the RCM function shall be deactivated. It shall not be possible to subsequently activate the RCM function until a time period of at least 1 minute has elapsed. This shall be indicated to the driver at least at the remote control device. 5.7.1.21. The manufacturer shall provide the Technical Service with documentation and supporting evidence to demonstrate compliance with the provisions of paragraphs 5.7.1.13., 5.7.1.14., 5.7.1.15 and 5.7.1.17. This information shall be subject to discussion and agreement between the Technical Service and vehicle manufacturer.		5.6.1.19 當總行駛距離到達七十五公尺(容許誤差：正五公尺)時應向駕駛發出一警告訊號。應藉由遠端控制裝置上一光學警告訊號，加上觸覺或聲音警告訊號兩項中至少選擇一種以符合此規定。 5.6.1.20 若車輛到達或超過規定5.6.1.18所述之最大總行駛距離時，車輛應立即停止且RCM功能應解除。其應無法啟動RCM功能直至系統解除後至少經過一分鐘後。應至少於遠端控制裝置向駕駛指示。 5.6.1.21 申請者應提供檢測機構文件及證明以展演符合規定5.6.1.13、5.6.1.14、5.6.1.15及5.6.1.17。檢附相關資訊應由檢測機構與申請者討論。	
6. Test provisions 6.1. General provisions 6.1.1. The test shall be conducted on a level surface affording good adhesion. 6.1.2. During the test(s), the vehicle shall be loaded to its technically permissible maximum mass and its technically permissible maximum load on the steered axle(s).	**6. Test provisions** 6.1. General provisions 6.1.1. The test shall be conducted on a level surface affording good adhesion. 6.1.2. During the test(s), the vehicle shall be loaded to its technically permissible maximum mass and its technically permissible maximum load on the steered axle(s).	6. 檢測要求： 6.1 通則： 6.1.1 試驗應於抓地力良好之乾燥路面執行。 6.1.2 在測試時，應依車輛之技術允許最大重量裝載，且最大負載重量裝載至其轉向軸上。	6. 檢測要求： 6.1 通則： 6.1.1 試驗應於抓地力良好之乾燥路面執行。 6.1.2 在測試時，應依車輛之技術允許最大重量裝載，且最大負載重量裝載至其轉向軸上。

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
In the case of axles fitted with ASE, this test shall be repeated with the vehicle loaded to its technically permissible maximum mass and the axle equipped with ASE loaded to its maximum permissible mass.	In the case of axles fitted with ASE, this test shall be repeated with the vehicle loaded to its technically permissible maximum mass and the axle equipped with ASE loaded to its maximum permissible mass.	若輪軸配備有 ASE，則應在車輛承受最大允許重量，以及配備有 ASE 之輪軸承受最大允許負載之狀態下，重覆進行測試。	若輪軸配備有 ASE，則應在車輛承受最大允許重量，以及配備有 ASE 之輪軸承受最大允許負載之狀態下，重覆進行測試。
6.1.3. Before the test begins, the tyre pressures shall be as prescribed by the manufacturer for the mass specified in paragraph 6.1.2. when the vehicle is stationary.	6.1.3. Before the test begins, the tyre pressures shall be as prescribed by the manufacturer for the mass specified in paragraph 6.1.2. when the vehicle is stationary.	6.1.3 在開始測試前，車輛應依 6.1.2 所規定之負載，維持申請者所宣告之胎壓。	6.1.3 在開始測試前，車輛應依 6.1.2 所規定之負載，維持申請者所宣告之胎壓。
6.1.4. In the case of any systems that use electrical energy for part or all of the energy supply, all performance tests shall be carried out under conditions of actual or simulated electrical load of all essential systems or systems components which share the same energy supply. Essential systems shall comprise at least lighting systems, windscreen wipers, engine management and braking systems.	6.1.4. In the case of any systems that use electrical energy for part or all of the energy supply, all performance tests shall be carried out under conditions of actual or simulated electrical load of all essential systems or systems components which share the same energy supply. Essential systems shall comprise at least lighting systems, windscreen wipers, engine management and braking systems.	6.1.4 系統的能源供應係使用一部份的電力或全使用電力時，所有的性能測試需在下述條件下執行：實際或模擬共用相同能量供應的必要系統或系統零件之電力負載狀況。此必要系統需至少包含燈光系統、雨刷、引擎管理和煞車系統。	6.1.4 系統的能源供應係使用一部份的電力或全使用電力時，所有的性能測試需在下述條件下執行：實際或模擬共用相同能量供應的必要系統或系統零件之電力負載狀況。此必要系統需至少包含燈光系統、雨刷、引擎管理和煞車系統。
6.2. Provisions for motor vehicles	6.2. Provisions for motor vehicles	6.2 動力驅動車輛相關規定	6.2 動力驅動車輛相關規定
6.2.1. It shall be possible to leave a curve with a radius of 50 m at a tangent without unusual vibration in the steering equipment at the following speed:	6.2.1. It shall be possible to leave a curve with a radius of 50 m at a tangent without unusual vibration in the steering equipment at the following speed:	6.2.1 須能以下列車速，在轉向系統無異常振動狀態下，劃出半徑五十公尺的曲線，並沿其正切方向離開。	6.2.1 須能以下列車速，在轉向系統無異常振動狀態下，劃出半徑五十公尺的曲線，並沿其正切方向離開。
Category M1 vehicles: 50 km/h;	Category M1 vehicles: 50 km/h;	M1 類車輛：五十公里/小時。	6.2.1.1 M1 類車輛：五十公里/小時。
Category M2, M3, N1, N2 and N3 vehicles: 40 km/h or the maximum design speed if this is below the speeds given above.	Category M2, M3, N1, N2 and N3 vehicles: 40 km/h or the maximum design speed if this is below the speeds given above.	M2、M3 及 N 類車輛：四十公里/小時，或最大設計車速(若最大設計車速低於四十公里/小時)。	6.2.1.2 M2、M3 及 N 類車輛：四十公里/小時，或最大設計車速(若最大設計車速低於四十公里/小時)。
6.2.2. When the vehicle is driven in a circle with its steered wheels at approximately half lock and a constant speed of at least 10 km/h, the turning circle shall remain the same or become larger if the steering control is	6.2.2. When the vehicle is driven in a circle with its steered wheels at approximately half lock and a constant speed of at least 10 km/h, the turning circle shall remain the same or become larger if the steering control is	6.2.2 當車輛在轉向輪近乎半鎖定狀態下以十公里/小時以上的定速劃圓行駛時，若釋放轉向控制裝置，則迴轉圓圈必須保持相同或變得較大。	6.2.2 當車輛在轉向輪近乎半鎖定狀態下以十公里/小時以上的定速劃圓行駛時，若釋放轉向控制裝置，則迴轉圓圈必須保持相同或變得較大。

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
released.	released.		
6.2.3. During the measurement of control effort, forces with a duration of less than 0.2 seconds shall not be taken into account.	6.2.3. During the measurement of control effort, forces with a duration of less than 0.2 seconds shall not be taken into account.	6.2.3 量測控制力時，小於零點二秒之力量不列入考量。	6.2.3 量測控制力時，小於零點二秒之力量不列入考量。
6.2.4. The measurement of steering efforts on motor vehicles with intact steering equipment.	6.2.4. The measurement of steering efforts on motor vehicles with intact steering equipment.	6.2.4 量測轉向系統功能完整之轉向力：	6.2.4 量測轉向系統功能完整之轉向力：
6.2.4.1. The vehicle shall be driven from straight ahead into a spiral at a speed of 10 km/h. The steering wheel control effort shall be measured at the nominal radius of the steering control until the position of the steering control corresponds to turning radius given in the table below for the particular category of vehicle with intact steering. One steering movement shall be made to the right and one to the left.	6.2.4.1. The vehicle shall be driven from straight ahead into a spiral at a speed of 10 km/h. The steering wheel control effort shall be measured at the nominal radius of the steering control until the position of the steering control corresponds to turning radius given in the table below for the particular category of vehicle with intact steering. One steering movement shall be made to the right and one to the left.	6.2.4.1 車輛應以十公里/小時的車速自直行方向進入螺旋彎(Spiral)，且應於轉向控制裝置之額定半徑處量測轉向力，直到轉向控制裝置位置和表三所對應車輛種類之功能完整轉向系統之迴轉半徑相對應為止，並應各向左、右側轉向一次。	6.2.4.1 車輛應以十公里/小時的車速自直行方向進入螺旋彎(Spiral)，且應於轉向控制裝置之額定半徑處量測轉向力，直到轉向控制裝置位置和表三所對應車輛種類之功能完整轉向系統之迴轉半徑相對應為止，並應各向左、右側轉向一次。
6.2.4.2. The maximum permitted steering time and the maximum permitted steering control effort with intact steering equipment are given in the table below for each category of vehicle.	6.2.4.2. The maximum permitted steering time and the maximum permitted steering control effort with intact steering equipment are given in the table below for each category of vehicle.	6.2.4.2 轉向系統於功能完整時，各類車輛之最大允許轉向時間，以及最大允許轉向控制力如表三所示。	6.2.4.2 轉向系統於功能完整時，各類車輛之最大允許轉向時間，以及最大允許轉向控制力如表三所示。
6.2.5. The measurement of steering efforts on motor vehicles with a failure in the steering equipment.	6.2.5. The measurement of steering efforts on motor vehicles with a failure in the steering equipment.	6.2.5 量測轉向系統失效時之轉向力：	6.2.5 量測轉向系統失效時之轉向力：
6.2.5.1. The test described in paragraph 6.2.4. shall be repeated with a failure in the steering equipment. The steering effort shall be measured until the position of the steering control corresponds to the turning radius given in the table below for the particular category of vehicle with a failure in the steering equipment.	6.2.5.1. The test described in paragraph 6.2.4. shall be repeated with a failure in the steering equipment. The steering effort shall be measured until the position of the steering control corresponds to the turning radius given in the table below for the particular category of vehicle with a failure in the steering equipment.	6.2.5.1 應以功能失效之轉向系統重覆進行 6.2.4 之測試，且應持續量測轉向力，直到轉向控制裝置位置和表三所對應車輛種類之失效轉向系統之迴轉半徑相對應為止。	6.2.5.1 應以功能失效之轉向系統重覆進行 6.2.4 之測試，且應持續量測轉向力，直到轉向控制裝置位置和表三所對應車輛種類之失效轉向系統之迴轉半徑相對應為止。

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
6.2.5.2. The maximum permitted steering time and the maximum permitted steering control effort with a failure in the steering equipment are given in the table below for each category of vehicle.	6.2.5.2. The maximum permitted steering time and the maximum permitted steering control effort with a failure in the steering equipment are given in the table below for each category of vehicle.	6.2.5.2 轉向系統於失效時，各類車輛之最大允許轉向時間，以及最大允許轉向控制力如表三所示。	6.2.5.2 轉向系統於失效時，各類車輛之最大允許轉向時間，以及最大允許轉向控制力如表三所示。
(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)
6.3.1. The trailer shall travel without excessive deviation or unusual vibration in its steering equipment when the towing vehicle is travelling in a straight line on a flat and horizontal road at a speed of 80 km/h or the technically permissible maximum speed indicated by the trailer manufacturer if this is less than 80 km/h.	6.3.1. The trailer shall travel without excessive deviation or unusual vibration in its steering equipment when the towing vehicle is travelling in a straight line on a flat and horizontal road at a speed of 80 km/h or the technically permissible maximum speed indicated by the trailer manufacturer if this is less than 80 km/h.	6.3 處於聯結狀態拖車之相關規定： 6.3.1 當牽引車輛以八十公里/小時車速或拖車製造廠規定之最大允許車速(若最高車速低於八十公里/小時)，於平坦及水平的道路上直行時，拖車須能在無過度偏差及其轉向系統無異常振動的狀態下行駛。	6.3 處於聯結狀態拖車之相關規定： 6.3.1 當牽引車輛以八十公里/小時車速或拖車製造廠規定之最大允許車速(若最高車速低於八十公里/小時)，於平坦及水平的道路上直行時，拖車須能在無過度偏差及其轉向系統無異常振動的狀態下行駛。
		(以下規定 6.3.2 至規定 6.3.5 為待公告規劃表內容)	(以下規定 6.3.2 至規定 6.3.5 為待公告規劃表內容)
6.3.2. With the towing vehicle and trailer having adopted a steady state turn corresponding to a turning circle radius of 25 m (see paragraph 2.4.6.) at a constant speed of 5 km/h, the circle described by the rearmost outer edge of the trailer shall be measured. This manoeuvre shall be repeated under the same conditions but at a speed of 25 km/h ±1 km/h. During these manoeuvres, the rearmost outer edge of the trailer travelling at a speed of 25 km/h ±1 km/h shall not move outside the circle described at a constant speed of 5 km/h by more than 0.7 m.	6.3.2. With the towing vehicle and trailer having adopted a steady state turn corresponding to a turning circle radius of 25 m (see paragraph 2.4.6.) at a constant speed of 5 km/h, the circle described by the rearmost outer edge of the trailer shall be measured. This manoeuvre shall be repeated under the same conditions but at a speed of 25 km/h ±1 km/h. During these manoeuvres, the rearmost outer edge of the trailer travelling at a speed of 25 km/h ±1 km/h shall not move outside the circle described at a constant speed of 5 km/h by more than 0.7 m.	~~6.3.2 牽引車輛及拖車以定速五公里小時車速行駛於半徑二十五公尺之圓圈（參見規定 2.2.6），測量拖車最後端外緣所形成之圓形；於相同條件下以二十五公里小時正負一公里小時之速度再度進行量測，且其不應超出以定速五公里小時車速行駛時圓圈路徑以外零點七公尺。~~	~~6.3.2 牽引車輛及拖車以定速五公里小時車速行駛於半徑二十五公尺之圓圈（參見規定 2.2.6），測量拖車最後端外緣所形成之圓形；於相同條件下以二十五公里小時正負一公里小時之速度再度進行量測，且其不應超出以定速五公里小時車速行駛時圓圈路徑以外零點七公尺。~~
6.3.3. No part of the trailer shall move more than 0.5 m beyond the tangent to a circle with a radius of 25 m when towed by a	6.3.3. No part of the trailer shall move more than 0.5 m beyond the tangent to a circle with a radius of 25 m when towed by a	~~6.3.3 當牽引車輛以二十五公里/小時之速度沿切線行駛離開繞圓路線（依規定 6.3.2 規定），拖車之任何~~	~~6.3.3 當牽引車輛以二十五公里/小時之速度沿切線行駛離開繞圓路線（依規定 6.3.2 規定），拖車之任何~~

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 leaving the circular path described in paragraph 6.3.2. along the tangent and travelling at a speed of 25 km/h. This requirement shall be met from the point the tangent meets the circle to a point 40 m along the tangent. After that point the trailer shall fulfil the condition specified in paragraph 6.3.1.	vehicle leaving the circular path described in paragraph 6.3.2. along the tangent and travelling at a speed of 25 km/h. This requirement shall be met from the point the tangent meets the circle to a point 40 m along the tangent. After that point the trailer shall fulfil the condition specified in paragraph 6.3.1.	~~部分均不應超出半徑二十五公尺圓之切線路徑以外零點五公尺。從切點位置至沿切線四十公尺處之間應符合本項規定；從該處後，拖車應符合規定 6.3.1 規定。~~	~~部分均不應超出半徑二十五公尺圓之切線路徑以外零點五公尺。從切點位置至沿切線四十公尺處之間應符合本項規定；從該處後，拖車應符合規定 6.3.1 規定。~~
6.3.4. The annular ground area swept by the towing vehicle/trailer combination with an intact steering system, driving at no more than 5 km/h in a constant radius circle with the front outer corner of the towing vehicle describing a radius of 0.67 x vehicle combination length but not less than 12.5 m is to be measured.	6.3.4. The annular ground area swept by the towing vehicle/trailer combination with an intact steering system, driving at no more than 5 km/h in a constant radius circle with the front outer corner of the towing vehicle describing a radius of 0.67 x vehicle combination length but not less than 12.5 m is to be measured.	~~6.3.4 具完整功能轉向系統 (I ntact steering system)之牽引車輛拖車組合，以不超過五公里小時之速度行駛於固定半徑之圓圈，其牽引車輛前外側邊角所劃出圓圈路徑之半徑為零點六十七乘以車輛組合總長，惟不應小於十二點五公尺。測量牽引車輛拖車組合行駛所劃出圓圈路徑於地面之環形區域。~~	~~6.3.4 具完整功能轉向系統 (I ntact steering system)之牽引車輛拖車組合，以不超過五公里小時之速度行駛於固定半徑之圓圈，其牽引車輛前外側邊角所劃出圓圈路徑之半徑為零點六十七乘以車輛組合總長，惟不應小於十二點五公尺。測量牽引車輛拖車組合行駛所劃出圓圈路徑於地面之環形區域。~~
6.3.4.1. If, with a fault in the steering system, the measured swept annular width is > 8.3 m, then this shall not be an increase of more than 15 per cent compared with the corresponding value measured with the intact steering system. There shall not be any increase in the outer radius of the swept annular width.	6.3.4.1. If, with a fault in the steering system, the measured swept annular width is > 8.3 m, then this shall not be an increase of more than 15 per cent compared with the corresponding value measured with the intact steering system. There shall not be any increase in the outer radius of the swept annular width.	~~6.3.4.1 於轉向系統故障之情況下，若所測量得之環形區域之寬度大於八點三公尺，則該值不應逾轉向系統正常作動時之對應量測值百分之十五。~~	~~6.3.4.1 於轉向系統故障之情況下，若所測量得之環形區域之寬度大於八點三公尺，則該值不應逾轉向系統正常作動時之對應量測值百分之十五。~~
6.3.5. The tests described in paragraphs 6.3.2., 6.3.3. and 6.3.4. shall be conducted in both clockwise and anti-clockwise directions.	6.3.5. The tests described in paragraphs 6.3.2., 6.3.3. and 6.3.4. shall be conducted in both clockwise and anti-clockwise directions.	~~6.3.5 於 6.3.2、6.3.3 及 6.3.4 規定之試驗，應以順時針及逆時針兩個方向個別執行。~~	~~6.3.5 於 6.3.2、6.3.3 及 6.3.4 規定之試驗，應以順時針及逆時針兩個方向個別執行。~~
(EU) No 3/2014, Annex XIV	**(EU) No 3/2014, Annex XIV**	6.4 具密閉式車身之 L2 或 L5 類車輛特殊規定	6.4 具密閉式車身之 L2 或 L5 類車輛特殊規定
...	**...**		
2. Test provisions	2. Test provisions		
2.1. The tests shall be conducted on a level surface affording good adhesion.	2.1. The tests shall be conducted on a level surface affording good adhesion.	6.4.1 試驗應於抓地力良好之水平路面上執行。	6.4.1 試驗應於抓地力良好之水平路面上執行。

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
2.2. During the tests, the vehicle shall be loaded to its technically permissible maximum mass.	2.2. During the tests, the vehicle shall be loaded to its technically permissible maximum mass.	6.4.2 試驗期間，車輛應裝載至其技術允許最大重量。	6.4.2 試驗期間，車輛應裝載至其技術允許最大重量。
2.3. The tyre pressures shall be adjusted to the values specified by the vehicle manufacturer for the relevant load condition.	2.3. The tyre pressures shall be adjusted to the values specified by the vehicle manufacturer for the relevant load condition.	6.4.3 胎壓應調整至申請者指定對應相關負載條件之數值。	6.4.3 胎壓應調整至申請者指定對應相關負載條件之數值。
2.4. It shall be possible to steer a vehicle from a straight ahead direction into a spiral with a final turning circle radius of 12 m at a speed of at least 6 km/h. In order to demonstrate compliance, one steering movement shall be made to the right and one to the left.	2.4. It shall be possible to steer a vehicle from a straight ahead direction into a spiral with a final turning circle radius of 12 m at a speed of at least 6 km/h. In order to demonstrate compliance, one steering movement shall be made to the right and one to the left.	6.4.4 車輛應能以至少六公里/小時之車速自直行方向轉向進入螺旋彎(Spiral)，其最終迴轉圓圈半徑為十二公尺。為展示車輛符合此規定，應向右側及向左側各執行一次轉向。	6.4.4 車輛應能以至少六公里/小時之車速自直行方向轉向進入螺旋彎(Spiral)，其最終迴轉圓圈半徑為十二公尺。為展示車輛符合此規定，應向右側及向左側各執行一次轉向。
2.5. It shall be possible to leave a curve with a turning circle radius of ≤ 50 m at a tangent without unusual vibration in the steering equipment at 50 km/h or at the maximum design vehicle speed, if this is lower. In order to demonstrate compliance, one steering movement shall be made to the left and one to the right.	2.5. It shall be possible to leave a curve with a turning circle radius of ≤ 50 m at a tangent without unusual vibration in the steering equipment at 50 km/h or at the maximum design vehicle speed, if this is lower. In order to demonstrate compliance, one steering movement shall be made to the left and one to the right.	6.4.5 於轉向系統無異常振動狀態下，應能以五十公里/小時之車速或最大設計車速(若低於五十公里/小時)，劃出半徑小於或等於五十公尺的曲線，並沿其正切方向離開。為展示車輛符合此規定，應向右側及向左側各執行一次轉向。	6.4.5 於轉向系統無異常振動狀態下，應能以五十公里/小時之車速或最大設計車速(若低於五十公里/小時)，劃出半徑小於或等於五十公尺的曲線，並沿其正切方向離開。為展示車輛符合此規定，應向右側及向左側各執行一次轉向。
2.5.1. The test speed may be reduced to 45 km/h if the radius is 40 m, 39 km/h if the radius is 30 m, 32 km/h if the radius is 20 m and 23 km/h if the radius is 10 m.	2.5.1. The test speed may be reduced to 45 km/h if the radius is 40 m, 39 km/h if the radius is 30 m, 32 km/h if the radius is 20 m and 23 km/h if the radius is 10 m.	6.4.5.1 若迴轉圓圈半徑為四十公尺，則試驗速度可降至四十五公里/小時；若迴轉圓圈半徑為三十公尺，則試驗速度可降至三十九公里/小時；若迴轉圓圈半徑為二十公尺，則試驗速度可降至三十二公里/小時；若迴轉圓圈半徑為十公尺，則試驗速度可降至二十三公里/小時	6.4.5.1 若迴轉圓圈半徑為四十公尺，則試驗速度可降至四十五公里/小時；若迴轉圓圈半徑為三十公尺，則試驗速度可降至三十九公里/小時；若迴轉圓圈半徑為二十公尺，則試驗速度可降至三十二公里/小時；若迴轉圓圈半徑為十公尺，則試驗速度可降至二十三公里/小時
2.6. It shall be possible to travel along a straight section of road surface without unusual steering corrections by the rider or driver and without unusual vibration in the steering system at 160 km/h for vehicles with a	2.6. It shall be possible to travel along a straight section of road surface without unusual steering corrections by the rider or driver and without unusual vibration in the steering system at 160 km/h for vehicles with a	6.4.6 對於最大設計車速大於或等於二百公里/小時之車輛，於騎士或駕駛者無異常轉向修正行為且轉向系統無異常振動之狀態下，應能以一百六十公里/小時之車速於道路上直	6.4.6 對於最大設計車速大於或等於二百公里/小時之車輛，於騎士或駕駛者無異常轉向修正行為且轉向系統無異常振動之狀態下，應能以一百六十公里/小時之車速於道路上直

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 design speed ≥ 200 km/h, at 0,8 × Vmax for vehicles with a maximum design speed < 200 km/h or the actual maximum speed which the vehicle can attain in the test load condition, if this is lower.	maximum design speed ≥ 200 km/h, at 0,8 × Vmax for vehicles with a maximum design speed < 200 km/h or the actual maximum speed which the vehicle can attain in the test load condition, if this is lower.	行；對於最大設計車速低於二百公里/小時之車輛，應能以零點八倍之 V_{max} 於道路上直行，若車輛於試驗負載狀態下，可達到之實際最高車速低於零點八倍之 V_{max}，則應能以實際最高車速於道路上直行。	行；對於最大設計車速低於二百公里/小時之車輛，應能以零點八倍之 V_{max} 於道路上直行，若車輛於試驗負載狀態下，可達到之實際最高車速低於零點八倍之 V_{max}，則應能以實際最高車速於道路上直行。
2.7. When a vehicle of category L2e, L4e, L5e, L6e or L7e is driven in a circle with its steered wheels at approximately half lock and a constant speed of at least 6 km/h, the turning circle shall remain the same or become larger if the steering control is released.	2.7. When a vehicle of category L2e, L4e, L5e, L6e or L7e is driven in a circle with its steered wheels at approximately half lock and a constant speed of at least 6 km/h, the turning circle shall remain the same or become larger if the steering control is released.	6.4.7 當車輛於轉向輪近乎半鎖定狀態下以至少六公里/小時之定速劃圓行駛時，若釋放轉向控制裝置，則迴轉圓圈應保持相同或變得較大。	6.4.7 當車輛於轉向輪近乎半鎖定狀態下以至少六公里/小時之定速劃圓行駛時，若釋放轉向控制裝置，則迴轉圓圈應保持相同或變得較大。
2.8. Vehicles of category L4e from which the side-car can be detached so that the motorcycle can be used without it shall fulfil the requirements for solo motorcycles in point 1.1 as well as those in point 1.2.	2.8. Vehicles of category L4e from which the side-car can be detached so that the motorcycle can be used without it shall fulfil the requirements for solo motorcycles in point 1.1 as well as those in point 1.2.	(相關規定僅適用 L3 及 L5 類封閉式車體車輛)	(相關規定僅適用 L3 及 L5 類封閉式車體車輛)
7. Conformity of production	**7. Conformity of production**		
The Conformity of Production Procedures shall comply with those set out in the 1958 Agreement, Schedule 1 (E/ECE/TRANS/505/Rev.3) with the following requirements:	The Conformity of Production Procedures shall comply with those set out in the 1958 Agreement, Schedule 1 (E/ECE/TRANS/505/Rev.3) with the following requirements:		
7.1. The holder of the approval shall ensure that results of the conformity of production tests are recorded and that the annexed documents remain available for a period determined in agreement with the Type Approval Authority or Technical Service. This period shall not exceed 10 years counted from the time when production is definitively discontinued;	7.1. The holder of the approval shall ensure that results of the conformity of production tests are recorded and that the annexed documents remain available for a period determined in agreement with the Type Approval Authority or Technical Service. This period shall not exceed 10 years counted from the time when production is definitively discontinued;		

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
7.2. The Type Approval Authority or Technical Service which has granted type approval may at any time verify the conformity control methods applied in each production facility. The normal frequency of these verifications shall be once every two years.	7.2. The Type Approval Authority or Technical Service which has granted type approval may at any time verify the conformity control methods applied in each production facility. The normal frequency of these verifications shall be once every two years.		
8. Penalties for non-conformity of production 8.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirement laid down in paragraph 7.1. is not complied with or if sample vehicles fail to comply with the requirements of paragraph 6. of this Regulation. 8.2. If a Contracting Party to the Agreement applying this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation, by means of a communication form conforming to the model in Annex 1 to this Regulation.	**8. Penalties for non-conformity of production** 8.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirement laid down in paragraph 7.1. is not complied with or if sample vehicles fail to comply with the requirements of paragraph 6. of this Regulation. 8.2. If a Contracting Party to the Agreement applying this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation, by means of a communication form conforming to the model in Annex 1 to this Regulation.		
9. Modification and extension of approval of the vehicle type 9.1. Every modification of the vehicle type shall be notified to the Type Approval Authority which granted the approval. The Type Approval Authority may then either: 9.1.1. Consider that the modifications made are unlikely to have an appreciable adverse effect and that in any case the vehicle still complies with the requirements; or	**9. Modification and extension of approval of the vehicle type** 9.1. Every modification of the vehicle type shall be notified to the Type Approval Authority which granted the approval. The Type Approval Authority may then either: 9.1.1. Consider that the modifications made are unlikely to have an appreciable adverse effect and that in any case the vehicle still complies with the requirements; or		

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
9.1.2. Require a further test report from the Technical Service responsible for conducting the tests. 9.2. Confirmation or extension or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3. to the Parties to this Regulation. 9.3. The Type Approval Authority issuing the extension of approval shall assign a series number for such an extension and inform there of the other Parties to the 1958 Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.	9.1.2. Require a further test report from the Technical Service responsible for conducting the tests. 9.2. Confirmation or extension or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3. to the Parties to this Regulation. 9.3. The Type Approval Authority issuing the extension of approval shall assign a series number for such an extension and inform there of the other Parties to the 1958 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. Upon receiving the relevant communication that Type Approval Authority shall inform thereof the other Parties to the 1958 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. Upon receiving the relevant communication that Type Approval Authority shall inform thereof the other Parties to the 1958 Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.		
11. Names and addresses of technical series responsible for conducting approval tests and of Type Approval Authorities The Contracting Parties to the 1958 Agreement applying this Regulation shall communicate to the United Nations Secretariat the names	**11. Names and addresses of technical series responsible for conducting approval tests and of Type Approval Authorities** The Contracting Parties to the 1958 Agreement applying this Regulation shall communicate to the United Nations Secretariat the names		

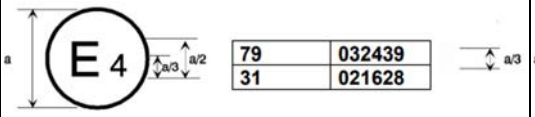
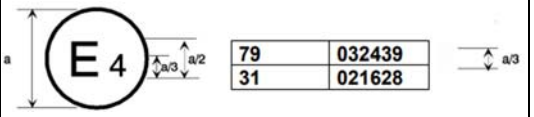
修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
and addresses of the Technical Services responsible for conducting approval tests and of the Type Approval Authorities which grant approval and to which forms certifying approval or extension or refusal or withdrawal of approval, issued in other countries, are to be sent.	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 sent.		
12. Transitional provisions 12.1. Transitional Provisions applicable to the 02 series of amendments: 12.1.1. As from the official date of entry into force of the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept UN type approvals under this Regulation as amended by the 02 series of amendments unless otherwise specified below. 12.1.2. As from 1 April 2018, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to any preceding series of amendments, first issued after 1 April 2018. 12.1.3. Until 1 April 2021, Contracting Parties applying this Regulation shall continue to accept UN type approvals to the preceding series (01) of amendments to this Regulation, first issued before 1 April 2018. 12.1.4. As from 1 April 2021, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals issued to the preceding series of amendments to this Regulation. 12.1.5. Notwithstanding paragraph 12.1.4., UN	**12. Transitional provisions** 12.1. Transitional Provisions applicable to the 02 series of amendments: 12.1.1. As from the official date of entry into force of the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept UN type approvals under this Regulation as amended by the 02 series of amendments unless otherwise specified below. 12.1.2. As from 1 April 2018, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to any preceding series of amendments, first issued after 1 April 2018. 12.1.3. Until 1 April 2021, Contracting Parties applying this Regulation shall continue to accept UN type approvals to the preceding series (01) of amendments to this Regulation, first issued before 1 April 2018. 12.1.4. As from 1 April 2021, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals issued to the preceding series of amendments to this Regulation. 12.1.5. Notwithstanding paragraph 12.1.4., 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
type approvals to the preceding series of amendments to this Regulation, which are not affected by the 02 series of amendments shall remain valid and Contracting Parties applying this Regulation shall continue to accept them.	type approvals to the preceding series of amendments to this Regulation, which are not affected by the 02 series of amendments shall remain valid and Contracting Parties applying this Regulation shall continue to accept them.		
12.1.6. Until 1 April 2020, type approvals according to the 02 series of amendment to this Regulation may be granted to new vehicle types not complying with the red colour for the hands-off warning signal, mandated in paragraph 5.6.2.2.5., and having multi information displays installed in the instrument cluster not capable of indicating red waning signals or using standalone tell-tales only.	12.1.6. Until 1 April 2020, type approvals according to the 02 series of amendment to this Regulation may be granted to new vehicle types not complying with the red colour for the hands-off warning signal, mandated in paragraph 5.6.2.2.5., and having multi information displays installed in the instrument cluster not capable of indicating red waning signals or using standalone tell-tales only.		
12.2. Transitional Provisions applicable to the 03 series of amendments:	12.2. Transitional Provisions applicable to the 03 series of amendments:		
12.2.1. 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 UN type approvals under this Regulation as amended by the 03 series of amendments.	12.2.1. 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 UN type approvals under this Regulation as amended by the 03 series of amendments.		
12.2.2. As from 1 September 2019, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to the preceding series (02) of amendments, first issued after 1 September 2019.	12.2.2. As from 1 September 2019, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to the preceding series (02) of amendments, first issued after 1 September 2019.		
12.2.3. Until 1 September 2021, Contracting Parties applying this Regulation shall continue to accept UN type approvals to the	12.2.3. Until 1 September 2021, Contracting Parties applying this Regulation shall continue to accept UN type approvals to the		

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
preceding series (02) of amendments to this Regulation, first issued before 1 September 2019. 12.2.4. As from 1 September 2021, Contracting Parties applying this Regulation shall not be obliged to accept type approval issued to the preceding series of amendments to this Regulation. 12.2.5. Notwithstanding paragraph and 12.2.4., Contracting Parties applying this Regulation shall continue to accept UN type approvals issued according to a preceding series of amendments to this Regulation, for vehicles which are not affected by the provisions introduced with the 03 series of amendments. 12.3. General transitional provisions 12.3.1. Contracting Parties applying this Regulation shall not refuse to grant UN Type approvals according to any preceding series of amendments to this regulation or extensions thereof.	preceding series (02) of amendments to this Regulation, first issued before 1 September 2019. 12.2.4. As from 1 September 2021, Contracting Parties applying this Regulation shall not be obliged to accept type approval issued to the preceding series of amendments to this Regulation. 12.2.5. Notwithstanding paragraph and 12.2.4., Contracting Parties applying this Regulation shall continue to accept UN type approvals issued according to a preceding series of amendments to this Regulation, for vehicles which are not affected by the provisions introduced with the 03 series of amendments. 12.3. General transitional provisions 12.3.1. Contracting Parties applying this Regulation shall not refuse to grant UN Type approvals according to any preceding series of amendments to this regulation or extensions thereof.		
Annex 1 Communication (Maximum format: A4 (210 x 297 mm)  [1] Distinguishing number of the country which has granted/extended/refused/withdrawn approval (see approval provisions in this Regulation). Concerning:[2]	**Annex 1 Communication** (Maximum format: A4 (210 x 297 mm)  [1] Distinguishing number of the country which has granted/extended/refused/withdrawn approval (see approval provisions in this Regulation). Concerning:[2]		

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] Strike out what does not apply. Approval granted Approval extended Approval refused Approval withdrawn Production definitively discontinued of a vehicle type with regard to steering equipment pursuant to UN Regulation No. 79 Approval No. 1. Trade name or mark of vehicle 2. Vehicle type 3. Manufacturer's name and address 4. If applicable, name and address of manufacturer's representative 5. Brief description of the steering equipment 5.1. Type of steering equipment 5.2. Steering control 5.3. Steering transmission 5.4. Steered wheels 5.5. Energy source 6. Results of tests, vehicle characteristics 6.1. Steering effort required to achieve a turning circle of 12 m radius with an intact system and 20 m radius with a system in the failed condition 6.1.1. Under normal conditions 6.1.2. After failure of special equipment 6.2. Other tests required by this Regulation pass/fail[2] [2] Strike out what does not apply. 6.3. Adequate documentation in accordance with Annex 6 was supplied in respect of the	[2] Strike out what does not apply. Approval granted Approval extended Approval refused Approval withdrawn Production definitively discontinued of a vehicle type with regard to steering equipment pursuant to UN Regulation No. 79 Approval No. 1. Trade name or mark of vehicle 2. Vehicle type 3. Manufacturer's name and address 4. If applicable, name and address of manufacturer's representative 5. Brief description of the steering equipment 5.1. Type of steering equipment 5.2. Steering control 5.3. Steering transmission 5.4. Steered wheels 5.5. Energy source 6. Results of tests, vehicle characteristics 6.1. Steering effort required to achieve a turning circle of 12 m radius with an intact system and 20 m radius with a system in the failed condition 6.1.1. Under normal conditions 6.1.2. After failure of special equipment 6.2. Other tests required by this Regulation pass/fail[2] [2] Strike out what does not apply. 6.3. Adequate documentation in accordance with Annex 6 was supplied in respect of the		

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
following parts of the steering system: 7. Applicable only to towing vehicles 7.1. The towing vehicle is/is not[2] equipped with an electrical connector fulfilling the relevant requirements of Annex 7 [2] Strike out what does not apply. 7.2. The maximum current available is ... A[3] [3] As defined by the vehicle manufacturer – see paragraphs 2.3. and 3.1. of Annex 7 as appropriate. 8. Applicable only to trailers 8.1. The steering system of the trailer fulfils the relevant provisions of Annex 7 to UN Regulation No. 79 Yes/No[2] [2] Strike out what does not apply. 8.2. The maximum current required for the trailer steering system is ... A[3] [3] As defined by the vehicle manufacturer – see paragraphs 2.3. and 3.1. of Annex 7 as appropriate. 8.3. The trailer steering system is/is not[2] able to supply auxiliary equipment on the trailer with electrical energy. 9. Vehicle submitted for approval on 10. Technical Service responsible for conducting approval tests 11. Date of report issued by that service 12. Number of report issued by that service 13. Approval granted/extended/refused/withdrawn[2] [2] Strike out what does not apply. 14. Position of approval mark on vehicle 15. Place	following parts of the steering system: 7. Applicable only to towing vehicles 7.1. The towing vehicle is/is not[2] equipped with an electrical connector fulfilling the relevant requirements of Annex 7 [2] Strike out what does not apply. 7.2. The maximum current available is ... A[3] [3] As defined by the vehicle manufacturer – see paragraphs 2.3. and 3.1. of Annex 7 as appropriate. 8. Applicable only to trailers 8.1. The steering system of the trailer fulfils the relevant provisions of Annex 7 to UN Regulation No. 79 Yes/No[2] [2] Strike out what does not apply. 8.2. The maximum current required for the trailer steering system is ... A[3] [3] As defined by the vehicle manufacturer – see paragraphs 2.3. and 3.1. of Annex 7 as appropriate. 8.3. The trailer steering system is/is not[2] able to supply auxiliary equipment on the trailer with electrical energy. 9. Vehicle submitted for approval on 10. Technical Service responsible for conducting approval tests 11. Date of report issued by that service 12. Number of report issued by that service 13. Approval granted/extended/refused/withdrawn[2] [2] Strike out what does not apply. 14. Position of approval mark on vehicle 15. 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
16. Date 17. Signature 18. 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 upon request.	16. Date 17. Signature 18. 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 upon request.		
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 steering equipment, been approved in the Netherlands (E 4) pursuant to UN Regulation No. 79 under approval No. 042439. The approval number indicates that the approval was granted in accordance with the requirements of UN Regulation No. 79 incorporating the 04 series of amendments. Model B (See paragraph 4.5. 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 the Netherlands (E 4)	**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 steering equipment, been approved in the Netherlands (E 4) pursuant to UN Regulation No. 79 under approval No. 042439. The approval number indicates that the approval was granted in accordance with the requirements of UN Regulation No. 79 incorporating the 04 series of amendments. Model B (See paragraph 4.5. 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 the Netherlands (E 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
pursuant to Regulations Nos. 79 and 31.[1] The approval numbers indicate that, at the dates when the respective approvals were given, UN Regulation No. 79 incorporating the 04 series of amendments and UN Regulation No. 31 included the 02 series of amendments. [1] The second number is given merely as an example.	pursuant to Regulations Nos. 79 and 31.[1] The approval numbers indicate that, at the dates when the respective approvals were given, UN Regulation No. 79 incorporating the 04 series of amendments and UN Regulation No. 31 included the 02 series of amendments. [1] The second number is given merely as an example.		
Annex 3 Braking performance for vehicles using the same energy source to supply steering equipment and braking device 1. For tests carried out in accordance with this annex the following vehicle conditions shall be met: 1.1. The vehicle shall be loaded to its technically permissible maximum mass distributed between the axles as declared by the vehicle manufacturer. Where provision is made for several arrangements of the mass on the axles, the distribution of the maximum mass between the axles shall be such that the mass on each axle is proportional to the maximum permissible mass for each axle. In the case of tractors for semi-trailers, the mass may be repositioned approximately half way between the kingpin position resulting from the above loading conditions and the centreline of the rear axle(s); 1.2. The tyres shall be inflated to the cold inflation pressure prescribed for the mass to be borne by the tyres when the vehicle is	**Annex 3 Braking performance for vehicles using the same energy source to supply steering equipment and braking device** 1. For tests carried out in accordance with this annex the following vehicle conditions shall be met: 1.1. The vehicle shall be loaded to its technically permissible maximum mass distributed between the axles as declared by the vehicle manufacturer. Where provision is made for several arrangements of the mass on the axles, the distribution of the maximum mass between the axles shall be such that the mass on each axle is proportional to the maximum permissible mass for each axle. In the case of tractors for semi-trailers, the mass may be repositioned approximately half way between the kingpin position resulting from the above loading conditions and the centreline of the rear axle(s); 1.2. The tyres shall be inflated to the cold inflation pressure prescribed for the mass to be borne by the tyres when the vehicle is		

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
stationary; 1.3. Before the start of the tests the brakes shall be cold, that is, with a disc or outer brake drum surface temperature less than 100 oC. 2. If an energy source failure occurs, service braking performance on the first brake application shall achieve the values given in the table below. (表格如頁末所示) 3. After any failure in the steering equipment, or the energy supply, it shall be possible after eight full stroke actuations of the service brake control, to achieve at the ninth application, at least the performance prescribed for the secondary (emergency) braking system (see table below). In the case where secondary performance requiring the use of stored energy is achieved by a separate control, it shall still be possible after eight full stroke actuations of the service brake control to achieve at the ninth application, the residual performance (see table below). (表格如頁末所示)	stationary; 1.3. Before the start of the tests the brakes shall be cold, that is, with a disc or outer brake drum surface temperature less than 100 oC. 2. If an energy source failure occurs, service braking performance on the first brake application shall achieve the values given in the table below. (表格如頁末所示) 3. After any failure in the steering equipment, or the energy supply, it shall be possible after eight full stroke actuations of the service brake control, to achieve at the ninth application, at least the performance prescribed for the secondary (emergency) braking system (see table below). In the case where secondary performance requiring the use of stored energy is achieved by a separate control, it shall still be possible after eight full stroke actuations of the service brake control to achieve at the ninth application, the residual performance (see table below). (表格如頁末所示)		
Annex 4 Additional provisions for vehicles equipped with Auxiliary Steering Equipment 1. General Provisions Vehicles fitted with Auxiliary Steering Equipment (ASE) in addition to the requirements given in the body of this	**Annex 4 Additional provisions for vehicles equipped with Auxiliary Steering Equipment** 1. General Provisions Vehicles fitted with Auxiliary Steering Equipment (ASE) in addition to the requirements given in the body of this	7. 車輛配備輔助轉向系統(ASE)之規定 規定 7.2.1 及 7.2.3 可由申請者確保及聲明符合此規定。 7.1 通則 車輛若配備輔助轉向系統(ASE)，應符合下列規定：	7. 車輛配備輔助轉向系統(ASE)之規定 規定 7.2.1 及 7.2.3 可由申請者確保及聲明符合此規定。 7.1 通則 車輛若配備輔助轉向系統(ASE)，應符合下列規定：

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
Regulation shall also comply with the provisions of this annex.	Regulation shall also comply with the provisions of this annex.		
2. Specific Provisions	2. Specific Provisions	7.2 規格規定	7.2 規格規定
2.1. Transmission	2.1. Transmission	7.2.1 傳動裝置	7.2.1 傳動裝置
2.1.1. Mechanical steering transmissions Paragraph 5.3.1.1. of this Regulation applies.	2.1.1. Mechanical steering transmissions Paragraph 5.3.1.1. of this Regulation applies.	7.2.1.1 機械式轉向傳輸裝置，適用本法規之 5.3.1.1。	7.2.1.1 機械式轉向傳輸裝置，適用本法規之 5.3.1.1。
2.1.2. Hydraulic steering transmissions	2.1.2. Hydraulic steering transmissions	7.2.1.2 液壓式轉向傳輸裝置須被保護不超過最大允許工作壓力(T)。	7.2.1.2 液壓式轉向傳輸裝置須被保護不超過最大允許工作壓力(T)。
The hydraulic steering transmission shall be protected from exceeding the maximum permitted service pressure T.	The hydraulic steering transmission shall be protected from exceeding the maximum permitted service pressure T.		
2.1.3. Electric steering transmissions	2.1.3. Electric steering transmissions	7.2.1.3 電動式轉向傳輸裝置須被保護免於動力供給過度。	7.2.1.3 電動式轉向傳輸裝置須被保護免於動力供給過度。
The electric steering transmission shall be protected from excess energy supply.	The electric steering transmission shall be protected from excess energy supply.		
2.1.4. Combination of steering transmissions	2.1.4. Combination of steering transmissions	7.2.1.4 融合機械式、液壓式及電動式傳輸裝置之混合式轉向傳動裝置，應符合上述 7.2.1.1 至 7.2.1.3 之規定。	7.2.1.4 融合機械式、液壓式及電動式傳輸裝置之混合式轉向傳動裝置，應符合上述 7.2.1.1 至 7.2.1.3 之規定。
A combination of mechanical, hydraulic and electric transmissions shall comply with the requirements specified in paragraphs 2.1.1., 2.1.2. and 2.1.3. above.	A combination of mechanical, hydraulic and electric transmissions shall comply with the requirements specified in paragraphs 2.1.1., 2.1.2. and 2.1.3. above.		
2.2. Testing requirements for failure	2.2. Testing requirements for failure	7.2.2 失效試驗要求	7.2.2 失效試驗要求
2.2.1. Malfunction or failure of any part of the ASE (except for parts not considered to the susceptible to breakdown as specified in paragraph 5.3.1.1. of this Regulation) shall not result in a sudden significant change in vehicle behaviour and the relevant requirements of paragraph 6. of this Regulation shall still be met. Furthermore, it shall be possible to control the vehicle without abnormal steering correction. This shall be verified by the following tests:	2.2.1. Malfunction or failure of any part of the ASE (except for parts not considered to the susceptible to breakdown as specified in paragraph 5.3.1.1. of this Regulation) shall not result in a sudden significant change in vehicle behaviour and the relevant requirements of paragraph 6. of this Regulation shall still be met. Furthermore, it shall be possible to control the vehicle without abnormal steering correction. This shall be verified by the following tests:	7.2.2.1 任何 ASE 之零組件故障或失效等(除了 5.3.1.1 所述之不易破損的零件外)，均不應造成車輛行為突然發生重大改變，且仍應符合 6.2.1 至 6.2.3 及 6.2.5 之規定。此外，須能在無異常轉向修正的狀態下控制車輛，並藉由下列測試來確認：	7.2.2.1 任何 ASE 之零組件故障或失效等(除了 5.3.1.1 所述之不易破損的零件外)，均不應造成車輛行為突然發生重大改變，且仍應符合 6.2.1 至 6.2.3 及 6.2.5 之規定。此外，須能在無異常轉向修正的狀態下控制車輛，並藉由下列測試來確認：
2.2.1.1. Circular test	2.2.1.1. Circular test		
The vehicle shall be driven into a test circle	The vehicle shall be driven into a test circle		

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 a radius "R" m and a speed "v" km/h corresponding to its category and the values given in the table below: (表格如頁末所示) The failure shall be introduced when the specified test speed has been reached. The test shall include driving in a clockwise direction, and in a counter-clockwise direction.	with a radius "R" m and a speed "v" km/h corresponding to its category and the values given in the table below: (表格如頁末所示) The failure shall be introduced when the specified test speed has been reached. The test shall include driving in a clockwise direction, and in a counter-clockwise direction.		
2.2.1.2. Transient test	2.2.1.2. Transient test	7.2.2.1.1 瞬時測試。	7.2.2.1.1 瞬時測試。
2.2.1.2.1. Until uniform test procedures have been agreed, the vehicle manufacturer shall provide the Technical Services with their test procedures and results for transient behaviour of the vehicle in the case of failure.	2.2.1.2.1. Until uniform test procedures have been agreed, the vehicle manufacturer shall provide the Technical Services with their test procedures and results for transient behaviour of the vehicle in the case of failure.	7.2.2.1.1.1 申請者應提供檢測機構其車輛失效時之瞬時行為測試步驟及結果，否則應依另行協議之統一測試步驟。	7.2.2.1.1.1 申請者應提供檢測機構其車輛失效時之瞬時行為測試步驟及結果，否則應依另行協議之統一測試步驟。
2.3. Warning signals in case of failure.	2.3. Warning signals in case of failure.	7.2.3 失效警告訊號	7.2.3 失效警告訊號
2.3.1. Except for parts of ASE not considered susceptible to breakdown as specified in paragraph 5.3.1.1. of this Regulation, the following failure of ASE shall be clearly brought to the attention of the driver.	2.3.1. Except for parts of ASE not considered susceptible to breakdown as specified in paragraph 5.3.1.1. of this Regulation, the following failure of ASE shall be clearly brought to the attention of the driver.	7.2.3.1 除了5.3.1.1所述之不易破損的ASE零組件外，下列ASE失效狀況應能清楚引起駕駛者注意：	7.2.3.1 除了5.3.1.1所述之不易破損的ASE零組件外，下列ASE失效狀況應能清楚引起駕駛者注意：
2.3.1.1. A general cut-off of the ASE electrical or hydraulic control.	2.3.1.1. A general cut-off of the ASE electrical or hydraulic control.	7.2.3.1.1 ASE 電路或液壓控制裝置之一般切斷。	7.2.3.1.1 ASE 電路或液壓控制裝置之一般切斷。
2.3.1.2. Failure of the ASE energy supply.	2.3.1.2. Failure of the ASE energy supply.	7.2.3.1.2 ASE 動力供給失效。	7.2.3.1.2 ASE 動力供給失效。
2.3.1.3. A break in the external wiring of the electrical control if fitted.	2.3.1.3. A break in the external wiring of the electrical control if fitted.	7.2.3.1.3 對於配接有外部接線之電路控制裝置，其外部接線訊號斷訊時。	7.2.3.1.3 對於配接有外部接線之電路控制裝置，其外部接線訊號斷訊時。
Annex 5 Provisions for trailers having hydraulic steering transmissions	**Annex 5 Provisions for trailers having hydraulic steering transmissions**	8. 配備純液壓轉向傳輸裝置之拖車之規定 本項可由申請者確保及聲明符合此規定。	8. 配備純液壓轉向傳輸裝置之拖車之規定 本項可由申請者確保及聲明符合此規定。
1. General provisions	1. General provisions	8.1 通則	8.1 通則

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
Vehicles fitted with hydraulic steering transmission, in addition to the requirements given in the body of this Regulation shall also comply with the provisions of this annex.	Vehicles fitted with hydraulic steering transmission, in addition to the requirements given in the body of this Regulation shall also comply with the provisions of this annex.	配備純液壓轉向傳輸裝置之拖車，應同時符合下列規定：	配備純液壓轉向傳輸裝置之拖車，應同時符合下列規定：
2. Specific provisions	2. Specific provisions	8.2 規格規定	8.2 規格規定
2.1. Performance of hydraulic lines and hose assemblies.	2.1. Performance of hydraulic lines and hose assemblies.		
2.1.1. The hydraulic lines of hydraulic transmission shall be capable of a burst pressure at least four times the maximum normal service pressure (T) specified by the vehicle manufacturer. Hose assemblies shall comply with ISO Standards 1402:1994, 6605:1986 and 7751:1991.	2.1.1. The hydraulic lines of hydraulic transmission shall be capable of a burst pressure at least four times the maximum normal service pressure (T) specified by the vehicle manufacturer. Hose assemblies shall comply with ISO Standards 1402:1994, 6605:1986 and 7751:1991.	8.2.1 純液壓轉向傳動裝置的液壓管線，必須能夠承受至少四倍於申請者宣告之最大工作壓力(T)。軟管總成應符合 ISO 1402-1994、ISO 6605-1986，以及 ISO 7751-1991 的標準。	8.2.1 純液壓轉向傳動裝置的液壓管線，必須能夠承受至少四倍於申請者宣告之最大工作壓力(T)。軟管總成應符合 ISO 1402-1994、ISO 6605-1986，以及 ISO 7751-1991 的標準。
2.2. In systems dependent on an energy supply;	2.2. In systems dependent on an energy supply;	8.2.2 依靠能量供給之系統須利用一組於最大工作壓力時運作之限壓閥來保護動力供給，以避免壓力過高。	8.2.2 依靠能量供給之系統須利用一組於最大工作壓力時運作之限壓閥來保護動力供給，以避免壓力過高。
2.2.1. The energy supply shall be protected from excess pressure by a pressure limiting valve which operates at the pressure T.	2.2.1. The energy supply shall be protected from excess pressure by a pressure limiting valve which operates at the pressure T.		
2.3. Protection of steering transmission;	2.3. Protection of steering transmission;		
2.3.1. The steering transmission shall be protected from excess pressure by a pressure limiting valve which operates at between 1.1 T and 2.2 T. The operating pressure of the pressure limiting valve shall be of a value that is compatible with the operating characteristics of the steering system installed on the vehicle. This shall be confirmed by the vehicle manufacturer at the time of type approval.	2.3.1. The steering transmission shall be protected from excess pressure by a pressure limiting valve which operates at between 1.1 T and 2.2 T. The operating pressure of the pressure limiting valve shall be of a value that is compatible with the operating characteristics of the steering system installed on the vehicle. This shall be confirmed by the vehicle manufacturer at the time of type approval.	8.2.3 轉向傳輸裝置之防護須利用一組於一點一倍 T 及二點二倍 T 間運作之限壓閥來保護轉向傳動裝置，以避免壓力過高。申請者應確保限壓閥之工作壓力值(Operating pressure)與車輛上轉向系統之作動特性兼容。	8.2.3 轉向傳輸裝置之防護須利用一組於一點一倍 T 及二點二倍 T 間運作之限壓閥來保護轉向傳動裝置，以避免壓力過高。申請者應確保限壓閥之工作壓力值(Operating pressure)與車輛上轉向系統之作動特性兼容。
Annex 6 Special requirements to be applied to the safety aspects of electronic control systems	**Annex 6 Special requirements to be applied to the safety aspects of electronic control systems**	9. 複合式電子車輛控制系統之安全性特殊要求	9. 複合式電子車輛控制系統之安全性特殊要求

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
1. General	1. General	9.1 通則 本項可由申請者確保及聲明符合此規定。	9.1 通則 本項可由申請者確保及聲明符合此規定。
This annex defines the special requirements for documentation, fault strategy and verification with respect to the safety aspects of Electronic System(s) (paragraph 2.3.) and Complex Electronic Vehicle Control System(s) (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 System(s) (paragraph 2.4. below) as far as this Regulation is concerned.	此要求涉及本項規定中關於電子系統及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9.2.3)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2.6.3)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。
The applicant (e.g. the manufacturer) may provide evidence that an Auxiliary Steering Equipment (ASE) (if fitted) has previously been assessed as part of an approval in accordance with the requirements of Annex	The applicant (e.g. the manufacturer) may provide evidence that an Auxiliary Steering Equipment (ASE) (if fitted) has previously been assessed as part of an approval in accordance with the requirements of Annex	申請者可提出配備符合規定 7.要求之輔助轉向系統(ASE)(依實際安裝狀況)之證明。在此情況下，該輔助轉向系統不適用規定 9.之要求。	申請者可提出配備符合規定 7.要求之輔助轉向系統(ASE)(依實際安裝狀況)之證明。在此情況下，該輔助轉向系統不適用規定 9.之要求。

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
4 of this Regulation (as required under the original version of this Regulation, its 01 or its 02 series of amendments). In this case, the requirements of this Annex shall not be applied to that ASE for the purposes of an approval in accordance with the 03 series of amendments.	4 of this Regulation (as required under the original version of this Regulation, its 01 or its 02 series of amendments). In this case, the requirements of this Annex shall not be applied to that ASE for the purposes of an approval in accordance with the 03 series of amendments.		
2. Definitions For the purposes of this annex,	2. Definitions For the purposes of this annex,	(配合聯合國法規排版調整相關順序) 9.2 名詞釋義	(配合聯合國法規排版調整相關順序) 2.6 複合式電子車輛控制系統安全性觀念之名詞釋義
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 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."	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 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."	9.2.1 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。	2.6.1 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.	9.2.2 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。	2.6.2 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	2.3. "Electronic control system" means a combination of units, designed to co-operate in the production of the stated vehicle	9.2.3 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	2.6.3 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

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 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-pneumatic or electro-hydraulic elements.	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-pneumatic or electro-hydraulic elements.	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、電子控制單元和作動器，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。	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、電子控制單元和作動器，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 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.	2.4. "Complex Electronic Vehicle Control Systems" are those electronic control systems in which a function controlled by an 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.	9.2.4 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駛者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適用範圍之系統/功能者亦同。	2.6.4 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駛者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.	9.2.5 高層次電子控制系統/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。	2.6.5 高層次電子控制系統/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	2.6. "Units" are the smallest divisions of system components which will be considered in this annex, since these	9.2.6 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	2.6.6 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

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
combinations of components will be treated as single entities for purposes of identification, analysis or replacement.	combinations of components will be treated as single entities for purposes of identification, analysis or replacement.	被識別、分析或替換之整體。	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.	9.2.7 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。	2.6.7 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.	9.2.8 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。	2.6.8 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.	9.2.9 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。	2.6.9 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.	9.2.10 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。	2.6.10 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 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.).	2.11. "Control strategy" means a strategy to 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.).	9.2.11 控制策略(Control strategy)：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)	

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 3.1. Requirements 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", including the control strategies, 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.	3. Documentation 3.1. Requirements 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.	9.3 文件提供 9.3.1 要求 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包含控制策略之「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。	9.2 文件提供 9.2.1 要求 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 Technical Service shall assess the documentation package to show that "The System": (a) Is designed to operate, under non-fault and fault conditions, in such a way that it does not induce safety critical risks; (b) Respects, under non-fault and fault conditions, all the appropriate performance requirements specified elsewhere in this Regulation; and, (c) Was developed according to the development process/method declared by the manufacturer and that this includes at least the steps listed in paragraph 3.4.4.	The Technical Service shall assess the documentation package to show that "The System": (a) Is designed to operate, under non-fault and fault conditions, in such a way that it does not induce safety critical risks; (b) Respects, under non-fault and fault conditions, all the appropriate performance requirements specified elsewhere in this Regulation; and, (c) Was developed according to the development process/method declared by the manufacturer.	檢測機構應評估相關文件以顯示「系統」： (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)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)依照申請者所宣告之研發流程/步驟進行開發且至少包含條列於規定9.2.3.4之步驟。	檢測機構應評估相關文件以顯示「系統」： (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)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)依照申請者所宣告之研發流程/步驟進行開發。

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
3.1.1. Documentation shall be made available in two parts:	3.1.1. Documentation shall be made available in two parts:	9.3.1.1 相關文件應包括兩部分：	9.2.1.1 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 years counted from the time when production of the vehicle is definitely discontinued.	(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 years counted from the time when production of the vehicle is definitely discontinued.	(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。	(a)認證測試申請之正式文件，包括規定 9.2 所列資料(除規定 9.2.4.4 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 9.3 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) 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 9.3.4.4 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 9.2.4.4 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" including control strategies	3.2. Description of the functions of "The System"	9.3.2 包含控制策略之系統功能說明文件	9.2.2 系統功能說明文件
A description shall be provided which gives a simple explanation of all the functions including control strategies of "The System"	A description shall be provided which gives a simple explanation of all the functions of "The System" and the methods employed to	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	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

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 the methods employed to achieve the objectives, including a statement of the mechanism(s) by which control is exercised.	achieve the objectives, including a statement of the mechanism(s) by which control is exercised.	說明。	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。
Any enabled or disabled safety related functions providing assistance to the driver as defined in paragraph 2.3.4. of this 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 2.1.4 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 9.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.	9.3.2.1 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。	9.2.2.1 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 case, of whether the control is direct or via another vehicle system. The range of control (paragraph 2.7.) 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 indication given, in each case, of whether the control is direct or via another vehicle system. The range of control (paragraph 2.7.) exercised on each such variable shall be defined.	9.3.2.2 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(規定 9.2.7)。	9.2.2.2 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(規定 2.6.7)。
3.2.3. Limits defining the boundaries of functional operation (paragraph 2.8.) shall be stated where appropriate to system performance.	3.2.3. Limits defining the boundaries of functional operation (paragraph 2.8.) shall be stated where appropriate to system performance.	9.3.2.3 應說明適用於系統性能之功能性作動範圍(規定 9.2.8)之界限值。	9.2.2.3 應說明適用於系統性能之功能性作動範圍(規定 2.6.8)之界限值。
3.3. System layout and schematics	3.3. System layout and schematics	9.3.3 系統佈線圖及示意圖	9.2.3 系統佈線圖及示意圖
3.3.1 Inventory of components.	3.3.1 Inventory of components.	9.3.3.1 組件清單	9.2.3.1 組件清單
A list shall be provided, collating all the units	A list shall be provided, collating all the units	應提供一份清單，彙整系統所有單元	應提供一份清單，彙整系統所有單元

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 "The System" and mentioning the other vehicle systems which are needed to achieve the control function in question.	of "The System" and mentioning the other vehicle systems which are needed to achieve the control function in question.	(Unit)，及說明所需控制功能之其他車輛系統。	(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	9.3.3.2 單元功能說明文件	9.2.3.2 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 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	3.3.3. Interconnections 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	9.3.3.3 內部連接 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；機械連接應以簡要配置圖表示。應表示傳輸連結對其他系統之進出。	9.2.3.3 內部連接 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 There shall be a clear correspondence between transmission links and the signals between Units. Priorities of signals on multiplexed data paths shall be stated wherever priority may be an issue affecting performance or safety.	3.3.4. Signal flow, operating data and priorities 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	9.3.3.4 信號流程、運作資料與優先順序 單元間之傳輸連結與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，應說明多工路傳輸數據通路(Multiplexed data path)上之信號優先順序。	9.2.3.4 信號流程、運作資料與優先順序 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。

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 is concerned.		
3.3.5 Identification of units	3.3.5 Identification of units	9.3.3.5 單元識別	9.2.3.5 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.	9.3.3.5.1 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。	9.2.3.5.1 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	9.3.4 申請者之安全性概念說明文件	9.2.4 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.	9.3.4.1 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。	9.2.4.1 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	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	9.3.4.2 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	9.2.4.2 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

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
they determined the realisation of the system logic, during the design and development process.	they determined the realisation of the system logic, during the design and development process.	法。	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:	9.3.4.3 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：	9.2.4.3 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 system.	(b) Change-over to a separate back-up system.	(b)更換(Change-over)至獨立備用系統。	(b)更換(Change-over)至獨立備用系統。
(c) Removal of the high level function.	(c) Removal of the high level function.	(c)解除高層級控制系統/功能。	(c)解除高層級控制系統/功能。
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.	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.	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。	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.	9.3.4.3.1 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。	9.2.4.3.1 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	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	9.3.4.3.2 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	9.2.4.3.2 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

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
built in back-up checking features shall be explained and the resulting limits of back-up effectiveness defined.	built in back-up checking features shall be explained and the resulting limits of back-up effectiveness defined.	益極限。	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.	9.3.4.3.3 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)。	9.2.4.3.3 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 of those hazards or faults 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 of those hazards or faults which will have a bearing on vehicle control performance or safety.	9.3.4.4 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。	9.2.4.4 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，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。
		(此段及後續刪除之 03 版增修內容為 109 年 6 月 23 日討論刪除)	(此段及後續刪除之 03 版增修內容為 109 年 6 月 23 日討論刪除)
The Technical Service shall perform an assessment of the application of the analytical approach(es). The assessment shall include:	The Technical Service shall perform an audit 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，包含與其他車輛系統互動之考量進行確認。~~
(i) Interactions with other vehicle systems;.	(i) Interactions with other vehicle systems;.	~~(i)與其他車輛系統之互動；~~	
(ii) Malfunctions of the system, within the scope of this Regulation;	(ii) Malfunctions of the system, within the scope of this Regulation;	~~(ii)本基準適用範圍內之系統故障；~~	
(iii) For functions defined in paragraph 2.3.4.	(iii) For functions defined in paragraph 2.3.4.	~~(iii)對本基準規定 2.1.4 所定義之相關~~	

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
of this Regulation: a. 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); b. Reasonably foreseeable misuse by the driver; c. Intentional modification of the system.	of this Regulation: a. 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); b. Reasonably foreseeable misuse by the driver; c. Intentional modification of the system.	~~功能而言：~~ ~~a. 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)；~~ ~~b. 可合理預見之駕駛誤用；~~ ~~c. 系統之刻意改裝。~~	
This approach shall be based on a Hazard / Risk analysis appropriate to system safety.	This approach shall be based on a Hazard / Risk analysis appropriate to system safety.	~~此方法應基於系統安全合適之危險/風險分析。~~	~~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 may 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 shall 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 use, for example, Hardware in the Loop (HIL) testing, vehicle on-road operational testing, or any means appropriate for validation.	~~(c)驗證計畫及結果檢查，~~此應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之驗證~~方法。~~
The assessment shall consist of spot checks of selected hazards and faults to establish that argumentation supporting the safety concept is understandable and logical and 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.	~~此評估應包含危險及錯誤檢查~~之抽樣檢查~~，以證實安全性觀念之說明可理解、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~~安全性觀念之說明可理解、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~~9.4~~之試驗以驗證安全性觀念。~~	~~檢測機構可執行或可要求執行規定~~9.3~~之試驗以驗證安全性觀念。~~
3.4.4.1. This documentation shall itemize the	3.4.4.1. This documentation shall itemize the	9.3.4.4.1 此文件應詳列所監測之參	9.2.4.4.1 此文件應詳列所監測之參

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
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.	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.	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。	數，且依照規定 9.2.4.4 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.	~~9.3.4.4.2 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、進水及堆冰(Ice packing)之下，不會損害車輛之安全運作。~~	~~9.2.4.4.2 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、進水及堆冰(Ice packing)之下，不會損害車輛之安全運作。~~
4. Verification and test	4. Verification and test	9.4 驗證及試驗	9.3 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:	9.4.1 系統之功能運作，應依規定 9.3 要求之相關文件內容，進行下列條件試驗：	9.3.1 系統之功能運作，應依規定 9.2 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"	9.4.1.1 系統功能之驗證	9.3.1.1 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 described 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 described 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 9.3.2 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 9.2.2 所宣告功能中選擇)驗證無故障狀態下之「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.	對複合式電子車輛控制系統而言，此測試應包含一宣告功能受到取代之場景。	對複合式電子車輛控制系統而言，此測試應包含一宣告功能受到取代之場景。
4.1.1.1. The verification results shall correspond with the description, including the control strategies, provided by the manufacturer in paragraph 3.2.		9.3.1.1.1 驗證結果應與說明互相對應，包含於規定 9.2.2 中申請者所提供之控制策略。	
4.1.2. Verification of the safety concept of	4.1.2. Verification of the safety concept of	9.4.1.2 系統安全性概念(依規定 9.3.4)	9.3.1.2 系統安全性概念(依規定 9.2.4)

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paragraph 3.4. 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 Technical Service shall verify that these tests include aspects that may have an impact on vehicle controllability and user information (HMI aspects)." 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. 5. Reporting by 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. 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 6 - Appendix 1 Model assessment form for electronic systems**	paragraph 3.4. 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 Technical Service shall verify that these tests include aspects that may have an impact on vehicle controllability and user information (HMI aspects)." 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. 5. Reporting by 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. 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 6 - Appendix 1 Model assessment form for electronic systems**	之驗證 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。~~ ~~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。~~ 9.4.1.2.1 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。 ~~9.5 檢測機構之報告~~ ~~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。~~	之驗證 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。~~ ~~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。~~ 9.3.1.2.1 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。 ~~9.4 檢測機構之報告~~ ~~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。~~

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
Test report No: 1. Identification 1.1. Vehicle make: 1.2. Type: 1.3. Means of identification of type if marked on the vehicle: 1.4. Location of that marking: 1.5. Manufacturer’s name and address: 1.6. If applicable, name and address of manufacturer’s representative: 1.7. Manufacturer’s formal documentation package: Documentation reference No: Date of original issue: 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:	Test report No: 1. Identification 1.1. Vehicle make: 1.2. Type: 1.3. Means of identification of type if marked on the vehicle: 1.3.1. Location of that marking: 1.4. Manufacturer’s name and address: 1.5. If applicable, name and address of manufacturer’s representative: 1.6. Manufacturer’s formal documentation package: Documentation reference No: Date of original issue: 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:		

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. 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 6 to UN Regulation No. 79: 3.9. Results of safety concept verification test, as per para. 4.1.2. of Annex 6 to UN Regulation No. 79: 3.10. Date of test: 3.11. This test has been carried out and the results reported in accordance with ….. to UN Regulation No. 79 as last amended by the ..... series of amendments. Technical Service[1] carrying out the test [1] To be signed by different persons even when the Technical Service and Type Approval Authority are the same or alternatively, a separate Type Approval Authority authorization is issued with the report. Signed: Date: 3.12. Comments:	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 6 to UN Regulation No. 79: 3.9. Results of safety concept verification test, as per para. 4.1.2. of Annex 6 to UN Regulation No. 79: 3.10. Date of test: 3.11. This test has been carried out and the results reported in accordance with ….. to UN Regulation No. 79 as last amended by the ..... series of amendments. 3.12. Type Approval Authority [1/] [1] To be signed by different persons even when the Technical Service and Type Approval Authority are the same or alternatively, a separate Type Approval Authority authorization is issued with the report. Signed: Date: 3.12. Comments:		
Annex 7 Special provisions for the powering of trailer steering systems from the towing vehicle 1. General	**Annex 7 Special provisions for the powering of trailer steering systems from the towing vehicle** 1. General	10. 拖車轉向系統連接之牽引車輛電力供給特別規定 10.1 拖車規定	10. 拖車轉向系統連接之牽引車輛電力供給特別規定 10.1 拖車規定

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
The requirements of this annex shall apply to towing vehicles and trailers where electrical energy is supplied from the towing vehicle to facilitate operation of the steering system installed on the trailer. 2. Requirements for towing vehicles 2.1. Energy Supply 2.1.1. The vehicle manufacturer shall define the capacity of the energy source that will enable the current defined in paragraph 2.3. below to be available for the trailer during normal operation of the vehicle. 2.1.2. The driver's manual shall include information to advise the driver on the electrical energy available for the trailer steering system and that the electrical interface shall not be connected when the current requirement marked on the trailer exceeds that which can be supplied by the towing vehicle. 2.1.3. The power supply provided by the connector referenced in paragraph 2.5. below shall be used for the powering of the trailer steering system. However, in all cases the provisions of paragraph 3.3. below shall apply. 2.2. The nominal operating voltage is 24V. 2.3. The maximum current supply available at the connector referenced in paragraph 2.5.2. below shall be defined by the towing vehicle manufacturer. 2.4. Protection of the electrical system 2.4.1. The electrical system of the towing	The requirements of this annex shall apply to towing vehicles and trailers where electrical energy is supplied from the towing vehicle to facilitate operation of the steering system installed on the trailer. 2. Requirements for towing vehicles 2.1. Energy Supply 2.1.1. The vehicle manufacturer shall define the capacity of the energy source that will enable the current defined in paragraph 2.3. below to be available for the trailer during normal operation of the vehicle. 2.1.2. The driver's manual shall include information to advise the driver on the electrical energy available for the trailer steering system and that the electrical interface shall not be connected when the current requirement marked on the trailer exceeds that which can be supplied by the towing vehicle. 2.1.3. The power supply provided by the connector referenced in paragraph 2.5. below shall be used for the powering of the trailer steering system. However, in all cases the provisions of paragraph 3.3. below shall apply. 2.2. The nominal operating voltage is 24V. 2.3. The maximum current supply available at the connector referenced in paragraph 2.5.2. below shall be defined by the towing vehicle manufacturer. 2.4. Protection of the electrical system 2.4.1. The electrical system of the towing		

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 shall be protected from an overload or short circuit in the supply to the trailer steering system. 2.5. Wiring and Connectors 2.5.1. The cables used to supply the trailer electrical energy shall have a conductor cross-sectional area compatible with the continuous current defined in paragraph 2.3. above. 2.5.2. Until a uniform standard has been defined the connector used to connect to the trailer shall fulfil the following: (a) The pins shall have a current carrying capacity compatible with the maximum continuous current defined in paragraph 2.3. above; (b) Until uniform standards have been agreed the environmental protection of the connector shall be appropriate to the application and included in the Annex 6 assessment; and (c) The connector shall not be interchangeable with an existing electrical connector currently used on the towing vehicle i.e. ISO 7638, ISO 12098, etc. 2.6. Marking 2.6.1. The towing vehicle shall be marked to indicate the maximum current available for the trailer as defined in paragraph 2.3. above. The marking shall be indelible and positioned so that it is visible when connecting the electrical interface referenced in paragraph	vehicle shall be protected from an overload or short circuit in the supply to the trailer steering system. 2.5. Wiring and Connectors 2.5.1. The cables used to supply the trailer electrical energy shall have a conductor cross-sectional area compatible with the continuous current defined in paragraph 2.3. above. 2.5.2. Until a uniform standard has been defined the connector used to connect to the trailer shall fulfil the following: (a) The pins shall have a current carrying capacity compatible with the maximum continuous current defined in paragraph 2.3. above; (b) Until uniform standards have been agreed the environmental protection of the connector shall be appropriate to the application and included in the Annex 6 assessment; and (c) The connector shall not be interchangeable with an existing electrical connector currently used on the towing vehicle i.e. ISO 7638, ISO 12098, etc. 2.6. Marking 2.6.1. The towing vehicle shall be marked to indicate the maximum current available for the trailer as defined in paragraph 2.3. above. The marking shall be indelible and positioned so that it is visible when connecting the electrical interface referenced in paragraph		

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
2.5.2. above. 3. Requirements for trailers 3.1. The maximum current requirement of the trailer steering system shall be defined by the vehicle manufacturer. 3.2. The nominal operating voltage is 24V. 3.3. The electrical energy available from the towing vehicle shall only be used as follows: (a) Exclusively for use by the trailer steering system; or (b) For the trailer steering system and to power auxiliary systems on the trailer provided the steering system has priority and is protected from an overload external to the steering system. This protection shall be a function of the trailer steering system. 3.4. Wiring and Connectors 3.4.1. The cables used to supply the trailer steering system with electrical energy shall have a conductor cross sectional area compatible with the energy requirements of the steering system installed on the trailer. 3.4.2. Until a uniform standard has been defined the connector used to connect to the trailer shall fulfil the following: (a) The pins shall have a current carrying capacity compatible with the maximum current defined by the vehicle manufacturer in paragraph 3.1. above; (b) Until uniform standards have been agreed the environmental protection of the connector shall be appropriate to the	2.5.2. above. 3. Requirements for trailers 3.1. The maximum current requirement of the trailer steering system shall be defined by the vehicle manufacturer. 3.2. The nominal operating voltage is 24V. 3.3. The electrical energy available from the towing vehicle shall only be used as follows: (a) Exclusively for use by the trailer steering system; or (b) For the trailer steering system and to power auxiliary systems on the trailer provided the steering system has priority and is protected from an overload external to the steering system. This protection shall be a function of the trailer steering system. 3.4. Wiring and Connectors 3.4.1. The cables used to supply the trailer steering system with electrical energy shall have a conductor cross sectional area compatible with the energy requirements of the steering system installed on the trailer. 3.4.2. Until a uniform standard has been defined the connector used to connect to the trailer shall fulfil the following: (a) The pins shall have a current carrying capacity compatible with the maximum current defined by the vehicle manufacturer in paragraph 3.1. above; (b) Until uniform standards have been agreed the environmental protection of the connector shall be appropriate to the		

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
application and included in the Annex 6 assessment;	application and included in the Annex 6 assessment;		
(c) The connector shall not be interchangeable with an existing electrical connector currently used on the towing vehicle, i.e. ISO 7638, ISO 12098, etc.	(c) The connector shall not be interchangeable with an existing electrical connector currently used on the towing vehicle, i.e. ISO 7638, ISO 12098, etc.		
3.5. Failure warning:	3.5. Failure warning:		
Failures within the electric control transmission of the steering system shall be directly displayed to the driver.	Failures within the electric control transmission of the steering system shall be directly displayed to the driver.		
3.6. Demonstration of the operation of the steering system	3.6. Demonstration of the operation of the steering system	10.1.1 轉向系統之作動展演 (Demonstration)	10.1.1 轉向系統之作動展演 (Demonstration)
3.6.1.At the time of type approval the trailer manufacturer shall demonstrate to the Technical Service the functionality of the steering system by fulfilling the relevant performance requirements specified within the Regulation.	3.6.1.At the time of type approval the trailer manufacturer shall demonstrate to the Technical Service the functionality of the steering system by fulfilling the relevant performance requirements specified within the Regulation.	10.1.1.1 拖車申請者應於認證測試時，向檢測機構展演轉向系統功能符合本項法規之相關規定。	10.1.1.1 拖車申請者應於認證測試時，向檢測機構展演轉向系統功能符合本項法規之相關規定。
3.6.2. Failure Conditions:	3.6.2. Failure Conditions:	10.1.1.2 故障條件	10.1.1.2 故障條件
3.6.2.1. Under steady state conditions:	3.6.2.1. Under steady state conditions:	10.1.1.2.1 穩態條件下：	10.1.1.2.1 穩態條件下：
In the event of the trailer being coupled to a towing vehicle that does not have an electrical supply for the trailer steering system, or there is a break in the electrical supply to the trailer steering system or there is a failure in the electric control transmission of the trailer steering control system it shall be demonstrated that the trailer fulfils all relevant requirements of paragraph 6.3. of this Regulation for the intact system.	In the event of the trailer being coupled to a towing vehicle that does not have an electrical supply for the trailer steering system, or there is a break in the electrical supply to the trailer steering system or there is a failure in the electric control transmission of the trailer steering control system it shall be demonstrated that the trailer fulfils all relevant requirements of paragraph 6.3. of this Regulation for the intact system.	與無拖車轉向系統電力供給之牽引車輛聯結者，或拖車轉向系統電力供給已損壞，或拖車轉向控制系統之電力控制傳輸裝置已故障，則應展演該拖車符合規定 6.3 之完整系統規定。	與無拖車轉向系統電力供給之牽引車輛聯結者，或拖車轉向系統電力供給已損壞，或拖車轉向控制系統之電力控制傳輸裝置已故障，則應展演該拖車符合規定 6.3 之完整系統規定。
3.6.2.2. Under transient conditions The transient behaviour of the vehicle in the	3.6.2.2. Under transient conditions The transient behaviour of the vehicle in the	10.1.1.2.2 瞬態條件下：	10.1.1.2.2 瞬態條件下：

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
case of failure within the electric control transmission of the steering system shall be evaluated to ensure vehicle stability is maintained during the transition following the failure and shall be assessed by fulfilling the following:	case of failure within the electric control transmission of the steering system shall be evaluated to ensure vehicle stability is maintained during the transition following the failure and shall be assessed by fulfilling the following:		
(a) By applying the test procedure and requirements defined within paragraph 6.3.1. of this Regulation.[1]	(a) By applying the test procedure and requirements defined within paragraph 6.3.1. of this Regulation.[1]	10.1.1.2.2.1 規定 6.3.1 之試驗程序及規定。	10.1.1.2.2.1 規定 6.3.1 之試驗程序及規定。
(b) By applying the test procedure and requirements defined within paragraph 6.3.3. of this Regulation.[1]	(b) By applying the test procedure and requirements defined within paragraph 6.3.3. of this Regulation.[1]	10.1.1.2.2.2 規定 6.3.1 之試驗程序及規定。	10.1.1.2.2.2 規定 6.3.1 之試驗程序及規定。
[1] The Technical Service may accept the test results supplied by the trailer manufacturer to demonstrate compliance with the transient tests	[1] The Technical Service may accept the test results supplied by the trailer manufacturer to demonstrate compliance with the transient tests		
3.6.3. If the trailer steering system utilises hydraulic transmission to operate the steering, the requirements of Annex 5 shall apply.	3.6.3. If the trailer steering system utilises hydraulic transmission to operate the steering, the requirements of Annex 5 shall apply.	10.1.1.3 若拖車之轉向系統係使用液壓式傳動裝置以作動轉向系統，其應符合規定 8.之要求。	10.1.1.3 若拖車之轉向系統係使用液壓式傳動裝置以作動轉向系統，其應符合規定 8.之要求。
3.7. Marking	3.7. Marking	10.1.2 標示	10.1.2 標示
3.8.1. Trailers equipped with a connector for the supply of electrical energy to the trailer steering system shall be marked to include the following information:	3.8.1. Trailers equipped with a connector for the supply of electrical energy to the trailer steering system shall be marked to include the following information:	10.1.2.1 拖車配備拖車轉向系統電力供給之連接器，其應有包含下述資訊之標示：	10.1.2.1 拖車配備拖車轉向系統電力供給之連接器，其應有包含下述資訊之標示：
(a) The maximum current requirement for the trailer steering system as defined in paragraph 3.1. above.	(a) The maximum current requirement for the trailer steering system as defined in paragraph 3.1. above.	10.1.2.1.1 申請者宣告之拖車轉向系統最大電流需求。	10.1.2.1.1 申請者宣告之拖車轉向系統最大電流需求。
(b) The functionality of the trailer steering system including the impact on manoeuvrability when the connector is connected and disconnected.	(b) The functionality of the trailer steering system including the impact on manoeuvrability when the connector is connected and disconnected.	10.1.2.1.2 拖車轉向系統之功能性，包含連接器連接及未連接時之操控性能影響。	10.1.2.1.2 拖車轉向系統之功能性，包含連接器連接及未連接時之操控性能影響。
The marking shall be in indelible form and	The marking shall be in indelible form and	標示不應被輕易除去，且應位於電力	標示不應被輕易除去，且應位於電力

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
positioned so that it is visible when connecting to the electrical interface referenced in paragraph 3.3.2. above.	positioned so that it is visible when connecting to the electrical interface referenced in paragraph 3.3.2. above.	介面連接時清晰可見處。	介面連接時清晰可見處。
Annex 8 Test requirements for corrective and automatically commanded steering functions	**Annex 8 Test requirements for corrective and automatically commanded steering functions**	11. 修正及自動控制轉向功能之試驗要求	11. 修正及自動控制轉向功能之試驗要求
1. General provisions	1. General provisions	11.1 通則	11.1 通則
Vehicles fitted with CSF and/or ACSF systems shall fulfil the appropriate tests requirements of this annex.	Vehicles fitted with CSF and/or ACSF systems shall fulfil the appropriate tests requirements of this annex.	配備修正轉向功能(CSF)及/或自動控制轉向功能(ACSF)系統之車輛，其應符合本項試驗規定。 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。	配備修正轉向功能(CSF)及/或自動控制轉向功能(ACSF)系統之車輛，其應符合本項試驗規定。 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。
2. Testing conditions	2. Testing conditions	11.2 試驗條件	11.2 試驗條件
The tests shall be performed on a flat, dry asphalt or concrete surface affording good adhesion. The ambient temperature shall be between 0 °C and 45 °C.	The tests shall be performed on a flat, dry asphalt or concrete surface affording good adhesion. The ambient temperature shall be between 0 °C and 45 °C.	試驗場地應為平坦且具有良好摩擦係數之乾燥柏油或水泥路面。試驗環境溫度應介於攝氏零度至四十五度間。	試驗場地應為平坦且具有良好摩擦係數之乾燥柏油或水泥路面。試驗環境溫度應介於攝氏零度至四十五度間。
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.		於申請者要求及與檢測機構協議下，試驗可於偏離試驗條件下進行(次優條件，例如於非乾燥表面上、低於前述最低環境溫度)，同時效能要求仍應滿足。	
2.1. Lane markings	2.1. Lane markings	11.2.1 車道標線	11.2.1 車道標線
The lane markings on the road used for the tests shall be in line with one of those described in Annex 3 of UN Regulation No. 130. The markings shall be in good condition and of a material conforming to the standard for visible lane markings. The lane-marking	The lane markings on the road used for the tests shall be in line with one of those described in Annex 3 of UN Regulation No. 130. The markings shall be in good condition and of a material conforming to the standard for visible lane markings. The lane-marking	道路上之車道標線，應符合本基準中「車道偏離輔助警示系統」規定 6.之要求。標線狀態應維持良好且其材料應符合可見車道標線標準。試驗用車道標線之配置應記載於試驗報告。	道路上之車道標線，應符合本基準中「車道偏離輔助警示系統」規定 6.之要求。標線狀態應維持良好且其材料應符合可見車道標線標準。試驗用車道標線之配置應記載於試驗報告。

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
layout used for the tests shall be recorded in the test report.	layout used for the tests shall be recorded in the test report.		
The width of the lane shall be minimum 3.5 m, for the purpose of the tests of this annex. At the manufacturer's discretion and with the agreement of the Technical Service, a lane with a width of less than 3.5 m may be used, if the correct function of the system on roads with wider lanes can be demonstrated.	The width of the lane shall be minimum 3.5 m, for the purpose of the tests of this annex.	本試驗用之最小車道寬度應為三點五公尺。於申請者要求且經檢測機構同意，若可於車道較寬之道路上展演系統之修正功能，則可使用寬度小於三點五公尺之車道。	本試驗用之最小車道寬度應為三點五公尺。
The test shall be performed under visibility conditions that allow safe driving at the required test speed.	The test shall be performed under visibility conditions that allow safe driving at the required test speed.	應於能見度條件能讓車輛於所要求之試驗速度下安全行駛之狀況下執行本試驗。	應於能見度條件能讓車輛於所要求之試驗速度下安全行駛之狀況下執行本試驗。
The vehicle manufacturer shall demonstrate, through the use of documentation, compliance with all other lane markings identified in Annex 3 of UN Regulation No. 130. Any of such documentation shall be appended to the test report.	The vehicle manufacturer shall demonstrate, through the use of documentation, compliance with all other lane markings identified in Annex 3 of UN Regulation No. 130. Any of such documentation shall be appended to the test report.	申請者應提供佐證文件並展演(Demonstrate)其符合本基準中「車道偏離輔助警示系統」規定 6.規定之車道標線。應將該佐證文件檢附於試驗報告。	申請者應提供佐證文件並展演(Demonstrate)其符合本基準中「車道偏離輔助警示系統」規定 6.規定之車道標線。應將該佐證文件檢附於試驗報告。
2.2. Tolerances	2.2. Tolerances	11.2.2 容許誤差	11.2.2 容許誤差
All vehicle speeds specified for the tests described in this annex shall be met within a tolerance of ±2 km/h.	All vehicle speeds specified for the tests described in this annex shall be met within a tolerance of ±2 km/h.	本試驗規定之所有車輛速度，其容許誤差應為正/負二公里/小時。	本試驗規定之所有車輛速度，其容許誤差應為正/負二公里/小時。
2.3. Vehicle conditions	2.3. Vehicle conditions	11.2.3 受驗車輛條件	11.2.3 受驗車輛條件
2.3.1.Test mass	2.3.1.Test mass	11.2.3.1 試驗重量	11.2.3.1 試驗重量
The vehicle shall be tested in a load condition agreed between the manufacturer and the Technical Service. No load alteration shall be made once the test procedure has begun. The vehicle manufacturer shall demonstrate, through the use of documentation, that the system works at all load conditions.	The vehicle shall be tested in a load condition agreed between the manufacturer and the Technical Service. No load alteration shall be made once the test procedure has begun. The vehicle manufacturer shall demonstrate, through the use of documentation, that the system works at all load conditions.	申請者應提供負載條件說明文件，經檢測機構確認並同意後執行試驗。試驗程序開始執行後，不應調整車輛之任何負載。申請者應提供佐證文件並展演其系統於所有負載條件下均能正常作動。	申請者應提供負載條件說明文件，經檢測機構確認並同意後執行試驗。試驗程序開始執行後，不應調整車輛之任何負載。申請者應提供佐證文件並展演其系統於所有負載條件下均能正常作動。
2.3.2. The vehicle shall be tested at the tyre pressures recommended by the vehicle	2.3.2. The vehicle shall be tested at the tyre pressures recommended by the vehicle	11.2.3.2 應依申請者建議之胎壓進行試驗。	11.2.3.2 應依申請者建議之胎壓進行試驗。

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
manufacturer.	manufacturer.		
2.4. Lateral acceleration	2.4. Lateral acceleration	11.2.4 側向加速度	11.2.4 側向加速度
The lateral acceleration and the lateral jerk at vehicle's centre of gravity shall be determined. The raw lateral acceleration data shall be measured closest as possible to the position of the vehicle's centre of gravity. The position at which the lateral acceleration is measured, and the centre of gravity of the vehicle shall be identified in the test report. The sampling rate shall be at least 100 Hz.	The position representing the centre of gravity, at which the lateral acceleration shall be measured, shall be determined in agreement between the vehicle manufacturer and the Technical Service. This position shall be identified in the test report.	應量測車輛重心位置處之側向加速度及側向急動量。側向加速度原始資料應盡可能於接近車輛重心位置進行量測。側向加速度量測觸及車輛重心應紀錄於試驗報告上。取樣率應至少為一百赫茲。	應於獲取申請者與檢測機構雙方同意後，進行量測並確認側向加速度代表重心位置。該位置應記載於試驗報告。應於不考慮車體移動（例如：跳動質量之滾動）之額外影響下，測量側向加速度。
To determine the lateral acceleration, the raw data shall be filtered by applying a fourth order Butterworth filter with a cut-off frequency of 0.5 Hz.	The lateral acceleration shall be measured without taking into account the additional effects due to the movements of the vehicle body (e.g. roll of sprung mass).	為量測側向加速度，原始資料應經過截止頻率為零點五赫茲之四階巴特沃思濾波器進行濾波。	
To determine the lateral jerk, the 500ms moving average of the time derivation of the filtered lateral acceleration shall be considered.		為量測側向急動，應考量經濾波側向加速度之時間導數的五百毫秒移動平均值。	
The lateral acceleration data at the vehicle centre of gravity shall be determined by removing additional effects due to the movements of the vehicle body (e.g. roll of sprung mass) and by correcting for sensor placement via the use of coordinate transformation. As reference, the intermediate axis system as described in ISO 8855:2011 shall be used.		車輛重心處之側向加速度資料量測時應排除車體移動所造成之額外影響(例如：跳動質量之滾動)並藉由使用座標轉換修正感測器定位。應使用 ISO 8855:2011 所述之中間軸系統做為參考。	
2.5. Overriding force		11.2.5 取代力	
The measurement of the overriding force during the test can be performed by two methods: either through the internal driver torque signal or by an external measurement		試驗過程中所進行之取代力量測可藉由兩種方式擇一執行：透過內部駕駛扭力信號或透過安裝外部量測裝置，前述裝置將不導致系統之任何	

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device fitted, which doesn't induce any deactivation of the system. Prior to performing the overriding force test by the internal driver torque signal, it shall be verified by an external measurement device that there are no relevant differences between the both measured values. Differences shall be less than or equal to 3 N. This requirement is deemed to be fulfilled if the correlation between the values of the internal driver torque signal and the external measurement device was determined and is applied in the overriding force test.		解除。 於實施擷取內部駕駛扭力信號之取代力試驗之前，其應藉由外部量測裝置驗證此兩量測值之間並無相關差異。差異應小於或等於三牛頓。若內部駕駛扭力信號值及外部量測裝置值之關聯經測定且施加於取代力試驗時，則視為符合本規定之要求。	
3. Tests procedures	3. Tests procedures	11.3 試驗程序	11.3 試驗程序
3.1. Tests for CSF	3.1. Tests for CSF	11.3.1 CSF 試驗	11.3.1 CSF 試驗
The following test applies to CSF functions defined in subparagraph (c) of CSF definition in paragraph 2.3.4.2. of this Regulation.	The following test applies to CSF functions defined in subparagraph (c) of CSF definition in paragraph 2.3.4.2. of this Regulation.	下述試驗適用於規定 2.1.4.2 所定義之 CSF。	下述試驗適用於規定 2.1.4.2 所定義之 CSF。
3.1.1. Warning test for CSF	3.1.1. Warning test for CSF	11.3.1.1 CSF 之警示試驗	11.3.1.1 CSF 之警示試驗
3.1.1.1. The vehicle shall be driven with an activated CSF on a road with lane markings on each side of the lane. In case of a CSF whose interventions are solely based on the evaluation of the presence and location of lane boundaries, the vehicle shall be driven on a road delimited by the boundaries as declared by the manufacturer (e.g. road edge).	3.1.1.1. The vehicle shall be driven with an activated CSF on a road with lane markings on each side of the lane. In case of a CSF whose interventions are solely based on the evaluation of the presence and location of lane boundaries, the vehicle shall be driven on a road delimited by the boundaries as declared by the manufacturer (e.g. road edge).	11.3.1.1.1 CSF 被致動條件下，將車輛行駛至兩側設有車道標線之車道。若 CSF 之介入係僅依車道邊界之存在及位置進行評估，則車輛應行駛於依申請者宣告邊界(例如：道路邊緣)所劃定之道路。	11.3.1.1.1 CSF 被致動條件下，將車輛行駛至兩側設有車道標線之車道。若 CSF 之介入係僅依車道邊界之存在及位置進行評估，則車輛應行駛於依申請者宣告邊界(例如：道路邊緣)所劃定之道路。
The test conditions and the vehicle test speed shall be within the operating range of the system.	The test conditions and the vehicle test speed shall be within the operating range of the system.	試驗條件及車輛試驗速度於系統之運作範圍內。	試驗條件及車輛試驗速度於系統之運作範圍內。
During the test, the duration of the CSF	During the test, the duration of the CSF	應記錄試驗過程中 CSF 介入、光學及	應記錄試驗過程中 CSF 介入、光學及

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interventions and of the optical and acoustic or haptic warning signal, as relevant, shall be recorded.	interventions and of the optical and acoustic warning signal, as relevant, shall be recorded.	聲音或觸覺警告訊號作動之持續時間。	聲音警告訊號作動之持續時間。
In the case of paragraph 5.1.6.1.2.1. of this Regulation, the vehicle shall be driven such that it attempts to leave the lane and causes CSF intervention to be maintained for a period longer than 10s (for M1, N1) or 30s (for M2, M3, N2, N3). If such a test cannot be practically achieved due to e.g. the limitations of the test facilities, with the consent of the type approval authority this requirement may be fulfilled through the use of documentation.	In the case of paragraph 5.1.6.1.2.1. of this Regulation, the vehicle shall be driven such that it attempts to leave the lane and causes CSF intervention to be maintained for a period longer than 10s (for M1, N1) or 30s (for M2, M3, N2, N3). If such a test cannot be practically achieved due to e.g. the limitations of the test facilities, with the consent of the type approval authority this requirement may be fulfilled through the use of documentation.	11.3.1.1.2 於 5.1.6.1.2.1 規定狀況下，車輛應以試圖離開車道方式行駛並使 CSF 介入期間維持超過十秒(M1、N1 類車輛)或三十秒(M2、M3、N2 及 N3 類車輛)。若因試驗設施之限制而無法實際完成試驗，則經檢測機構同意後亦可以佐證文件驗證符合本項規定。	11.3.1.1.2 於 5.1.6.1.2.1 規定狀況下，車輛應以試圖離開車道方式行駛並使 CSF 介入期間維持超過十秒(M1、N1 類車輛)或三十秒(M2、M3、N2 及 N3 類車輛)。若因試驗設施之限制而無法實際完成試驗，則經檢測機構同意後亦可以佐證文件驗證符合本項規定。
The test requirements are fulfilled if:	The test requirements are fulfilled if:	符合試驗要求之條件：	符合試驗要求之條件：
(a) The acoustic or haptic warning, as relevant, is provided no later than 10s (for M1, N1) or 30s (for M2, M3, N2, N3) after the beginning of the intervention.	(a) The acoustic warning is provided no later than 10s (for M1, N1) or 30s (for M2, M3, N2, N3) after the beginning of the intervention.	(a)應於介入開始之後十秒內(M1、N1 類車輛)或三十秒內(M2、M3、N2 及 N3 類車輛)發出聲音或觸覺相關之警示。	(a)應於介入開始之後十秒內(M1、N1 類車輛)或三十秒內(M2、M3、N2 及 N3 類車輛)發出聲音警示。
In the case of paragraph 5.1.6.1.2.2. of this Regulation, the vehicle shall be driven such that it attempts to leave the lane and causes at least three interventions of the system within a rolling interval of 180 s.	In the case of paragraph 5.1.6.1.2.2. of this Regulation, the vehicle shall be driven such that it attempts to leave the lane and causes at least three interventions of the system within a rolling interval of 180 s.	11.3.1.1.3 於 5.1.6.1.2.2 規定條件下，車輛應以試圖離開車道方式行駛並使系統於一百八十秒運轉期間內介入至少三次。	11.3.1.1.3 於 5.1.6.1.2.2 規定條件下，車輛應以試圖離開車道方式行駛並使系統於一百八十秒運轉期間內介入至少三次。
The test requirements are fulfilled if:	The test requirements are fulfilled if:	符合試驗要求之條件：	符合試驗要求之條件：
(a) An optical warning signal is provided for each intervention, as long as the intervention exists, and	(a) An optical warning signal is provided for each intervention, as long as the intervention exists, and	(a)只要有介入，每次介入應發出光學警告訊號；及	(a)只要有介入，每次介入應發出光學警告訊號；及
(b) An acoustic or haptic warning signal, as relevant, is provided at the second and third intervention, and	(b) An acoustic or haptic warning signal, as relevant, is provided at the second and third intervention, and	(b)於第二次及第三次介入時，應發出聲音或觸覺相關之警告訊號；及	(b)於第二次及第三次介入時，應發出聲音警告訊號；及
(c) The acoustic or haptic warning signal, as	(c) The acoustic or haptic warning signal, as	(c)於第三次介入時所發出聲音警告訊	(c)於第三次介入時所發出聲音警告訊

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relevant, at the third intervention is at least 10 s longer than the one at the second intervention.	relevant, at the third intervention is at least 10 s longer than the one at the second intervention.	號應較第二次介入時至少多十秒。	號應較第二次介入時至少多十秒。
3.1.1.2. In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraphs 5.1.6.1.1. and 5.1.6.1.2. are fulfilled in the whole range of CSF operation. This may be achieved on the basis of appropriate documentation appended to the test report.	3.1.1.2. In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraphs 5.1.6.1.1. and 5.1.6.1.2. are fulfilled in the whole range of CSF operation. This may be achieved on the basis of appropriate documentation appended to the test report.	11.3.1.1.4 申請者應向檢測機構展演(Demonstrate)並讓檢測機構確認其 CSF 之整個運作範圍符合 5.1.6.1.1 及 5.1.6.1.2 之規定。為符合此規定亦可於試驗報告檢附適當佐證文件。	11.3.1.1.4 申請者應向檢測機構展演(Demonstrate)並讓檢測機構確認其 CSF 之整個運作範圍符合 5.1.6.1.1 及 5.1.6.1.2 之規定。為符合此規定亦可於試驗報告檢附適當佐證文件。
3.1.2. Overriding force test	3.1.2. Overriding force test	11.3.1.2 取代力試驗(Overriding force test)	11.3.1.2 取代力試驗(Overriding force test)
3.1.2.1. The vehicle shall be driven with an activated CSF on a road with lane markings on each side of the lane.	3.1.2.1. The vehicle shall be driven with an activated CSF on a road with lane markings on each side of the lane.	11.3.1.2.1 CSF 被致動條件下，將車輛行駛於兩側設有車道標線之車道。	11.3.1.2.1 CSF 被致動條件下，將車輛行駛於兩側設有車道標線之車道。
The test conditions and the vehicle test speed shall be within the operating range of the system.	The test conditions and the vehicle test speed shall be within the operating range of the system.	試驗狀況及車輛試驗速度於系統之運作範圍內。	試驗狀況及車輛試驗速度於系統之運作範圍內。
The vehicle shall be driven such that it attempts to leave the lane and causes CSF intervention. During the intervention, the driver shall apply a force on the steering control to override the intervention.	The vehicle shall be driven such that it attempts to leave the lane and causes CSF intervention. During the intervention, the driver shall apply a force on the steering control to override the intervention.	車輛應以試圖離開車道方式行駛並使 CSF 介入，於介入期間，駕駛者應於轉向控制裝置上施力以取代該介入操控。	車輛應以試圖離開車道方式行駛並使 CSF 介入，於介入期間，駕駛者應於轉向控制裝置上施力以取代該介入操控。
The force applied by the driver on the steering control to override the intervention shall be recorded.	The force applied by the driver on the steering control to override the intervention shall be recorded.	應記錄駕駛者施加於轉向控制裝置上以取代介入操控之施力值。	應記錄駕駛者施加於轉向控制裝置上以取代介入操控之施力值。
3.1.2.2. The test requirements are fulfilled if the force applied by the driver on the steering control to override the intervention does not exceed 50 N.	3.1.2.2. The test requirements are fulfilled if the force applied by the driver on the steering control to override the intervention does not exceed 50 N.	11.3.1.2.2 若駕駛者施加於轉向控制裝置上以取代介入操控之施力值未逾五十牛頓，則視為符合試驗要求。	11.3.1.2.2 若駕駛者施加於轉向控制裝置上以取代介入操控之施力值未逾五十牛頓，則視為符合試驗要求。
3.1.2.3. In addition, the manufacturer shall demonstrate to the satisfaction of the	3.1.2.3. In addition, the manufacturer shall demonstrate to the satisfaction of the	11.3.1.2.3 申請者應向檢測機構展演並讓檢測機構確認其 CSF 之整個運	11.3.1.2.3 申請者應向檢測機構展演並讓檢測機構確認其 CSF 之整個運

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Technical Service that the requirements defined in paragraph 5.1.6.1.3. are fulfilled in the whole range of CSF operation. This may be achieved on the basis of appropriate documentation appended to the test report.	Technical Service that the requirements defined in paragraph 5.1.6.1.3. are fulfilled in the whole range of CSF operation. This may be achieved on the basis of appropriate documentation appended to the test report.	作範圍符合 5.1.6.1.3 之規定。為符合此規定亦可於試驗報告檢附適當佐證文件。	作範圍符合 5.1.6.1.3 之規定。為符合此規定亦可於試驗報告檢附適當佐證文件。
3.2. Tests for ACSF Category B1 Systems	3.2. Tests for ACSF Category B1 Systems	11.3.2 ACSF 類型 B1 系統之試驗	11.3.2 ACSF 類型 B1 系統之試驗
3.2.1. Lane keeping functional test	3.2.1. Lane keeping functional test	11.3.2.1 車道維持功能試驗	11.3.2.1 車道維持功能試驗
3.2.1.1. The vehicle speed shall remain in the range from V_{Smin} up to V_{Smax}.	3.2.1.1. The vehicle speed shall remain in the range from V_{Smin} up to V_{Smax}.	11.3.2.1.1 車輛速度應維持於最小設定速度 V_{Smin} 至最大設定速度 V_{Smax} 範圍內。	11.3.2.1.1 車輛速度應維持於最小設定速度 V_{Smin} 至最大設定速度 V_{Smax} 範圍內。
The test shall be carried out for each speed range specified in paragraph 5.6.2.1.3. of this Regulation separately or within contiguous speed ranges where the ay_{Smax} is identical.	The test shall be carried out for each speed range specified in paragraph 5.6.2.1.3. of this Regulation separately or within contiguous speed ranges where the ay_{Smax} is identical.	試驗應各別執行規定 5.5.2.1.3 要求之每一速度範圍或保持同一 ay_{smax} 之連續速度範圍內。	試驗應各別執行規定 5.5.2.1.3 要求之每一速度範圍或保持同一 ay_{smax} 之連續速度範圍內。
The vehicle 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 or with a predefined initial speed when using an embedded vehicle speed control system (e.g. for vehicles automatically decelerating in curves) on a curved track with lane markings at each side.	The vehicle 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 or with a predefined initial speed when using an embedded vehicle speed control system (e.g. for vehicles automatically decelerating in curves) on a curved track with lane markings at each side.	於駕駛者未施加任何力量於轉向控制裝置(例如：雙手不在轉向控制裝置上)之條件下，以恆定速度或當使用內嵌車輛速度控制系統時(例如：車輛進入彎道自動減速)以預定義初始速度行駛車輛於兩側標示有車道標線之彎曲車道上。	於駕駛者未施加任何力量於轉向控制裝置（例如：雙手不在轉向控制裝置上）之條件下，以恆定速度行駛車輛於兩側標示有車道標線之彎曲車道上。
The necessary lateral acceleration to follow the curve shall be between 80 and 90 per cent of the maximum lateral acceleration specified by the vehicle manufacturer ay_{smax}. The measured lateral acceleration during the test execution can be outside of the above-mentioned limits.	The necessary lateral acceleration to follow the curve shall be between 80 and 90 per cent of the maximum lateral acceleration specified by the vehicle manufacturer ay_{Smax}.	沿著彎道行駛所必要之側向加速度，應介於申請者之最大設定側向加速度 ay_{smax} 之百分之八十至百分之九十間。試驗過程中所測得之側向加速度可超出上述限制值。	沿著彎道行駛所必要之側向加速度，應介於申請者之最大設定側向加速度 ay_{smax} 之百分之八十至百分之九十間。
The lateral acceleration and the lateral jerk shall be recorded during the test.	The lateral acceleration and the lateral jerk shall be recorded during the test.	應記載側向加速度及側向急動(Jerk)於試驗報告。	應記載側向加速度及側向急動(Jerk)於試驗報告。

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
3.2.1.2. The test requirements are fulfilled if: No outside edge of the tyre tread of the vehicle's front wheel does cross the outside edge of any lane marking;	3.2.1.2. The test requirements are fulfilled if: The vehicle does not cross any lane marking.	11.3.2.1.2 符合試驗之條件： 車輛前輪之胎面外緣未越過任何車道標線之外緣。	11.3.2.1.2 符合試驗之條件： 車輛未越過任何車道標線。
The moving average over half a second of the lateral jerk does not exceed 5 m/s^3.	The moving average over half a second of the lateral jerk does not exceed 5 m/s^3.	側向急動 (Jerk)於零點五秒期間之移動平均值不應超過五公尺/秒立方。	側向急動 (Jerk)於零點五秒期間之移動平均值不應超過五公尺/秒立方。
3.2.1.3. The vehicle manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements for the whole lateral acceleration and speed range are fulfilled. This may be achieved on the basis of appropriate documentation appended to the test report.	3.2.1.3. The vehicle manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements for the whole lateral acceleration and speed range are fulfilled. This may be achieved on the basis of appropriate documentation appended to the test report.	11.3.2.1.3 申請者應向檢測機構展演並讓檢測機構確認其整個側向加速度及速度範圍內符合規定。為符合此規定亦可於試驗報告檢附適當佐證文件。	11.3.2.1.3 申請者應向檢測機構展演並讓檢測機構確認其整個側向加速度及速度範圍內符合規定。為符合此規定亦可於試驗報告檢附適當佐證文件。
3.2.2. Maximum lateral acceleration test	3.2.2. Maximum lateral acceleration test	11.3.2.2 最大側向加速度試驗	11.3.2.2 最大側向加速度試驗
3.2.2.1. The vehicle speed shall remain in the range from V_{Smin} up to V_{Smax}.	3.2.2.1. The vehicle speed shall remain in the range from V_{Smin} up to V_{Smax}.	11.3.2.2.1 車輛速度應維持於 V_{Smin} 至 V_{Smax} 範圍內。	11.3.2.2.1 車輛速度應維持於 V_{Smin} 至 V_{Smax} 範圍內。
The test shall be carried out for each speed range specified in paragraph 5.6.2.1.3. of this Regulation separately or within contiguous speed ranges where the ay_{Smax} is identical.	The test shall be carried out for each speed range specified in paragraph 5.6.2.1.3. of this Regulation separately or within contiguous speed ranges where the ay_{Smax} is identical.	試驗應各別執行規定 5.5.2.1.3 要求之每一速度範圍或保持同一 ay_{smax} 之連續速度範圍內。	試驗應各別執行規定 5.5.2.1.3 要求之每一速度範圍或保持同一 ay_{smax} 之連續速度範圍內。
The vehicle 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. If an embedded vehicle speed control system will automatically decelerate the vehicle in the curve, it shall be inhibited.	The vehicle 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.	於駕駛者未施加任何力量於轉向控制裝置（例如：雙手不在轉向控制裝置上）之條件下，以恆定速度行駛車輛於兩側標示有車道標線之彎曲車道上。 若一內嵌車輛速度控制系統將於車輛進入彎道時自動減速，則應禁止。	於駕駛者未施加任何力量於轉向控制裝置（例如：雙手不在轉向控制裝置上）之條件下，以恆定速度行駛車輛於兩側標示有車道標線之彎曲車道上。
The Technical Service defines a test speed and a radius which would provoke a higher acceleration than ay_{Smax} + 0.3 m/s^2 (e.g. by travelling with a higher speed through a	The Technical Service defines a test speed and a radius which would provoke a higher acceleration than ay_{Smax} + 0.3 m/s^2 (e.g. by travelling with a higher speed through a	檢測機構指定試驗速度及半徑，以產生比 ay_{smax} 數值高零點三公尺/秒平方（例如：以較高速度運行於指定半徑之彎道）之加速度。	檢測機構指定試驗速度及半徑，以產生比 ay_{smax} 數值高零點三公尺/秒平方（例如：以較高速度運行於指定半徑之彎道）之加速度。

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
curve with a given radius).	curve with a given radius).		
The lateral acceleration and the lateral jerk shall be recorded during the test.	The lateral acceleration and the lateral jerk shall be recorded during the test.	應記載側向加速度及側向急動(Jerk)於試驗報告。	應記載側向加速度及側向急動(Jerk)於試驗報告。
3.2.2.2. The test requirements are fulfilled if:	3.2.2.2. The test requirements are fulfilled if:	11.3.2.2.2 符合試驗之條件：	11.3.2.2.2 符合試驗之條件：
The recorded acceleration is within the limits specified in paragraph 5.6.2.1.1. of this Regulation.	The recorded acceleration is within the limits specified in paragraph 5.6.2.1.3. of this Regulation.	記載之加速度不應大於規定 5.5.2.1.1 要求之限制範圍。	記載之加速度不應大於規定 5.5.2.1.3 要求之限制範圍。
The moving average over half a second of the lateral jerk does not exceed 5 m/s³.	The moving average over half a second of the lateral jerk does not exceed 5 m/s³.	系統所產生側向急動 (Jerk)於零點五秒期間之移動平均值不應超過五公尺/秒立方。	系統所產生側向急動 (Jerk)於零點五秒期間之移動平均值不應超過五公尺/秒立方。
3.2.3. Overriding force test	3.2.3. Overriding force test	11.3.2.3 取代力試驗	11.3.2.3 取代力試驗
3.2.3.1. The vehicle speed shall remain in the range from V_{Smin} up to V_{Smax}.	3.2.3.1. The vehicle speed shall remain in the range from V_{Smin} up to V_{Smax}.	11.3.2.3.1 車輛速度應維持於 V_{Smin} 至 V_{Smax} 範圍內。	11.3.2.3.1 車輛速度應維持於 V_{Smin} 至 V_{Smax} 範圍內。
The vehicle 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 vehicle 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.	於駕駛者未施加任何力量於轉向控制裝置（例如：雙手不在轉向控制裝置上）之條件下，以恆定速度行駛車輛於兩側標示有車道標線之彎曲車道上。	於駕駛者未施加任何力量於轉向控制裝置（例如：雙手不在轉向控制裝置上）之條件下，以恆定速度行駛車輛於兩側標示有車道標線之彎曲車道上。
The necessary lateral acceleration to follow the curve shall be between 80 and 90 per cent of the maximum lateral acceleration specified by the vehicle manufacturer ay_{smax}.	The necessary lateral acceleration to follow the curve shall be between 80 and 90 % of the minimum value specified in the table of paragraph 5.6.2.1.3. of this Regulation.	沿著彎道行駛所必要之側向加速度，應為申請者所述 ay_{smax} 之最大側向加速度之百分之八十至百分之九十間。	沿著彎道行駛所必要之側向加速度，應在規定5.5.2.1.3表列之最小值之百分之八十至百分之九十間。
The driver shall then apply a force on the steering control to override the system intervention and leave the lane.	The driver shall then apply a force on the steering control to override the system intervention and leave the lane.	然後，駕駛者應施力於轉向控制裝置，以取代系統之介入操控並行駛車輛離開車道。	然後，駕駛者應施力於轉向控制裝置，以取代系統之介入操控並行駛車輛離開車道。
The force applied by the driver on the steering control during the overriding manoeuvre shall be recorded.	The force applied by the driver on the steering control during the overriding manoeuvre shall be recorded.	應記載取代操控期間，駕駛者施加於轉向控制裝置之力量。	應記載取代操控期間，駕駛者施加於轉向控制裝置之力量。
3.2.3.2. The test requirements are fulfilled if the force applied by the driver on the steering control during the overriding manoeuvre is less than 50N.	3.2.3.2. The test requirements are fulfilled if the force applied by the driver on the steering control during the overriding manoeuvre is less than 50N.	11.3.2.3.2 符合試驗之條件：於取代操控期間，駕駛者施加於轉向控制裝置之力量，不應超過五十牛頓。	11.3.2.3.2 符合試驗之條件：於取代操控期間，駕駛者施加於轉向控制裝置之力量，不應超過五十牛頓。
The manufacturer shall demonstrate through	The manufacturer shall demonstrate through	申請者應提供適用之佐證文件，並證	申請者應提供適用之佐證文件，並證

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
appropriate documentation that this condition is fulfilled throughout the ACSF operation range.	appropriate documentation that this condition is fulfilled throughout the ACSF operation range.	明其於整個 ACSF 作動範圍符合此要求。	明其於整個 ACSF 作動範圍符合此要求。
3.2.4. Transition test; hands-on test	3.2.4. Transition test; hands-on test	~~11.3.2.4 轉換試驗及操作試驗~~ ~~若檢測機構因認可之測試場地限制而無法到達規定試驗速度時，得使用其他合適場域進行試驗。~~	~~11.3.2.4 轉換試驗及操作試驗~~ ~~若檢測機構因認可之測試場地限制而無法到達規定試驗速度時，得使用其他合適場域進行試驗。~~
3.2.4.1. The vehicle shall be driven with activated ACSF with a vehicle test speed between V_{Smin} + 10 km/h and V_{Smin} + 20 km/h on a track with lane markings at each side of the lane.	3.2.4.1. The vehicle shall be driven with activated ACSF with a vehicle test speed between V_{smin} + 10 km/h and V_{smin} + 20 km/h on a track with lane markings at each side of the lane.	~~11.3.2.4.1 ACSF 被致動情形下，行駛車輛於兩側設有車道標線之車道，其試驗速度應介於(V_{Smin} 加十公里/小時)及(V_{Smin} 加二十公里/小時)之間。~~	~~11.3.2.4.1 ACSF 被致動情形下，行駛車輛於兩側設有車道標線之車道，其試驗速度應介於(V_{Smin} 加十公里/小時)及(V_{Smin} 加二十公里/小時)之間。~~
The driver shall release the steering control and continue to drive until the ACSF is deactivated by the system. The track shall be selected such that it allows driving with activated ACSF for at least 65 s without any driver intervention.	The driver shall release the steering control and continue to drive until the ACSF is deactivated by the system. The track shall be selected such that it allows driving with activated ACSF for at least 65 s without any driver intervention.	~~駕駛者應釋放(Release)轉向控制裝置，以及持續行駛直到 ACSF 被系統解除。應選擇車輛於 ACSF 被致動且駕駛者未有任何介入情形下，持續行駛至少六十五秒之試驗車道。~~	~~駕駛者應釋放(Release)轉向控制裝置，以及持續行駛直到 ACSF 被系統解除。應選擇車輛於 ACSF 被致動且駕駛者未有任何介入情形下，持續行駛至少六十五秒之試驗車道。~~
The test shall be repeated with a vehicle test speed between V_{Smax} - 20 km/h and V_{Smax} - 10 km/h or 130 km/h whichever is lower and may be stopped upon the start of the optical warning.	The test shall be repeated with a vehicle test speed between V_{smax} - 20 km/h and V_{smax} - 10 km/h or 130 km/h whichever is lower.	~~應以(V_{Smax} 減二十公里/小時)及(V_{Smax} 減十公里/小時) 或一百三十公里/小時間之車輛試驗速度，取較低者重複進行試驗~~，且可於光學警示啟動時停止試驗。	~~應以(V_{Smax} 減二十公里/小時)及(V_{Smax} 減十公里/小時) 或一百三十公里/小時間之車輛試驗速度，取較低者重複進行試驗。~~
Additionally, the vehicle manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements for the whole speed range are fulfilled. This may be achieved on the basis of appropriate documentation appended to the test report.	Additionally, the vehicle manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements for the whole speed range are fulfilled. This may be achieved on the basis of appropriate documentation appended to the test report.	~~且申請者應向檢測機構展演並讓檢測機構確認其整個速度範圍符合規定。為符合此規定亦可於試驗報告檢附適當佐證文件。~~	~~且申請者應向檢測機構展演並讓檢測機構確認其整個速度範圍符合規定。為符合此規定亦可於試驗報告檢附適當佐證文件。~~
3.2.4.2. The test requirements are fulfilled if:	3.2.4.2. The test requirements are fulfilled if:	~~11.3.2.4.2 符合試驗之條件：~~	~~11.3.2.4.2 符合試驗之條件：~~
During both tests, the optical warning signal was given at the latest 15 s after the steering control has been released and remains until	The optical warning signal was given at the latest 15 s after the steering control has been released and remains until ACSF is	~~於此兩試驗期間，於釋放轉向控制系統後一段期間(至多十五秒)，應提供光學警告訊號，且光學警告訊號~~	~~於釋放轉向控制系統後一段期間(至多十五秒)，應提供光學警告訊號，且光學警告訊號應持續作動直~~

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
ACSF is deactivated.	deactivated.	~~應持續作動直至 ACSF 被解除。~~	~~至 ACSF 被解除。~~
During the lower speed test the acoustic warning signal was given at the latest 30 s after the steering control has been released and remains until ACSF is deactivated.	The acoustic warning signal was given at the latest 30 s after the steering control has been released and remains until ACSF is deactivated.	~~於較低速度之試驗期間，於釋放轉向控制系統後一段期間(至多三十秒)，應提供聲音警告訊號，且聲音警告訊號應持續作動直至 ACSF 被解除。~~	~~於釋放轉向控制系統後一段期間(至多三十秒)，應提供聲音警告訊號，且聲音警告訊號應持續作動直至 ACSF 被解除。~~
During the lower speed test the ACSF is deactivated at the latest 30 s after the acoustic warning signal has started, with an acoustic emergency signal of at least 5 s, which is different from the previous acoustic warning signal.	The ACSF is deactivated at the latest 30 s after the acoustic warning signal has started, with an acoustic emergency signal of at least 5 s, which is different from the previous acoustic warning signal.	~~於較低速度之試驗期間，於聲音警告訊號啟動後一段期間(至多三十秒)，ACSF 被解除，隨之提供至少五秒之不同於先前聲音警告訊號之聲音緊急訊號。~~	~~於聲音警告訊號啟動後一段期間(至多三十秒)，ACSF 被解除，隨之提供至少五秒之不同於先前聲音警告訊號之聲音緊急訊號。~~
3.2.5. Lane Crossing Warning Test for M1 N1 and for M2 M3 N2 and N3, if not equipped with a Lane Departure Warning System (LDWS) fulfilling the technical requirements of UN Regulation No. 130.		11.3.2.4 M1及N1類車輛，以及M2、M3、N2及N3若未配備符合「七十、車道偏離警示系統」LDWS者之車道越線警示試驗	
3.2.5.1. The vehicle shall be driven with activated ACSF with a vehicle test speed between V_{Smin} and V_{Smax}.		11.3.2.4.1 車輛應啟動ACSF，且車速介於V_{smin}至V_{smax}之間。	
The vehicle shall be driven without any force applied by the driver on the steering control (e.g. by removing the hands from the steering control) on a curved track with lane markings at each side.		車輛於兩側具備車道標線之彎道行駛時，駕駛不應於轉向控制上施加任何力(例如：將手部從轉向控制上移開)。	
The technical service defines a test speed and a radius which would provoke a lane crossing. The test speed and radius shall be defined such that the necessary lateral acceleration to follow the curve is in between ay_{Smax} + 0.1 m/s² and ay_{Smax} + 0.4 m/s².		為促成車道越線試驗，檢測機構應定義試驗速度及半徑。此定義之試驗速度及半徑應使沿著彎道行進必須之側向加速度介於ay_{smax}正零點一公尺/秒平方至ay_{smax}正零點四公尺/秒平方之間。	
3.2.5.2. The test requirements are fulfilled if:		11.3.4.2符合試驗之條件：	
The optical warning signal and additionally the		最晚應於車輛前輪之胎面外緣通過車	

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
acoustic or haptic warning signal was given at the latest when the outside edge of the tyre tread of the vehicle's front wheel has crossed the outside edge of the lane marking. The system continues to provide assistance as required in paragraph 5.6.2.2.3.		道標線外緣時提供光學警示訊號及額外之聲音或觸覺警示訊號。	
3.3. Tests for ESF	3.3. Tests for ESF	11.3.3 ESF 試驗	11.3.3 ESF 試驗
The vehicle shall be driven with an activated ESF on a road with lane markings on each side and positioned within those lane markings.	The vehicle shall be driven with an activated ESF on a road with lane markings on each side and positioned within those lane markings.	於 ESF 被致動下，將車輛行駛至兩側設有車道標線之車道。	於 ESF 被致動下，將車輛行駛至兩側設有車道標線之車道。
The test conditions and the vehicle speeds shall be within the operating range of the system as declared by the manufacturer.	The test conditions and the vehicle speeds shall be within the operating range of the system as declared by the manufacturer.	試驗條件及車輛試驗速度應於申請者宣告之系統運作範圍內。	試驗條件及車輛試驗速度應於申請者宣告之系統運作範圍內。
Specific details of the mandatory tests described below shall be discussed and agreed between the vehicle manufacturer and the Technical Service to adapt the required testing to the declared use case(s) for which the ESF is designed to operate.	Specific details of the mandatory tests described below shall be discussed and agreed between the vehicle manufacturer and the Technical Service to adapt the required testing to the declared use case(s) for which the ESF is designed to operate.	應由申請者與檢測機構討論下述試驗之特定細節，將所需試驗調整至申請者宣告之 ESF 設計使用案例。	應由申請者與檢測機構討論下述試驗之特定細節，將所需試驗調整至申請者宣告之 ESF 設計使用案例。
In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraph 5.1.6.2.1. to 5.1.6.2.6. are fulfilled in the whole range of the ESF operation (specified by the vehicle manufacturer in the system information data) This may be achieved on the basis of appropriate documentation appended to the test report.	In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraph 5.1.6.2.1. to 5.1.6.2.6. are fulfilled in the whole range of the ESF operation (specified by the vehicle manufacturer in the system information data) This may be achieved on the basis of appropriate documentation appended to the test report.	申請者應向檢測機構展演(Demonstrate)並讓檢測機構確認其 ESF 之整個運作範圍符合 5.1.6.2.1 至 5.1.6.2.6 之規定(由申請者於系統資訊數據中描述)。為符合此規定亦可於試驗報告檢附適當佐證文件。	申請者應向檢測機構展演(Demonstrate)並讓檢測機構確認其 ESF 之整個運作範圍符合 5.1.6.2.1 至 5.1.6.2.6 之規定(由申請者於系統資訊數據中描述)。為符合此規定亦可於試驗報告檢附適當佐證文件。
3.3.1. Test for ESF Type a i/ii: (unintentional lateral manoeuvre)	3.3.1. Test for ESF Type a i/ii: (unintentional lateral manoeuvre)	11.3.3.1 ESF 類型(a)(i)/(a)(ii)之試驗(非刻意側向操控)	11.3.3.1 ESF 類型(a)(i)/(a)(ii)之試驗(非刻意側向操控)
A target vehicle driving in the adjacent lane shall approach the vehicle under test and one	A target vehicle driving in the adjacent lane shall approach the vehicle under test and one	一部行駛於相鄰車道之目標車輛應接近受驗車輛，且其中一部車輛應縮	一部行駛於相鄰車道之目標車輛應接近受驗車輛，且其中一部車輛應縮

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 the vehicles shall minimize their lateral separation distance until an ESF intervention is started.	of the vehicles shall minimize their lateral separation distance until an ESF intervention is started.	短兩車間之側向間距直到 ESF 開始介入。	短兩車間之側向間距直到 ESF 開始介入。
The tests requirements are fulfilled if:	The tests requirements are fulfilled if:	應符合下列試驗條件：	應符合下列試驗條件：
(a) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts, and	(a) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts, and	(a) 於 ESF 介入開始前，提供規定 5.1.6.2.6 所述之警示；及	(a) 於 ESF 介入開始前，提供規定 5.1.6.2.6 所述之警示；及
(b) The ESF intervention does not lead the vehicle to leave its original lane.	(b) The ESF intervention does not lead the vehicle to leave its original lane.	(b)ESF 之介入不應引導車輛偏離原行駛車道。	(b)ESF 之介入不應引導車輛偏離原行駛車道。
3.3.2. Test for ESF Type a iii: (intentional lateral manoeuvre)	3.3.2. Test for ESF Type a iii: (intentional lateral manoeuvre)	11.3.3.2 ESF 類型(a)(iii)之試驗(刻意側向操控)	11.3.3.2 ESF 類型(a)(iii)之試驗(刻意側向操控)
The vehicle under test starts a lane change while another vehicle is driving in the adjacent lane such that no intervention of the ESF system would lead to a collision.	The vehicle under test starts a lane change while another vehicle is driving in the adjacent lane such that no intervention of the ESF system would lead to a collision.	當另一車輛行駛於相鄰車道上，受驗車輛以若 ESF 未介入則將導致碰撞之方式變換車道。	當另一車輛行駛於相鄰車道上，受驗車輛以若 ESF 未介入則將導致碰撞之方式變換車道。
The test requirements are fulfilled if:	The test requirements are fulfilled if:	應符合下列試驗條件：	應符合下列試驗條件：
(a) An ESF intervention is started, and	(a) An ESF intervention is started, and	(a)ESF 介入；及	(a)ESF 介入；及
(b) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts, and	(b) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts, and	(b) 於 ESF 開始介入前提供規定 5.1.6.2.6 所述之警示；及	(b) 於 ESF 開始介入前提供規定 5.1.6.2.6 所述之警示；及
(c) The ESF intervention does not lead the vehicle to leave its original lane.	(c) The ESF intervention does not lead the vehicle to leave its original lane.	(c)ESF 之介入不應引導車輛偏離原行駛車道。	(c)ESF 之介入不應引導車輛偏離原行駛車道。
3.3.3. Test for ESF Type b:	3.3.3. Test for ESF Type b:	11.3.3.3 ESF 類型(b)之試驗	11.3.3.3 ESF 類型(b)之試驗
The vehicle under test shall approach an object positioned within its trajectory. The object shall be of such size and positioned in a way that the vehicle can pass the object without crossing the lane markings.	The vehicle under test shall approach an object positioned within its trajectory. The object shall be of such size and positioned in a way that the vehicle can pass the object without crossing the lane markings.	受驗車輛應接近位於行駛路徑之物體。物體之大小及位置應可使車輛經過該物體但不越過車道標線。	受驗車輛應接近位於行駛路徑之物體。物體之大小及位置應可使車輛經過該物體但不越過車道標線。
The tests requirements are fulfilled if:	The tests requirements are fulfilled if:	應符合下列試驗條件：	應符合下列試驗條件：
(a) The ESF intervention avoids or mitigates the collision, and	(a) The ESF intervention avoids or mitigates the collision, and	(a)ESF 之介入可避免或減輕碰撞；及	(a)ESF 之介入可避免或減輕碰撞；及
(b) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no	(b) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no	(b) 於 ESF 開始介入前提供規定 5.1.6.2.6 所述之警示；及	(b) 於 ESF 開始介入前提供規定 5.1.6.2.6 所述之警示；及

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later than the ESF intervention starts, and	later than the ESF intervention starts, and		
(c) The ESF intervention does not lead the vehicle to leave its lane.	(c) The ESF intervention does not lead the vehicle to leave its lane.	(c)ESF 之介入不應引導車輛偏離原行駛車道。	(c)ESF 之介入不應引導車輛偏離原行駛車道。
3.3.4.Tests for systems able to operate in the absence of lane markings	3.3.4.Tests for systems able to operate in the absence of lane markings	11.3.3.4 可運作於無標線車道之系統試驗	11.3.3.4 可運作於無標線車道之系統試驗
In case any system works in absence of lane markings the corresponding tests from paragraphs 3.3.1. to 3.3.3. need to be repeated on a test track without lane markings.	In case any system works in absence of lane markings the corresponding tests from paragraphs 3.3.1. to 3.3.3. need to be repeated on a test track without lane markings.	若任何系統可於無車道標線運作，則應以無車道標線之狀況下，於試驗道路上重複進行前述 11.3.3.1 至 11.3.3.3 之試驗。	若任何系統可於無車道標線運作，則應以無車道標線之狀況下，於試驗道路上重複進行前述 11.3.3.1 至 11.3.3.3 之試驗。
These test requirements are fulfilled if,	These test requirements are fulfilled if,	應符合下列試驗條件：	應符合下列試驗條件：
(a) An ESF intervention is started; and	(a) An ESF intervention is started; and	(a)ESF 介入；及	(a)ESF 介入；及
(b) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts; and	(b) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts; and	(b)於 ESF 開始介入前提供規定 5.1.6.2.6 所述之警示；及	(b)於 ESF 開始介入前提供規定 5.1.6.2.6 所述之警示；及
(c) The lateral offset during the manoeuvre is 0.75 m, as specified in paragraph 5.1.6.2.2., at maximum; and	(c) The lateral offset during the manoeuvre is 0.75 m, as specified in paragraph 5.1.6.2.2., at maximum; and	(c) 依規定 5.1.6.2.2 所述，操控期間之側向偏移量最大值為零點七五公尺；及	(c)依規定 5.1.6.2.2 所述，操控期間之側向偏移量最大值為零點七五公尺；及
(d) The vehicle has not left the road due to the ESF intervention.	(d) The vehicle has not left the road due to the ESF intervention.	(d)ESF 不應引導車輛偏離原行駛車道。	(d)ESF 不應引導車輛偏離原行駛車道。
3.3.5.False reaction test for ESF Type b	3.3.5.False reaction test for ESF Type b	11.3.3.5 ESF 類型(b)之錯誤反應試驗	11.3.3.5 ESF 類型(b)之錯誤反應試驗
The vehicle under test shall approach a plastic sheet having a colour contrast to the road surface, a thickness less than 3 mm, a width of 0.8 m and a length of 2 m positioned between the lane markings in the trajectory of the vehicle. The plastic sheet shall be positioned in a way that the vehicle could pass the sheet without crossing the lane markings.	The vehicle under test shall approach a plastic sheet having a colour contrast to the road surface, a thickness less than 3 mm, a width of 0.8 m and a length of 2 m positioned between the lane markings in the trajectory of the vehicle. The plastic sheet shall be positioned in a way that the vehicle could pass the sheet without crossing the lane markings.	受驗車輛應接近顏色與路面對比鮮豔之塑膠片，其厚度小於三公釐、寬度為零點八公尺且長度為二公尺，置於受驗車輛行駛路徑之車道標線間。塑膠片之放置位置應位於可使該車輛經過塑膠片但不越過車道標線。	受驗車輛應接近顏色與路面對比鮮豔之塑膠片，其厚度小於三公釐、寬度為零點八公尺且長度為二公尺，置於受驗車輛行駛路徑之車道標線間。塑膠片之放置位置應位於可使該車輛經過塑膠片但不越過車道標線。
The test requirements are fulfilled, if the ESF does not start any intervention.	The test requirements are fulfilled, if the ESF does not start any intervention.	若 ESF 無任何介入，則符合試驗要求。	若 ESF 無任何介入，則符合試驗要求。
3.4. (Reserved for ACSF of Category B2)	3.4. (Reserved for ACSF of Category B2)	11.3.4 (保留以供後續制定 ACSF 類	11.3.4 (保留以供後續制定 ACSF 類

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
		型 B2 之規定)	型 B2 之規定)
3.5. Tests for ACSF of Category C Systems	3.5. Tests for ACSF of Category C Systems	11.3.5 ACSF 類型 C 系統試驗	11.3.5 ACSF 類型 C 系統試驗
If not specified otherwise all vehicle test speeds shall be based on V_{app} = 130 km/h.	If not specified otherwise all vehicle test speeds shall be based on V_{app} = 130 km/h.	若無特別規定，則所有車輛之試驗速度應以 V_{app}=一百三十公里/小時為基礎。	若無特別規定，則所有車輛之試驗速度應以 v_{app}=一百三十公里/小時為基礎。
If not specified otherwise, the approaching vehicle shall be a type-approved high volume series production vehicle.	If not specified otherwise, the approaching vehicle shall be a type-approved high volume series production vehicle.	若無特別規定，接近中車輛應為通過型式認證之車輛。	若無特別規定，接近中車輛應為通過型式認證之車輛。
The vehicle manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements are fulfilled for the whole speed range. This may be achieved on the basis of appropriate documentation appended to the test report.	The vehicle manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements are fulfilled for the whole speed range. This may be achieved on the basis of appropriate documentation appended to the test report.	申請者應向檢測機構展演並讓檢測機構確認其整個速度範圍符合規定。為符合此規定亦可於試驗報告檢附適當佐證文件。	申請者應向檢測機構展演並讓檢測機構確認其整個速度範圍符合規定。為符合此規定亦可於試驗報告檢附適當佐證文件。
3.5.1. Lane change functional test	3.5.1. Lane change functional test	11.3.5.1 變換車道功能試驗	11.3.5.1 變換車道功能試驗
3.5.1.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes. The vehicle speed shall be: V_{Smin} + 10km/h.	3.5.1.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes. The vehicle speed shall be: V_{Smin} + 10km/h.	11.3.5.1.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側設有車道標線。受驗車輛速度應為 V_{Smin} 加上十公里/小時。	11.3.5.1.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側設有車道標線。受驗車輛速度應為 V_{Smin} 加上十公里/小時。
The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。
A lane change procedure shall then be initiated by the driver.	A lane change procedure shall then be initiated by the driver.	應由駕駛者啟始變換至相鄰車道。	應由駕駛者啟始變換至相鄰車道。
The lateral acceleration and the lateral jerk shall be recorded during the test.	The lateral acceleration and the lateral jerk shall be recorded during the test.	試驗期間應記錄側向加速度及側向急動(Jerk)。	試驗期間應記錄側向加速度及側向急動(Jerk)。
3.5.1.2. The requirements of the test are	3.5.1.2. The requirements of the test are	11.3.5.1.2 符合試驗要求之條件如	11.3.5.1.2 符合試驗要求之條件如

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
fulfilled if: (a) The lateral movement towards the marking does not start earlier than 1 second after the lane change procedure was initiated, (b) The lateral movement to approach the lane marking and the lateral movement necessary to complete the lane change manoeuvre are completed as one continuous movement, (c) The recorded lateral acceleration does not exceed 1m/s^2, (d) The moving average over half a second of the lateral jerk does not exceed 5 m/s^3, (e) The measured time between the start of the lane change procedure and the start of the lane change manoeuvre is not less than 3.0 s and not more than: (i) 5.0 seconds in the case of an automatic initiation, (ii) 7.0 seconds in the case of an initiation by a second deliberate action whatever is appropriate. (f) For systems with an initiation of the lane change manoeuvre by a second deliberate action, (i) The measured time between the start of the lane change procedure and the second deliberate action is not more than 5.0 seconds, and (ii) The measured time between the second deliberate action and the start of the lane change manoeuvre is not more than 3.0 seconds.	fulfilled if: (a) The lateral movement towards the marking does not start earlier than 1 second after the lane change procedure was initiated, (b) The lateral movement to approach the lane marking and the lateral movement necessary to complete the lane change manoeuvre are completed as one continuous movement, (c) The recorded lateral acceleration does not exceed 1m/s^2, (d) The moving average over half a second of the lateral jerk does not exceed 5 m/s^3, (e) The measured time between the start of the lane change procedure and the start of the lane change manoeuvre is not less than 3.0 s and not more than:	下： (a)車輛朝向車道標線之側向移動不得早於變換車道程序開始後一秒； (b)接近車道標線之側向移動及完成變換車道操控必要之側向移動係以一連續動作完成； (c)所記錄之側向加速度不得超過一公尺/秒平方； (d)側向急動(Jerk)於零點五秒期間之移動平均值不應超過五公尺/秒立方； (e)變換車道程序開始與變換車道操控開始間之受測量時間，不應少於三點零秒且不多於： (i) 若於自動啟動之情況下，五點零秒，； (ii)於藉由第二次刻意致動進行啟動之情況下，七點零秒。 依實際情況而定 (f)於藉由第二次刻意致動進行啟動之系統而言： (i) 變換車道程序開始及第二次刻意致動之間所測得之時間不得超過五點零秒，及 (ii) 第二次刻意致動及變換車道操控開始之間所測得之時間不得超過三點零秒。	下： (a)車輛朝向車道標線之側向移動不得早於變換車道程序開始後一秒； (b)接近車道標線之側向移動及完成變換車道操控必要之側向移動係以一連續動作完成； (c)所記錄之側向加速度不得超過一公尺/秒平方； (d)側向急動(Jerk)於零點五秒期間之移動平均值不應超過五公尺/秒立方； (e)變換車道程序開始與變換車道操控開始間之受測量時間，不應少於三點零秒且不多於五點零秒；

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
(g) The system provides an information to the driver to indicate that the lane change procedure is on-going,	(f) The system provides information to the driver to indicate that the lane change procedure is ongoing,	(g)系統提供資訊以警示駕駛者變換車道程序運作中；	(f)系統提供資訊以警示駕駛者變換車道程序運作中；
(h) The lane change manoeuvre is completed in less than 5 s for M1, N1 vehicle categories and less than 10 s for M2, M3, N2, N3 vehicle categories,	(g) The lane change manoeuver is completed in less than 5 seconds for M1, N1 vehicle categories and less than 10 s for M2, M3, N2, N3 vehicle categories,	(h)M1及N1類車輛之變換車道操控應於五秒內完成；M2、M3、N2及N3類車輛之變換車道操控應於十秒內完成。	(g)M1及N1類車輛之變換車道操控應於五秒內完成；M2、M3、N2及N3類車輛之變換車道操控應於十秒內完成。
(i) ACSF of Category B1 automatically resumes after the lane change procedure is completed, and	(h) ACSF of Category B1 automatically resumes after the lane change manoeuvre is completed, and	(i)ACSF類型B1於變換車道操控完成後自動回復；及	(h)ACSF類型B1於變換車道操控完成後自動回復；及
(j) The direction indicator is deactivated not before the end of the lane change manoeuvre and no later than 0.5 seconds after B1 has resumed, in case the lateral movement is initiated automatically and the direction indicator control was not fully engaged (latched position) during the lane change manoeuvre.	(i) The direction indicator is deactivated not before the end of the lane change manoeuvre and no later than 0.5 seconds after ACSF of Category B1 has resumed.	(j)若側向移動係自動啟動且方向燈控制器於車道變換操作期間未完全接合(鎖定位置)者，則方向燈未於變換車道操控結束前被關閉，且應於ACSF類型B1回復後零點五秒內被關閉。	(i)方向燈未於變換車道操控結束前被關閉，且應於ACSF類型B1回復後零點五秒內被關閉。
3.5.1.3. The test according to paragraph 3.5.1.1. shall be repeated with a lane change in the opposite direction.	3.5.1.3. The test according to paragraph 3.5.1.1. shall be repeated with a lane change in the opposite direction.	11.3.5.1.3 依照規定 11.3.5.1.1 重複進行對向之變換車道試驗。	11.3.5.1.3 依照規定 11.3.5.1.1 重複進行對向之變換車道試驗。
3.5.2. Minimum activation speed test V_{Smin}.	3.5.2. Minimum activation speed test V_{Smin}.	11.3.5.2 最低致動速度試驗 V_{Smin}	11.3.5.2 最低致動速度試驗 V_{Smin}
3.5.2.1. Minimum activation speed test V_{Smin} based on V_{app} = 130 km/h.	3.5.2.1. Minimum activation speed test V_{Smin} based on V_{app} = 130 km/h.	11.3.5.2.1 最低致動速度試驗 V_{Smin} 以 V_{app}=一百三十公里/小時為基礎。	11.3.5.2.1 最低致動速度試驗 V_{Smin} 以 V_{app}=一百三十公里/小時為基礎。
The test vehicle shall be driven within a lane of a straight track which has at least two lanes in the same direction of travel and road markings on each side of the lane.	The test vehicle shall be driven within a lane of a straight track which has at least two lanes in the same direction of travel and road markings on each side of the lane.	受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。
The vehicle speed shall be: V_{Smin} - 10km/h.	The vehicle speed shall be: V_{Smin} - 10km/h.	受驗車輛速度應為：V_{Smin} 減去十公里/小時。	受驗車輛速度應為：V_{Smin} 減去十公里/小時。
The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph	The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使	ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。

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
5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	system as specified in paragraph 5.6.4.8.3. above.	系統如規定 5.5.4.8.3 致動。	
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。
A lane change procedure shall then be initiated by the driver.	A lane change procedure shall then be initiated by the driver.	應由駕駛者啟始變換車道程序。	應由駕駛者啟始變換車道程序。
The requirements of the test are fulfilled if the lane change manoeuvre is not performed.	The requirements of the test are fulfilled if the lane change manoeuvre is not performed.	若未執行變換車道操控，則符合試驗要求。	若未執行變換車道操控，則符合試驗要求。
3.5.2.2. Minimum activation speed test V_{Smin} based on country specific general maximum speed limit below 130 km/h.	3.5.2.2. Minimum activation speed test V_{Smin} based on country specific general maximum speed limit below 130 km/h.	11.3.5.2.2 最低致動試驗速度 V_{Smin} 以低於一百三十公里/小時之法定最高速限為基礎。	11.3.5.2.2 最低致動試驗速度 V_{Smin} 以低於一百三十公里/小時之法定最高速限為基礎。
In case V_{Smin} is calculated, based on a country specific general maximum speed limit instead of Vapp =130 km/h as specified in paragraph 5.6.4.8.1., the tests described below shall be performed. For this purpose it is allowed to simulate the country of operation in agreement between the vehicle manufacturer and the Technical Service.	In case V_{Smin} is calculated, based on a country specific general maximum speed limit instead of Vapp =130 km/h as specified in paragraph 5.6.4.8.1., the tests described below shall be performed. For this purpose it is allowed to simulate the country of operation in agreement between the vehicle manufacturer and the Technical Service.	若 V_{Smin} 係以法定最高速限而非規定 5.5.4.8.1 之 V_{app}(即一百三十公里/小時)進行計算，則應進行下述試驗。申請者與檢測機構協商同意後，允許模擬行駛地區之法定速限。	若 V_{Smin} 係以法定最高速限而非規定 5.5.4.8.1 之 V_{app}(即一百三十公里/小時)進行計算，則應進行下述試驗。申請者與檢測機構協商同意後，允許模擬行駛地區之法定速限。
3.5.2.2.1. The test vehicle shall be driven within a lane of a straight track which has at least two lanes in the same direction of travel and road markings on each side of the lane.	3.5.2.2.1. The test vehicle shall be driven within a lane of a straight track which has at least two lanes in the same direction of travel and road markings on each side of the lane.	11.3.5.2.2.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。受驗車輛速度應為 V_{Smin} 減去十公里/小時。	11.3.5.2.2.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。受驗車輛速度應為 V_{Smin} 減去十公里/小時。
The vehicle speed shall be: V_{Smin} - 10km/h.	The vehicle speed shall be: V_{Smin} - 10km/h.		
The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。

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
A lane change procedure shall then be initiated by the driver.	A lane change procedure shall then be initiated by the driver.	應由駕駛者啟始變換車道程序。	應由駕駛者啟始變換車道程序。
The requirements of the test are fulfilled if the lane change manoeuvre is not performed.	The requirements of the test are fulfilled if the lane change manoeuvre is not performed.	若未執行變換車道操控，則符合試驗要求。	若未執行變換車道操控，則符合試驗要求。
3.5.2.2.2. The test vehicle shall be driven within a lane of a straight track which has at least two lanes in the same direction of travel and road markings oneach side of the lane.	3.5.2.2.2. The test vehicle shall be driven within a lane of a straight track which has at least two lanes in the same direction of travel and road markings oneach side of the lane.	11.3.5.2.2.2 受驗車輛應於直線試驗道路行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	11.3.5.2.2.2 受驗車輛應於直線試驗道路行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。
The vehicle speed shall be: V_{Smin} + 10km/h.	The vehicle speed shall be: V_{Smin} + 10km/h.	受驗車輛速度應為：V_{Smin} 加上十公里/小時。	受驗車輛速度應為：V_{Smin} 加上十公里/小時。
The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	ACSF 類型 C 應被致動(待機模式) 且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。
A lane change procedure shall then be initiated by the driver.	A lane change procedure shall then be initiated by the driver.	應由駕駛者開始變換車道程序。	應由駕駛者開始變換車道程序。
The requirements of the test are fulfilled if the lane change manoeuvre is performed.	The requirements of the test are fulfilled if the lane change manoeuvre is performed.	若執行變換車道操控，則符合試驗要求。	若執行變換車道操控，則符合試驗要求。
3.5.2.2.3. The manufacturer shall demonstrate to the satisfaction of the Technical Service that the vehicle is able to detect the country of operation and that the general maximum speed limit of this country is known.	3.5.2.2.3. The manufacturer shall demonstrate to the satisfaction of the Technical Service that the vehicle is able to detect the country of operation and that the general maximum speed limit of this country is known.	11.3.5.2.2.3 申請者應向檢測機構展演並讓檢測機構確認其車輛可偵測且取得擬行駛地區之最高速限。	11.3.5.2.2.3 申請者應向檢測機構展演並讓檢測機構確認其車輛可偵測且取得擬行駛地區之最高速限。
3.5.3. Overriding test	3.5.3. Overriding test	11.3.5.3 取代試驗	11.3.5.3 取代試驗
3.5.3.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	3.5.3.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	11.3.5.3.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	11.3.5.3.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。
The vehicle speed shall be: V_{Smin} + 10km/h.	The vehicle speed shall be: V_{Smin} + 10km/h.	受驗車輛速度應為：V_{Smin} 加上十公里	受驗車輛速度應為：V_{Smin} 加上十公里

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
		/小時。	/小時。
The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。
A lane change into the adjacent lane shall then be initiated by the driver.	A lane change into the adjacent lane shall then be initiated by the driver.	應由駕駛者啟始變換至相鄰車道。	應由駕駛者啟始變換至相鄰車道。
The steering control shall be firmly controlled by the driver to maintain the vehicle in the straight direction.	The steering control shall be firmly controlled by the driver to maintain the vehicle in the straight direction.	駕駛者應穩定地控制轉向控制裝置以維持車輛直行。	駕駛者應穩定地控制轉向控制裝置以維持車輛直行。
The force applied by the driver on the steering control during the overriding manoeuver shall be recorded.	The force applied by the driver on the steering control during the overriding manoeuver shall be recorded.	取代操控期間應記錄駕駛者施加於轉向控制裝置之力量。	取代操控期間應記錄駕駛者施加於轉向控制裝置之力量。
3.5.3.2. The test requirements are fulfilled if the measured overriding force does not exceed 50 N, as specified in paragraph 5.6.4.3. above.	3.5.3.2. The test requirements are fulfilled if the measured overriding force does not exceed 50 N, as specified in paragraph 5.6.4.3. above.	11.3.5.3.2 若測得之取代力如規定 5.5.4.3 所述不超過五十牛頓，則符合試驗要求。	11.3.5.3.2 若測得之取代力如規定 5.5.4.3 所述不超過五十牛頓，則符合試驗要求。
3.5.3.3. The test according to paragraph 3.5.3.1. shall be repeated with a lane change in the opposite direction.	3.5.3.3. The test according to paragraph 3.5.3.1. shall be repeated with a lane change in the opposite direction.	11.3.5.3.3 應依照 11.3.5.3.1 重複進行對向之變換車道試驗。	11.3.5.3.3 應依照 11.3.5.3.1 重複進行對向之變換車道試驗。
3.5.4. Lane Change Procedure suppression test	3.5.4. Lane Change Procedure suppression test	11.3.5.4 變換車道程序中斷試驗	11.3.5.4 變換車道程序中斷試驗
3.5.4.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	3.5.4.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	11.3.5.4.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	11.3.5.4.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。
The vehicle speed shall be: V_{Smin} + 10km/h.	The vehicle speed shall be: V_{Smin} + 10km/h.	受驗車輛速度應為 V_{Smin} 加上十公里/小時。	受驗車輛速度應為 V_{Smin} 加上十公里/小時。
The ACSF of Category C shall be activated (standby mode) and, unless the system is	The ACSF of Category C shall be activated (standby mode) and another vehicle shall	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且	ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系

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
already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	統如規定 5.5.4.8.3 致動。
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。
A Lane Change Procedure shall then be initiated by the driver.	A Lane Change Procedure shall then be initiated by the driver.	應由駕駛者啟始變換車道程序。	應由駕駛者啟始變換車道程序。
The test shall be repeated for each of the following conditions, which shall occur before the lane change manoeuvre has started:	The test shall be repeated for each of the following conditions, which shall occur before the lane change manoeuvre has started:	下述狀況於變換車道操控開始前發生時，應重複進行試驗：	下述狀況於變換車道操控開始前發生時，應重複進行試驗：
(a) The system is overridden by the driver;	(a) The system is overridden by the driver;	(a)系統被駕駛者取代；	(a)系統被駕駛者取代；
(b) The system is switched off by the driver;	(b) The system is switched off by the driver;	(b)系統被駕駛者關閉；	(b)系統被駕駛者關閉；
(c) The vehicle speed is reduced to: V_{Smin}-10 km/h;	(c) The vehicle speed is reduced to: V_{Smin}-10 km/h;	(c)車輛減速至 V_{Smin} 減去十公里/小時；	(c)車輛減速至 V_{Smin} 減去十公里/小時；
(d) The driver has removed his hands from the steering control and the hands-off warning has been initiated;	(d) The driver has removed his hands from the steering control and the hands-off warning has been initiated;	(d)駕駛者將手從轉向控制裝置上移開且手握轉向控制裝置之光學警告訊號開始警示；	(d)駕駛者將手從轉向控制裝置上移開且手握轉向控制裝置之光學警告訊號開始警示；
(e) The direction indicator lamps are manually deactivated by the driver;	(e) The direction indicator lamps are manually deactivated by the driver;	(e)方向燈由駕駛者手動關閉解除；	(e)方向燈由駕駛者手動關閉解除；
(f) The lane change manoeuvre has not commenced within 5.0 s following the initiation of the lane change procedure. (e.g. another vehicle is driving in the adjacent lane in a critical situation as described in 5.6.4.7.) or 7.0 seconds if initiated by a second deliberate action.	(f) The lane change manoeuvre has not commenced within 5.0s following the initiation of the lane change procedure. (e.g. another vehicle is driving in the adjacent lane in a critical situation as described in 5.6.4.7.).	(f)變換車道操控無法於變換車道程序啟始後五點零秒內開始（例如：相鄰車道上另一車輛正處於如5.5.4.7所述之危險狀況）或七點零秒(若其藉由第二次刻意致動而啟動者)。	(f)變換車道操控無法於變換車道程序啟始後五點零秒內開始（例如：相鄰車道上另一車輛正處於如 5.5.4.7所述之危險狀況)。
(g) The second deliberate action for an appropriate system is performed later than 5.0 seconds after the initiation of the lane change procedure.		(g)一適當系統之第二刻意致動應於變換車道程序開始後五點零秒內執行。	
3.5.4.2. The requirements of the test are	3.5.4.2. The requirements of the test are	11.3.5.4.2 若變換車道程序於上述試	11.3.5.4.2 若變換車道程序於上述試

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
fulfilled if the lane change procedure is suppressed, for each of the test cases above.	fulfilled if the lane change procedure is suppressed, for each of the test cases above.	驗狀況中斷，則符合試驗要求。	驗狀況中斷，則符合試驗要求。
3.5.5. Sensor performance test	3.5.5. Sensor performance test	11.3.5.5 感測器性能試驗	11.3.5.5 感測器性能試驗
3.5.5.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	3.5.5.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	11.3.5.5.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	11.3.5.5.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。
The vehicle speed shall be: V_{Smin} + 10km/h.	The vehicle speed shall be: V_{Smin} + 10km/h.	受驗車輛速度應為 V_{Smin} 加上十公里/小時。	受驗車輛速度應為 V_{Smin} 加上十公里/小時。
The ACSF of Category C shall be activated (standby mode).	The ACSF of Category C shall be activated (standby mode).	ACSF 類型 C 應被致動(待機模式)。	ACSF 類型 C 應被致動(待機模式)。
Another vehicle shall approach from the rear on the adjacent lane, with a speed of 120 km/h.	Another vehicle shall approach from the rear on the adjacent lane, with a speed of 120 km/h.	另一車輛應以一百二十公里/小時之速度從受驗車輛後方接近。	另一車輛應以一百二十公里/小時之速度從受驗車輛後方接近。
The approaching vehicle shall be a type approved high volume series production motorcycle of category L3[1] with an engine capacity not exceeding 600 cm3 without front fairing or windshield and shall aim to drive in the middle of the lane.	The approaching vehicle shall be a type approved high volume series production motorcycle of category L3[1] with an engine capacity not exceeding 600 cm3 without front fairing or windshield and shall aim to drive in the middle of the lane.	接近中車輛應為通過型式認證之 L3 類車輛，其汽缸總排氣量未逾六百立方公分且未配備前整流罩(Front fairing)或擋風玻璃，並應對準車道中間行駛。	接近中車輛應為通過型式認證之 L3 類車輛，其汽缸總排氣量未逾六百立方公分且未配備前整流罩(Front fairing)或擋風玻璃，並應對準車道中間行駛。
The distance between the rear end of the test vehicle and the front end of the approaching vehicle shall be measured (e.g. with a Differential Global Positioning System), and the value when the system detects the approaching vehicle shall be recorded.	The distance between the rear end of the test vehicle and the front end of the approaching vehicle shall be measured (e.g. with a Differential Global Positioning System), and the value when the system detects the approaching vehicle shall be recorded.	應測量受驗車輛後端與接近中車輛前端之間距(例如：使用差分全球定位系統)，且應記錄當系統偵測到接近中車輛之數值。	應測量受驗車輛後端與接近中車輛前端之間距(例如：使用差分全球定位系統)，且應記錄當系統偵測到接近中車輛之數值。
3.5.5.2. The requirements of the test are fulfilled if the system detects the approaching vehicle no later than at the distance declared by the vehicle manufacturer (S_{rear}), as specified in 5.6.4.8.1. above.	3.5.5.2. The requirements of the test are fulfilled if the system detects the approaching vehicle no later than at the distance declared by the vehicle manufacturer (S_{rear}), as specified in 5.6.4.8.1. above.	11.3.5.5.2 若系統於規定 5.5.4.8.1 所述之申請者宣告距離(即 S_{rear})內偵測到接近中車輛，則符合試驗要求。	11.3.5.5.2 若系統於規定 5.5.4.8.1 所述之申請者宣告距離(即 S_{rear})內偵測到接近中車輛，則符合試驗要求。
3.5.6. Sensor blindness test	3.5.6. Sensor blindness test	11.3.5.6 感測器失效試驗	11.3.5.6 感測器失效試驗

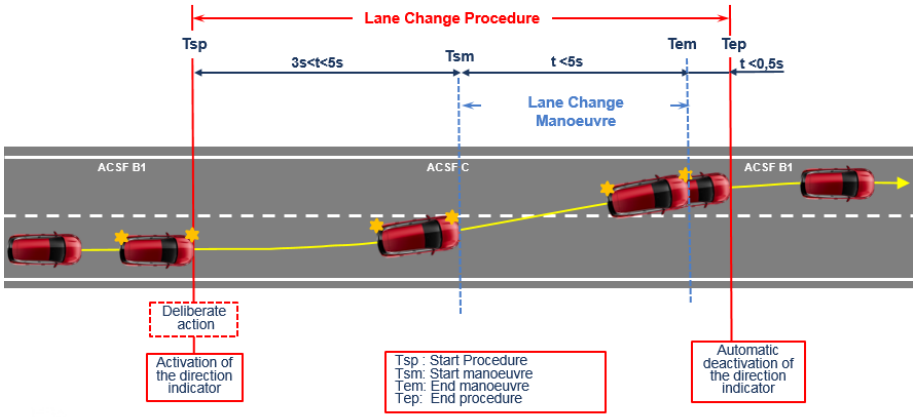
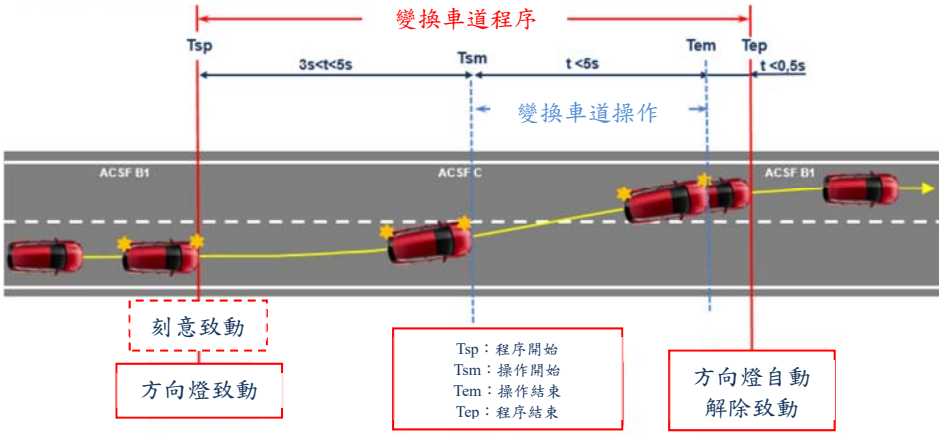
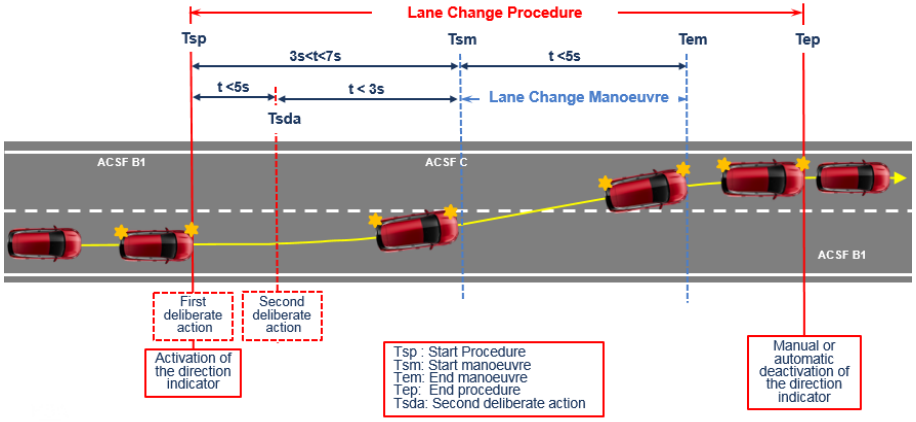
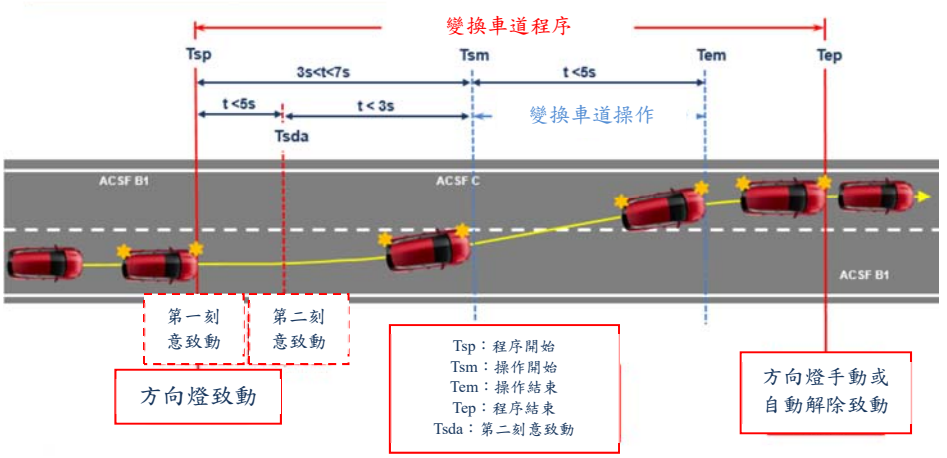
修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
3.5.6.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	3.5.6.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	11.3.5.6.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	11.3.5.6.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。
The vehicle speed shall be: V_{Smin} + 10km/h.	The vehicle speed shall be: V_{Smin} + 10km/h.	受驗車輛速度應為：V_{Smin} 加上十公里/小時。	受驗車輛速度應為：V_{Smin} 加上十公里/小時。
The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。
The rear sensor(s) shall be made blind, with means agreed between the vehicle manufacturer and the Technical Service, which shall be recorded in the test report. This operation may be carried out at standstill, provided no new engine start /run cycle is performed.	The rear sensor(s) shall be made blind, with means agreed between the vehicle manufacturer and the Technical Service, which shall be recorded in the test report. This operation may be carried out at standstill, provided no new engine start /run cycle is performed.	應以申請者與檢測機構協商同意之方式遮蔽後方感測器，並記錄於試驗報告。若未執行新引擎啟動/運轉循環，則可於靜止狀態進行此操作。	應以申請者與檢測機構協商同意之方式遮蔽後方感測器，並記錄於試驗報告。若未執行新引擎啟動/運轉循環，則可於靜止狀態進行此操作。
The vehicle shall be driven to a speed of V_{Smin} + 10km/h, and a lane change procedure shall be initiated by the driver.	The vehicle shall be driven to a speed of V_{Smin} + 10km/h, and a lane change procedure shall be initiated by the driver.	受驗車輛應以 V_{Smin} 加上十公里/小時之速度行駛且由駕駛者啟始變換車道程序。	受驗車輛應以 V_{Smin} 加上十公里/小時之速度行駛且由駕駛者啟始變換車道程序。
3.5.6.2. The requirements of the test are fulfilled if the system:	3.5.6.2. The requirements of the test are fulfilled if the system:	11.3.5.6.2 應符合下列試驗條件：	11.3.5.6.2 應符合下列試驗條件：
(a) Detects the sensor blindness,	(a) Detects the sensor blindness,	(a)系統偵測到感測器失效；	(a)系統偵測到感測器失效；
(b) Provides a warning to the driver as defined in para. 5.6.4.8.4., and	(b) Provides a warning to the driver as defined in para. 5.6.4.8.4., and	(b)以規定 5.5.4.8.4 所述警示駕駛者；	(b)以規定 5.5.4.8.4 所述警示駕駛者；
(c) Is prevented from performing the lane change manoeuvre.	(c) Is prevented from performing the lane change manoeuvre.	(c)系統被阻止進行變換車道操控。	(c)系統被阻止進行變換車道操控。
In addition to the above mentioned test, the manufacturer shall demonstrate to the	In addition to the above mentioned test, the manufacturer shall demonstrate to the	除上述試驗外，申請者應向檢測機構展演(Demonstrate)並讓檢測機構確	除上述試驗外，申請者應向檢測機構展演(Demonstrate)並讓檢測機構確

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
satisfaction of the Technical Service that the requirements defined in paragraph 5.6.4.8.4. are also fulfilled under different driving scenarios. This may be achieved on the basis of appropriate documentation appended to the test report.	satisfaction of the Technical Service that the requirements defined in paragraph 5.6.4.8.4. are also fulfilled under different driving scenarios. This may be achieved on the basis of appropriate documentation appended to the test report.	認其於不同駕駛情境下符合 5.5.4.8.4 之規定。為符合此規定亦可於試驗報告檢附適當佐證文件。	認其於不同駕駛情境下符合 5.5.4.8.4 之規定。為符合此規定亦可於試驗報告檢附適當佐證文件。
3.5.7. Engine start/run cycle test	3.5.7. Engine start/run cycle test	11.3.5.7 引擎啟動/運轉循環試驗	11.3.5.7 引擎啟動/運轉循環試驗
The test is divided in 3 consecutive phases as specified below.	The test is divided in 3 consecutive phases as specified below.	本項試驗如下分為三個連續階段。	本項試驗如下分為三個連續階段。
The vehicle speed shall be: V_{Smin} + 10km/h.	The vehicle speed shall be: V_{Smin} + 10km/h.	受驗車輛速度應為：V_{Smin} 加上十公里/小時。	受驗車輛速度應為：V_{Smin} 加上十公里/小時。
3.5.7.1. Phase 1 – Default-off test	3.5.7.1. Phase 1 – Default-off test	11.3.5.7.1 第一階段-預設關閉試驗	11.3.5.7.1 第一階段-預設關閉試驗
3.5.7.1.1. Following a new engine start /run cycle performed by the driver, the test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	3.5.7.1.1. Following a new engine start /run cycle performed by the driver, the test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	11.3.5.7.1.1 由駕駛者執行一次新引擎啟動/運轉循環後，受驗車輛應於直線試驗道路行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	11.3.5.7.1.1 由駕駛者執行一次新引擎啟動/運轉循環後，受驗車輛應於直線試驗道路行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。
The ACSF of Category C shall not be activated (off mode) and another vehicle shall approach from the rear and the approaching vehicle shall pass the vehicle entirely.	The ACSF of Category C shall not be activated (off mode) and another vehicle shall approach from the rear and the approaching vehicle shall pass the vehicle entirely.	ACSF 類型 C 不應被致動(關閉模式)，另一車輛應從受驗車輛後方接近且應完全超越受驗車輛。	ACSF 類型 C 不應被致動(關閉模式)，另一車輛應從受驗車輛後方接近且應完全超越受驗車輛。
A lane change procedure shall then be initiated by the driver with the appropriate deliberate action(s).	The direction indicator used to initiate a lane change procedure shall be activated by the driver for a period greater than 5 seconds.	變換車道程序應藉由駕駛適當刻意致動而啟動。	由駕駛者啟動用以啟始變換車道程序之方向燈超過五秒。
3.5.7.1.2. The requirements of the test phase 1 are fulfilled if the lane change manoeuvre is not initiated.	3.5.7.1.2. The requirements of the test phase 1 are fulfilled if the lane change manoeuvre is not initiated.	11.3.5.7.1.2 若未啟動變換車道操控，則符合第一階段試驗要求。	11.3.5.7.1.2 若未啟動變換車道操控，則符合第一階段試驗要求。
3.5.7.2. Phase 2	3.5.7.2. Phase 2	11.3.5.7.2 第二階段	11.3.5.7.2 第二階段
The objective of the test is to check that the lane change manoeuvre is prevented if the system has not detected any moving object at a distance equal or greater than the	The objective of the test is to check that the lane change manoeuvre is prevented if the system has not detected any moving object at a distance equal or greater than the	試驗目標係為確認若系統在大於或等於距離 S_{rear}(如規定 5.5.4.8.3)處未偵測到任何移動物體時可阻止變換車道操控。	試驗目標係為確認若系統在大於或等於距離 S_{rear}(如規定 5.5.4.8.3)處未偵測到任何移動物體時可阻止變換車道操控。

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
distance S_{rear} (as specified in paragraph 5.6.4.8.3.).	distance S_{rear} (as specified in paragraph 5.6.4.8.3.).		
3.5.7.2.1. Following a new engine start / run cycle performed by the driver, the test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	3.5.7.2.1. Following a new engine start / run cycle performed by the driver, the test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	11.3.5.7.2.1 由駕駛者執行一次新引擎啟動/運轉循環後，受驗車輛應於直線試驗道路行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	11.3.5.7.2.1 由駕駛者執行一次新引擎啟動/運轉循環後，受驗車輛應於直線試驗道路行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。
The ACSF of Category C shall be manually activated (standby mode).	The ACSF of Category C shall be manually activated (standby mode).	應手動致動 ACSF 類型 C(待機模式)	應手動致動 ACSF 類型 C(待機模式)
A lane change procedure and manoeuvre shall then be initiated by the driver with the appropriate deliberate action(s).	A lane change procedure shall then be initiated by the driver.	變換車道程序應藉由駕駛適當刻意致動而啟動。	應由駕駛者啟始變換車道程序。
3.5.7.2.2. The requirements of the test phase 2 are fulfilled if the lane change manoeuvre has not started (as the pre-condition specified in 5.6.4.8.3. is not fulfilled).	3.5.7.2.2. The requirements of the test phase 2 are fulfilled if the lane change manoeuvre has not started (as the pre-condition specified in 5.6.4.8.3. is not fulfilled).	11.3.5.7.2.2 若未啟動變換車道操控(如 5.5.4.8.3 所述之先決條件)，則符合第二階段試驗要求。	11.3.5.7.2.2 若未啟動變換車道操控(如 5.5.4.8.3 所述之先決條件)，則符合第二階段試驗要求。
3.5.7.3. Phase 3 – Lane change enabling conditions test	3.5.7.3. Phase 3 – Lane change enabling conditions test	11.3.5.7.3 第三階段-變換車道可行狀況試驗	11.3.5.7.3 第三階段-變換車道可行狀況試驗
The objective of the test is to check that the lane change manoeuvre is only possible once the system has detected a moving object at a distance equal or greater than the distance S_{rear} (as specified in paragraph 5.6.4.8.3.).	The objective of the test is to check that the lane change manoeuvre is only possible once the system has detected a moving object at a distance equal or greater than the distance S_{rear} (as specified in paragraph 5.6.4.8.3.).	試驗目標係為確認變換車道操控僅可能於系統偵測到一移動物體後進行大於或等於距離 S_{rear}(如規定 5.5.4.8.3)。	試驗目標係為確認變換車道操控僅可能於系統偵測到一移動物體後進行大於或等於距離 S_{rear}(如規定 5.5.4.8.3)。
3.5.7.3.1. Following the completion of the test phase 2, another vehicle shall approach from the rear on the adjacent lane in order to enable the system as specified in paragraph 5.6.4.8.3.	3.5.7.3.1. Following the completion of the test phase 2, another vehicle shall approach from the rear on the adjacent lane in order to enable the system as specified in paragraph 5.6.4.8.3.	11.3.5.7.3.1 完成第二階段試驗後，另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	11.3.5.7.3.1 完成第二階段試驗後，另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。
The approaching vehicle shall be a type approved high volume series production vehicle.		接近中車輛應為通過多量型式認證之車輛。	

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
The distance between the rear end of the test vehicle and the front end of the approaching vehicle shall be measured (e.g. with a differential GPS), and the value when the system detects the approaching vehicle be recorded.	The distance between the rear end of the test vehicle and the front end of the approaching vehicle shall be measured (e.g. with a differential GPS), and the value when the system detects the approaching vehicle be recorded.	測量受驗車輛後端與接近中車輛前端之間距(例如：使用差分全球定位系統)，且應記錄當系統偵測到接近中車輛之數值。	測量受驗車輛後端與接近中車輛前端之間距(例如：使用差分全球定位系統)，且應記錄當系統偵測到接近中車輛之數值。
After the rear coming vehicle has entirely passed the vehicle under test, a lane change procedure and manoeuvre shall be initiated by the driver with the appropriate deliberate action(s).	After the rear coming vehicle has entirely passed the vehicle under test, a lane change procedure and manoeuvre shall be initiated by the driver with the appropriate deliberate action(s).	後方來車完全超越受驗車輛後，應由駕駛者以適當刻意致動啟始變換車道程序及變換車道操控。	後方來車完全超越受驗車輛後，應由駕駛者啟始變換車道程序。
3.5.7.3.2. The requirements of the test phase 3 are fulfilled if:	3.5.7.3.2. The requirements of the test phase 3 are fulfilled if:	11.3.5.7.3.2 符合第三階段試驗要求之條件：	11.3.5.7.3.2 符合第三階段試驗要求之條件：
(a) The lane change manoeuver is executed;	(a) The lane change manoeuver is executed;	(a)進行變換車道操控；	(a)進行變換車道操控；
(b) The approaching vehicle is detected no later than at the distance declared by the vehicle manufacturer (S_{rear}).	(b) The approaching vehicle is detected no later than at the distance declared by the vehicle manufacturer (S_{rear}).	(b)於申請者宣告距離(S_{rear})內偵測到接近中車輛。	(b)於申請者宣告距離(S_{rear})內偵測到接近中車輛。

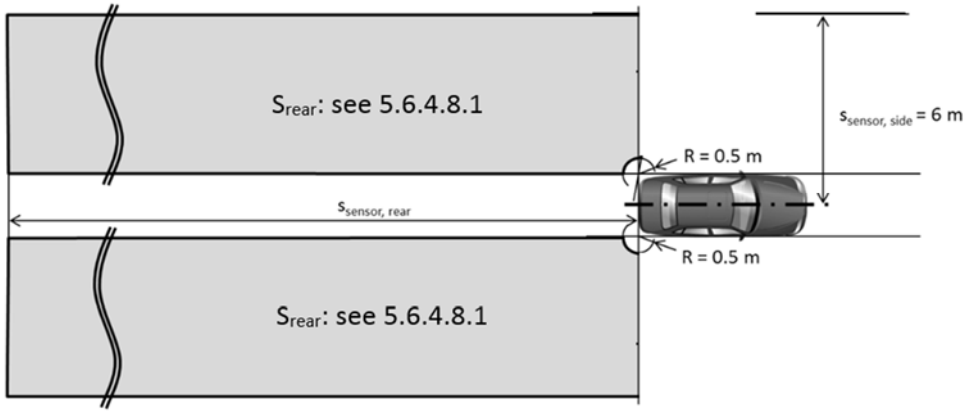
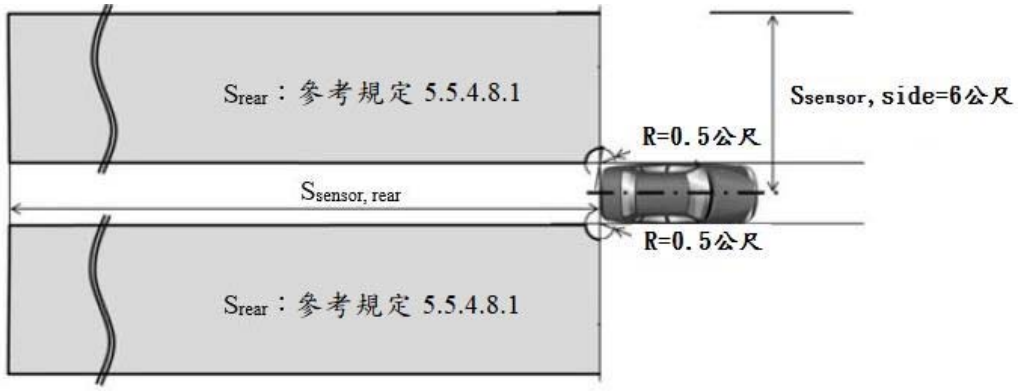
圖表增訂部分

UN內容	基準內容
(UN) Figure of paragraph 5.6.4.6.4.1 **ACSF C – Case where the lateral movement is initiated automatically (1 Step HMI)** 	(基準)規定5.5.4.6.4.1之圖 ACSF 類型 C – 側向移動自動啟動案例(一階人機介面) 
(UN) Figure of paragraph 5.6.4.6.4.2 **ACSF C – Case where the lateral movement is initiated by a second deliberate action by the driver (2 Step HMI)** 	(基準) 規定5.5.4.6.4.2之圖 ACSF 類型 C – 側向移動由駕駛以第二刻意致動啟動之案例(二階人機介面) 

圖表修訂部分

<table>
<tr><th>修訂內容</th><th>原內容</th></tr>
<tr><td></td><td>(UN) Table 1 of paragraph 5.6.2.1.3
For vehicles of category M1, N1
<table>
<tr><th>Speed range</th><th>10 - 60 km/h</th><th>> 60 - 100 km/h</th><th>> 100 - 130 km/h</th><th>> 130 km/h</th></tr>
<tr><td>Maximum value for the specified maximum lateral acceleration</td><td>3 m/s²</td><td>3 m/s²</td><td>3 m/s²</td><td>3 m/s²</td></tr>
<tr><td>Minimum value for the specified maximum lateral acceleration</td><td>0 m/s²</td><td>0.5 m/s²</td><td>0.8 m/s²</td><td>0.3 m/s²</td></tr>
</table>
For vehicles of category M2, M3, N2, N3
<table>
<tr><th>Speed range</th><th>10 - 30 km/h</th><th>> 30 - 60 km/h</th><th>> 60 km/h</th></tr>
<tr><td>Maximum value for the specified maximum lateral acceleration</td><td>2.5 m/s²</td><td>2.5 m/s²</td><td>2.5 m/s²</td></tr>
<tr><td>Minimum value for the specified maximum lateral acceleration</td><td>0 m/s²</td><td>0.3 m/s²</td><td>0.5 m/s²</td></tr>
</table></td></tr>
<tr><td></td><td>(基準)規定5.5.2.1.3之表
M1及N1類車輛
<table>
<tr><th>速度範圍</th><th>十至六十公里/小時</th><th>大於六十至一百公里/小時</th><th>大於一百至一百三十公里/小時</th><th>大於一百三十公里/小時</th></tr>
<tr><td>最大設定側向加速度之最大值</td><td>三公尺/秒平方</td><td>三公尺/秒平方</td><td>三公尺/秒平方</td><td>三公尺/秒平方</td></tr>
<tr><td>最大設定側向加速度之最小值</td><td>零公尺/秒平方</td><td>零點五公尺/秒平方</td><td>零點八公尺/秒平方</td><td>零點三公尺/秒平方</td></tr>
</table></td></tr>
</table>

<table>
<tr><th>修訂內容</th><th>原內容</th></tr>
<tr><td></td><td>M2、M3、N2、N3類車輛
<table>
<tr><td>速度範圍</td><td>十至三十公里/小時</td><td>大於三十至六十公里/小時</td><td>大於六十公里/小時</td></tr>
<tr><td>最大設定側向加速度之最大值</td><td>二點五公尺/秒平方</td><td>二點五公尺/秒平方</td><td>二點五公尺/秒平方</td></tr>
<tr><td>最大設定側向加速度之最小值</td><td>零公尺/秒平方</td><td>零點三公尺/秒平方</td><td>零點五公尺/秒平方</td></tr>
</table></td></tr>
<tr><td></td><td>(UN) Figure of paragraph 5.6.2.2.5
 
Example 1.
 
Example 2.
Text Box</td></tr>
<tr><td></td><td>(基準)規定5.5.2.2.5之圖
 
範例1
 
範例2
解釋性文字</td></tr>
<tr><td></td><td>(UN) Figure of paragraph 5.6.4.8.2</td></tr>
</table>

<table>
<tr><th>修訂內容</th><th>原內容</th></tr>
<tr><td></td><td> 
</td></tr>
<tr><td></td><td>(基準)規定5.5.4.8.2之圖
 
</td></tr>
<tr><td></td><td>(UN) Table 2 of paragraph 6.2.5.2
Steering control effort requirements
<table>
<tr><td>Vehicle Category</td><td colspan="3">INTACT</td><td colspan="3">WITH A FAILURE</td></tr>
<tr><td></td><td>Maximum effort (daN)</td><td>Time(s)</td><td>Turning radius (m)</td><td>Maximum Effort (daN)</td><td>Time(s)</td><td>Turning Radius (m)</td></tr>
</table></td></tr>
</table>

修訂內容	原內容

M_1	15	4	12	30	4	20
M_2	15	4	12	30	4	20
M_3	20	4	12 **	45 *	6	20
N_1	20	4	12	30	4	20
N_2	25	4	12	40	4	20
N_3	20	4	12 **	45 *	6	20

* 50 for rigid vehicles with 2 or more steered axles excluding self tracking equipment
** or full lock if 12 m radius is not attainable.

(基準)規定6.2.5.2之表三

表三、轉向控制力之規定

車輛種類	具完整功能時			失效		
	最大作用力(牛頓)	時間(秒)	迴轉半徑(公尺)	最大作用力(牛頓)	時間(秒)	迴轉半徑(公尺)
M1	一百五十	四	十二	三百	四	二十
M2	一百五十	四	十二	三百	四	二十
M3	二百	四	十二**/	四百五十	六	二十
N1	二百	四	十二	三百	四	二十
N2	二百五十	四	十二	四百	四	二十
N3	二百	四	十二**/	四百五十*/	六	二十

*/ 除自我循跡裝備以外，具有二組轉向軸以上之單體車輛者，則為五百。
**/ 或全鎖定，若十二公尺之半徑無法獲得時。

(UN) Table 3 of paragraph 2, Annex 3

Category		*V (km/h)*	*Service braking (m/s^2)*	*F (daN)*
M_1		100	6.43	50
M_2 and M_3		60	5.0	70
N_1 a, b	*(i)*	80	5.0	70
	(ii)	100	6.43	50
N_2 and N_3		60	5.0	70

<table>
<tr><th>修訂內容</th><th>原內容</th></tr>
<tr><td></td><td>[a] The applicant shall select the appropriate row (i) or (ii) and this choice shall be subject to the agreement of the Technical Service.
[b] Information: The values in row (i) are aligned with the corresponding provisions in UN Regulation No. 13, the values in row (ii) are aligned with the corresponding provisions in UN Regulation No. 13-H.</td></tr>
<tr><td></td><td>(基準)規定5.3.1.4之表一
表一 常用煞車性能
<table><tr><th>車輛種類</th><th>V (公里/小時)</th><th>常用煞車(公尺/秒平方)</th><th>F 牛頓</th></tr><tr><td>M1</td><td>一百</td><td>六點四三</td><td>五百</td></tr><tr><td>M2 M3</td><td>六十</td><td>五點零</td><td>七百</td></tr><tr><td rowspan="2">N1[a,b]</td><td>(i)</td><td>八十</td><td>五點零</td><td>七百</td></tr><tr><td>(ii)</td><td>一百</td><td>六點四三</td><td>五百</td></tr><tr><td>N2 N3</td><td>六十</td><td>五點零</td><td>七百</td></tr></table>備註
a.申請者可選擇適用之(i)或(ii)列，惟須經檢測機構同意。
b.(i)及(ii)列之數值係分別依據非M1類及M1類車輛基準。</td></tr>
<tr><td></td><td>(UN) Table 4 of paragraph 3, Annex 3
Secondary and residual efficiency
<table><tr><th>Category</th><th>V (km/h)</th><th>Secondary braking (m/s²)</th><th>Residual braking (m/s²)</th></tr><tr><td colspan="2">M1</td><td>100</td><td>2.44</td><td>-</td></tr><tr><td colspan="2">M2 and M3</td><td>60</td><td>2.5</td><td>1.5</td></tr><tr><td rowspan="2">N1 [a, b]</td><td>(i)</td><td>70</td><td>2.2</td><td>1.3</td></tr><tr><td>(ii)</td><td>100</td><td>2.44</td><td>-</td></tr><tr><td colspan="2">N2</td><td>50</td><td>2.2</td><td>1.3</td></tr><tr><td colspan="2">N3</td><td>40</td><td>2.2</td><td>1.3</td></tr></table>[a] The applicant shall select the appropriate row (i) or (ii) and this choice shall be subject to the agreement of the Technical Service.
[b] Information: The values in row (i) are aligned with the corresponding provisions in UN Regulation No. 13, the values in row (ii) are aligned with the corresponding provisions in UN Regulation No. 13-H.</td></tr>
</table>

<table>
<tr><th>修訂內容</th><th>原內容</th></tr>
<tr><td></td><td>(基準)規定5.3.1.5之表二
表二 第二/殘餘煞車性能
<table>
<tr><th>車輛種類</th><th>V (公里/小時)</th><th>第二煞車(公尺/秒平方)</th><th>殘餘煞車(公尺/秒平方)</th></tr>
<tr><td>M1</td><td>一百</td><td>二點四四</td><td>-</td></tr>
<tr><td>M2 M3</td><td>六十</td><td>二點五</td><td>一點五</td></tr>
<tr><td rowspan="2">N1[a,b]</td><td>(i)</td><td>七十</td><td rowspan="2">二點二</td><td>一點三</td></tr>
<tr><td>(ii)</td><td>一百</td><td>二點四四</td><td>-</td></tr>
<tr><td>N2</td><td>五十</td><td>二點二</td><td>一點三</td></tr>
<tr><td>N3</td><td>四十</td><td>二點二</td><td>一點三</td></tr>
</table>
備註
a.申請者可選擇適用之(i)或(ii)列，惟須經檢測機構同意。
b.(i)及(ii)列之數值係分別依據非M1類及M1類車輛基準。</td></tr>
<tr><td></td><td>(UN) Table 5 of paragraph 2.2.1.1, Annex 3
<table>
<tr><th>Vehicle category</th><th>R [3]</th><th>v [1, 2]</th></tr>
<tr><td>M_1 and N_1</td><td>100</td><td>80</td></tr>
<tr><td>M_2 and N_2</td><td>50</td><td>50</td></tr>
<tr><td>M_3 and N_3</td><td>50</td><td>45</td></tr>
</table>
[1] If the ASE is in a mechanically locked position at this specified speed, the test speed will be modified to correspond to the maximum speed where the system is functioning. Maximum speed means the speed when the ASE becomes locked minus 5 km/h.
[2] If the dimensional characteristics of the vehicle imply an overturning risk, the manufacturer shall provide to the Technical Service behaviour simulation data demonstrating a lower maximum safe speed for conducting the test. Then the Technical Service will choose this test speed.
[3] If, due to the configuration of the test site, the values of the radii cannot be observed, the tests may be carried out on tracks with other radii, (maximum variation: ± 25 per cent) provided that the speed is varied to obtain the transverse acceleration resulting from the radius and speed indicated in the table for the particular category of vehicle.</td></tr>
<tr><td></td><td>(基準未導入相關規定)</td></tr>
</table>

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
04-S4	04 Series		
Introduction The intention of the Regulation is to establish uniform provisions for the layout and performance of steering systems fitted to vehicles used on the road. Traditionally the major requirement has been that the main steering system contains a positive mechanical link between the steering control, normally the steering wheel, and the road wheels in order to determine the path of the vehicle. The mechanical link, if amply dimensioned, has been regarded as not being liable to failure. Advancing technology, coupled with the wish to improve occupant safety by elimination of the mechanical steering column, and the production advantages associated with easier transfer of the steering control between left and right hand drive vehicles, has led to a review of the tra3ditional approach and the Regulation is now amended to take account of the new technologies. Accordingly it will now be possible to have steering systems in which there is not any positive mechanical connection between the steering control and the road wheels. Systems whereby the driver remains in primary control of the vehicle but may be helped by the steering system being influenced by signals initiated on-board the vehicle are	**Introduction** The intention of the Regulation is to establish uniform provisions for the layout and performance of steering systems fitted to vehicles used on the road. Traditionally the major requirement has been that the main steering system contains a positive mechanical link between the steering control, normally the steering wheel, and the road wheels in order to determine the path of the vehicle. The mechanical link, if amply dimensioned, has been regarded as not being liable to failure. Advancing technology, coupled with the wish to improve occupant safety by elimination of the mechanical steering column, and the production advantages associated with easier transfer of the steering control between left and right hand drive vehicles, has led to a review of the tra3ditional approach and the Regulation is now amended to take account of the new technologies. Accordingly it will now be possible to have steering systems in which there is not any positive mechanical connection between the steering control and the road wheels. Systems whereby the driver remains in primary control of the vehicle but may be helped by the steering system being influenced by signals initiated on-board the vehicle are		

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
defined as "Advanced Driver Assistance Steering Systems". Such systems can incorporate an "Automatically Commanded Steering Function", for example, using passive infrastructure features to assist the driver in keeping the vehicle on an ideal path (Lane Guidance, Lane Keeping or Heading Control), to assist the driver in manoeuvring the vehicle at low speed in confined spaces or to assist the driver in coming to rest at a pre-defined point (Bus Stop Guidance). Advanced Driver Assistance Steering Systems can also incorporate a "Corrective Steering Function" that, for example, warns the driver of any deviation from the chosen lane (Lane Departure Warning), corrects the steering angle to prevent departure from the chosen lane (Lane Departure Avoidance) or corrects the steering angle of one or more wheels to improve the vehicle's dynamic behaviour or stability.	defined as "Advanced Driver Assistance Steering Systems". Such systems can incorporate an "Automatically Commanded Steering Function", for example, using passive infrastructure features to assist the driver in keeping the vehicle on an ideal path (Lane Guidance, Lane Keeping or Heading Control), to assist the driver in manoeuvring the vehicle at low speed in confined spaces or to assist the driver in coming to rest at a pre-defined point (Bus Stop Guidance). Advanced Driver Assistance Steering Systems can also incorporate a "Corrective Steering Function" that, for example, warns the driver of any deviation from the chosen lane (Lane Departure Warning), corrects the steering angle to prevent departure from the chosen lane (Lane Departure Avoidance) or corrects the steering angle of one or more wheels to improve the vehicle's dynamic behaviour or stability.		
In the case of any Advanced Driver Assistance Steering System, the driver can, at all times, choose to override the assistance function by deliberate action, for example, to avoid an unforeseen object in the road.	In the case of any Advanced Driver Assistance Steering System, the driver can, at all times, choose to override the assistance function by deliberate action, for example, to avoid an unforeseen object in the road.		
It is anticipated that future technology will also allow steering to be influenced or controlled by sensors and signals generated either on or off-board the vehicle. This has led to several concerns regarding responsibility for the primary control of the vehicle and the absence of any	It is anticipated that future technology will also allow steering to be influenced or controlled by sensors and signals generated either on or off-board the vehicle. This has led to several concerns regarding responsibility for the primary control of the vehicle and the absence of any		

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
internationally agreed data transmission protocols with respect to off-board or external control of steering. Therefore, the Regulation does not permit the general approval of systems that incorporate functions by which the steering can be controlled by external signals, for example, transmitted from roadside beacons or active features embedded into the road surface. Such systems, which do not require the presence of a driver, have been defined as "Autonomous Steering Systems". This Regulation also prevents the approval of positive steering of trailers by means of electrical control from the towing vehicle as there are currently no standards applicable to this application. It is expected that at some time in the future, ISO 11992 will be amended to include messages associated with the transmission of steering control.	internationally agreed data transmission protocols with respect to off-board or external control of steering. Therefore, the Regulation does not permit the general approval of systems that incorporate functions by which the steering can be controlled by external signals, for example, transmitted from roadside beacons or active features embedded into the road surface. Such systems, which do not require the presence of a driver, have been defined as "Autonomous Steering Systems". This Regulation also prevents the approval of positive steering of trailers by means of electrical control from the towing vehicle as there are currently no standards applicable to this application. It is expected that at some time in the future, ISO 11992 will be amended to include messages associated with the transmission of steering control.		
1. Scope 1.1. This Regulation applies to the steering equipment of vehicles of categories M, N and O.[1] [1] 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. Scope** 1.1. This Regulation applies to the steering equipment of vehicles of categories M, N and O.[1] [1] 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	附件四十七之三、轉向系統 1. 實施時間及適用範圍： 1.1 中華民國一百十七年一月一日起，新型式之M、N及O類車輛及中華民國一百十九年一月一日起，各型式之M、N及O類車輛，其轉向系統應符合本項規定；另車輛若配備先進駕駛輔助轉向系統時，亦應符合本項相關規定。 1.1.1 已符合本基準項次「四十七之二」規定者，若其未配備RMF，則亦視同符合本項規定。	附件四十七之二、轉向系統 1. 實施時間及適用範圍： 1.1 中華民國一百十二年一月一日起，新型式之M、N及O類車輛及中華民國一百十四年一月一日起，各型式之M、N及O類車輛，其轉向系統應符合本項規定；另車輛若配備先進駕駛輔助轉向系統時，亦應符合本項相關規定。 1.1.1 已符合本基準項次「四十七之一」規定者，若其未配備ESF及/或ACSF類型C，則亦視同符合本項規定。

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
		1.2 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「轉向系統」規定中 5.1.11、9.或 11.之規定。 1.3 中華民國一百十七年一月一日起，新型式之具密閉式車身之 L2 或 L5 類車輛，其轉向系統，應符合本項 6.4.之規定。	1.2 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「轉向系統」規定中 5.1.11、9.或 11.之規定。 1.3 中華民國一百十年一月一日起，新型式之具密閉式車身之 L2 或 L5 類車輛，其轉向系統，應符合本項 6.4.之規定。
1.2. This Regulation does not apply to: 1.2.1. Steering equipment with a purely pneumatic transmission; 1.2.2. Autonomous Steering Systems as defined in paragraph 2.3.3.; 1.2.3. Steering systems exhibiting the functionality defined as ACSF of Category B2, D or E in paragraphs 2.3.4.1.3., 2.3.4.1.5., or 2.3.4.1.6., respectively, until specific provisions are introduced in this Regulation.	1.2. This Regulation does not apply to: 1.2.1. Steering equipment with a purely pneumatic transmission; 1.2.2. Autonomous Steering Systems as defined in paragraph 2.3.3.; 1.2.3. Steering systems exhibiting the functionality defined as ACSF of Category B2, D or E in paragraphs 2.3.4.1.3., 2.3.4.1.5., or 2.3.4.1.6., respectively, until specific provisions are introduced in this Regulation.	1.4 本法規不適用於下述之轉向系統： 1.4.1 配備純氣壓式帶動之轉向系統。 1.4.2 符合 2.1.3 所述之自主轉向系統。 1.4.3 符合 2.1.4.1.3、2.1.4.1.5 或 2.1.4.1.6 所述之 ACSF 類型 B2、D 或 E 自動控制轉向功能之轉向系統，除非本基準另有規定要求。 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 R79 04 系列及其後續相關修正規範進行測試。	1.4 本法規不適用於下述之轉向系統： 1.4.1 配備純氣壓式帶動之轉向系統。 1.4.2 符合 2.1.3 所述之自主轉向系統。 1.4.3 符合 2.1.4.1.3、2.1.4.1.5 或 2.1.4.1.6 所述之 ACSF 類型 B2、D 或 E 自動控制轉向功能之轉向系統，除非本基準另有規定要求。 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 R79 03 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. "Approval of a vehicle" means the approval of a vehicle type with regard to its steering equipment. 2.2. "Vehicle type" means a vehicle which does	**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 steering equipment. 2.2. "Vehicle type" means a vehicle which does	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
not differ with respect to the manufacturer's designation of the vehicle type and in essential characteristics such as:	not differ with respect to the manufacturer's designation of the vehicle type and in essential characteristics such as:		
2.2.1. Type of steering equipment, steering control, steering transmission, steered wheels, and energy source.	2.2.1. Type of steering equipment, steering control, steering transmission, steered wheels, and energy source.		
2.3. "Steering equipment" means all the equipment the purpose of which is to determine the direction of movement of the vehicle.	2.3. "Steering equipment" means all the equipment the purpose of which is to determine the direction of movement of the vehicle.	2.1 轉向系統(Steering equipment)：指用以決定車輛移動方向之裝置。該裝置包含：轉向控制、轉向傳輸裝置、轉向輪及/或動力供給(若具備)。	2.1 轉向系統(Steering equipment)：指用以決定車輛移動方向之裝置。該裝置包含：轉向控制、轉向傳輸裝置、轉向輪及/或動力供給(若具備)。
The steering equipment consists of: - The steering control, - The steering transmission, - The steered wheels, - The energy supply, if any.	The steering equipment consists of: - The steering control, - The steering transmission, - The steered wheels, - The energy supply, if any.		
2.3.1. "Steering control" means the part of the steering equipment which controls its operation; it may be operated with or without direct intervention of the driver. For steering equipment in which the steering forces are provided solely or partly by the muscular effort of the driver the steering control includes all parts up to the point where the steering effort is transformed by mechanical, hydraulic or electrical means;	2.3.1. "Steering control" means the part of the steering equipment which controls its operation; it may be operated with or without direct intervention of the driver. For steering equipment in which the steering forces are provided solely or partly by the muscular effort of the driver the steering control includes all parts up to the point where the steering effort is transformed by mechanical, hydraulic or electrical means;	2.1.1 轉向控制裝置(Steering control)：指在直接或間接由駕駛者操作的狀態下，用以控制轉向系統的零組件。若轉向系統的轉向力全部或部份是以駕駛者手動方式提供，則該裝置包含利用機械、液壓、或電動方式來轉換轉向力之前的所有零組件。	2.1.1 轉向控制裝置(Steering control)：指在直接或間接由駕駛者操作的狀態下，用以控制轉向系統的零組件。若轉向系統的轉向力全部或部份是以駕駛者手動方式提供，則該裝置包含利用機械、液壓、或電動方式來轉換轉向力之前的所有零組件。
2.3.2. "Steering transmission" means all components which form a functional link between the steering control and the road wheels.	2.3.2. "Steering transmission" means all components which form a functional link between the steering control and the road wheels.	2.1.2 轉向傳輸裝置(Steering transmission)：係指在轉向控制裝置與車輪之間形成功能性連結之所有組件。	2.1.2 轉向傳輸裝置(Steering transmission)：係指在轉向控制裝置與車輪之間形成功能性連結之所有組件。
The transmission is divided into two independent functions: The control transmission and the energy transmission.	The transmission is divided into two independent functions: The control transmission and the energy transmission.	傳輸裝置可區分為兩個獨立功能：控制傳輸裝置(Control transmission)及動力傳輸裝置(Energy transmission)。	傳輸裝置可區分為兩個獨立功能：控制傳輸裝置(Control transmission)及動力傳輸裝置(Energy transmission)。

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
Where the term "transmission" is used alone in this Regulation, it means both the control transmission and the energy transmission. A distinction is drawn between mechanical, electrical and hydraulic transmission systems or combinations thereof, according to the means by which the signals and/or energy is transmitted.	Where the term "transmission" is used alone in this Regulation, it means both the control transmission and the energy transmission. A distinction is drawn between mechanical, electrical and hydraulic transmission systems or combinations thereof, according to the means by which the signals and/or energy is transmitted.	此規定中所單獨使用之「傳輸裝置」名詞，係指包含控制傳輸裝置及動力傳輸裝置兩者。依照信號及/或動力之傳輸方式，區分為機械式、電動式及液壓式傳輸系統或組合式傳輸系統。	此規定中所單獨使用之「傳輸裝置」名詞，係指包含控制傳輸裝置及動力傳輸裝置兩者。依照信號及/或動力之傳輸方式，區分為機械式、電動式及液壓式傳輸系統或組合式傳輸系統。
2.3.2.1. "Control transmission" means all components by means of which signals are transmitted for control of the steering equipment.	2.3.2.1. "Control transmission" means all components by means of which signals are transmitted for control of the steering equipment.	2.1.2.1 控制傳輸裝置(Control transmission)：係指用以傳輸轉向系統控制信號之所有組件。	2.1.2.1 控制傳輸裝置(Control transmission)：係指用以傳輸轉向系統控制信號之所有組件。
2.3.2.2. "Energy transmission" means all components by means of which the energy required for control/regulation of the steering function of the wheels is transmitted.	2.3.2.2. "Energy transmission" means all components by means of which the energy required for control/regulation of the steering function of the wheels is transmitted.	2.1.2.2 動力傳輸裝置(Energy transmission)：係指用以傳輸車輪轉向功能所需控制/調節動力之所有組件。	2.1.2.2 動力傳輸裝置(Energy transmission)：係指用以傳輸車輪轉向功能所需控制/調節動力之所有組件。
2.3.3. "Autonomous Steering System" means a system that incorporates a function within a complex electronic control system that causes the vehicle to follow a defined path or to alter its path in response to signals initiated and transmitted from off-board the vehicle. The driver will not necessarily be in primary control of the vehicle.	2.3.3. "Autonomous Steering System" means a system that incorporates a function within a complex electronic control system that causes the vehicle to follow a defined path or to alter its path in response to signals initiated and transmitted from off-board the vehicle. The driver will not necessarily be in primary control of the vehicle.	2.1.3 自主轉向系統(Autonomous Steering System)：係指複合式電子控制系統之功能整合系統，其使車輛依所指定之路徑行駛，或依照車輛外部所啟動與發送之信號修正車輛之行車路徑。駕駛者未必處於該車之主要控制權狀態。	2.1.3 自主轉向系統(Autonomous Steering System)：係指複合式電子控制系統之功能整合系統，其使車輛依所指定之路徑行駛，或依照車輛外部所啟動與發送之信號修正車輛之行車路徑。駕駛者未必處於該車之主要控制權狀態。
2.3.4. "Advanced Driver Assistance Steering System" means a system, additional to the main steering system, that provides assistance to the driver in steering the vehicle but in which the driver remains at all times in primary control of the vehicle. It comprises one or both of the following functions:	2.3.4. "Advanced Driver Assistance Steering System" means a system, additional to the main steering system, that provides assistance to the driver in steering the vehicle but in which the driver remains at all times in primary control of the vehicle. It comprises one or both of the following functions:	2.1.4 先進駕駛輔助轉向系統(Advanced Driver Assistance Steering System)：係指主要轉向系統外之附加系統，提供駕駛者於車輛轉向之輔助，惟於任何情況下，均應維持由駕駛者掌控車輛之主要控制權。其包含下述一項或兩項功能：	2.1.4 先進駕駛輔助轉向系統(Advanced Driver Assistance Steering System)：係指主要轉向系統外之附加系統，提供駕駛者於車輛轉向之輔助，惟於任何情況下，均應維持由駕駛者掌控車輛之主要控制權。其包含下述一項或兩項功能：

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
2.3.4.1. "Automatically commanded steering function (ACSF)" means a function within an electronic control system where actuation of the steering system can result from automatic evaluation of signals initiated on-board the vehicle, possibly in conjunction with passive infrastructure features, to generate control action in order to assist the driver.	2.3.4.1. "Automatically commanded steering function (ACSF)" means a function within an electronic control system where actuation of the steering system can result from automatic evaluation of signals initiated on-board the vehicle, possibly in conjunction with passive infrastructure features, to generate control action in order to assist the driver.	2.1.4.1 自動控制轉向功能(Automatically commanded steering function ；ACSF)：係指電子控制系統中之功能，依照車上啟始之信號，自動評估以致動轉向系統，其可與被動基礎設施功能配合，為輔助駕駛者而產生控制行動。	2.1.4.1 自動控制轉向功能(Automatically commanded steering function ；ACSF)：係指電子控制系統中之功能，依照車上啟始之信號，自動評估以致動轉向系統，其可與被動基礎設施功能配合，為輔助駕駛者而產生控制行動。
2.3.4.1.1. "ACSF of Category A" means a function that operates at a speed no greater than 10 km/h to assist the driver, on demand, in low speed or parking manoeuvring.	2.3.4.1.1. "ACSF of Category A" means a function that operates at a speed no greater than 10 km/h to assist the driver, on demand, in low speed or parking manoeuvring.	2.1.4.1.1 ACSF 類型 A：係指低速或停車操控輔助功能，其依照駕駛者要求，作動於未逾十公里/小時之速度。	2.1.4.1.1 ACSF 類型 A：係指低速或停車操控輔助功能，其依照駕駛者要求，作動於未逾十公里/小時之速度。
2.3.4.1.2. "ACSF of Category B1" means a function which assists the driver in keeping the vehicle within the chosen lane, by influencing the lateral movement of the vehicle.	2.3.4.1.2. "ACSF of Category B1" means a function which assists the driver in keeping the vehicle within the chosen lane, by influencing the lateral movement of the vehicle.	2.1.4.1.2 ACSF 類型 B1：係指藉由影響車輛之側向移動，輔助駕駛者維持車輛行駛於其所選定車道之功能。	2.1.4.1.2 ACSF 類型 B1：係指藉由影響車輛之側向移動，輔助駕駛者維持車輛行駛於其所選定車道之功能。
2.3.4.1.3. "ACSF of Category B2" means a function which is initiated/activated by the driver and which keeps the vehicle within its lane by influencing the lateral movement of the vehicle for extended periods without further driver command/confirmation	2.3.4.1.3. "ACSF of Category B2" means a function which is initiated/activated by the driver and which keeps the vehicle within its lane by influencing the lateral movement of the vehicle for extended periods without further driver command/confirmation	2.1.4.1.3 ACSF 類型 B2：係指由駕駛者啟始/致動後，於駕駛者未有更進一步指令/確認情況下，藉由影響車輛之側向移動可持續維持車輛行駛於駕駛者所選定車道之輔助功能。	2.1.4.1.3 ACSF 類型 B2：係指由駕駛者啟始/致動後，於駕駛者未有更進一步指令/確認情況下，藉由影響車輛之側向移動可持續維持車輛行駛於駕駛者所選定車道之輔助功能。
2.3.4.1.4. "ACSF of Category C" means, a function which is initiated/activated by the driver and which can perform a single lateral manoeuvre (e.g. lane change) when commanded by the driver.	2.3.4.1.4. "ACSF of Category C" means, a function which is initiated/activated by the driver and which can perform a single lateral manoeuvre (e.g. lane change) when commanded by the driver.	2.1.4.1.4 ACSF 類型 C：係指由駕駛者啟始/致動後，於駕駛者指令下執行單一側向操控(如：變換車道)之輔助功能。	2.1.4.1.4 ACSF 類型 C：係指由駕駛者啟始/致動後，於駕駛者指令下執行單一側向操控(如：變換車道)之輔助功能。
2.3.4.1.5. "ACSF of Category D" means a function which is initiated/activated by the driver and which can indicate the possibility of a single lateral manoeuvre (e.g. lane	2.3.4.1.5. "ACSF of Category D" means a function which is initiated/activated by the driver and which can indicate the possibility of a single lateral manoeuvre (e.g. lane	2.1.4.1.5 ACSF 類型 D：係指由駕駛者啟始/致動後，能顯示單一側向操控（如：變換車道）可行狀態之輔助功能，惟僅能於駕駛者確認下執行	2.1.4.1.5 ACSF 類型 D：係指由駕駛者啟始/致動後，能顯示單一側向操控（如：變換車道）可行狀態之輔助功能，惟僅能於駕駛者確認下執行

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
change) but performs that function only following a confirmation by the driver.	change) but performs that function only following a confirmation by the driver.	操控。	操控。
2.3.4.1.6. "ACSF of Category E" means a function which is initiated/activated by the driver and which can continuously determine the possibility of a manoeuvre (e.g. lane change) and complete these manoeuvres for extended periods without further driver command/confirmation.	2.3.4.1.6. "ACSF of Category E" means a function which is initiated/activated by the driver and which can continuously determine the possibility of a manoeuvre (e.g. lane change) and complete these manoeuvres for extended periods without further driver command/confirmation.	2.1.4.1.6 ACSF 類型 E：係指由駕駛者啟始/致動後可連續測定操控之可能性(如：變換車道)，並於無駕駛者更進一步指令/確認情況下，長時間區段內完成相關操控之輔助功能。	2.1.4.1.6 ACSF 類型 E：係指由駕駛者啟始/致動後可連續測定操控之可能性(如：變換車道)，並於無駕駛者更進一步指令/確認情況下，長時間區段內完成相關操控之輔助功能。
2.3.4.2. "Corrective Steering Function (CSF)" means a control function within an electronic control system whereby, for a limited duration, changes to the steering angle of one or more wheels may result from the automatic evaluation of signals initiated on-board the vehicle, in order:	2.3.4.2. "Corrective Steering Function (CSF)" means a control function within an electronic control system whereby, for a limited duration, changes to the steering angle of one or more wheels may result from the automatic evaluation of signals initiated on-board the vehicle, in order:	2.1.4.2 修正轉向功能 (Corrective steering function； CSF)：係指電子控制系統內之控制功能，於一限定期限內，依照車上啟始之信號，自動評估改變一個或多個車輪之轉向角度，以完成下列操控：	2.1.4.2 修正轉向功能 (Corrective steering function； CSF)：係指電子控制系統內之控制功能，於一限定期限內，依照車上啟始之信號，自動評估改變一個或多個車輪之轉向角度，以完成下列操控：
(a) To compensate a sudden, unexpected change in the side force of the vehicle, or;	(a) To compensate a sudden, unexpected change in the side force of the vehicle, or;	2.1.4.2.1 補償突然、無預期之車輛側向力變化，或	2.1.4.2.1 補償突然、無預期之車輛側向力變化，或
(b) To improve the vehicle stability (e.g. side wind, differing adhesion road conditions "μ-split"), or;	(b) To improve the vehicle stability (e.g. side wind, differing adhesion road conditions "μ-split"), or;	2.1.4.2.2 改善車輛穩定性（如：側向強風、抓地力係數不同之道路表面狀況(摩擦係數變化)），或	2.1.4.2.2 改善車輛穩定性（如：側向強風、抓地力係數不同之道路表面狀況(摩擦係數變化)），或
(c) To correct lane departure. (e.g. to avoid crossing lane markings, leaving the road).	(c) To correct lane departure. (e.g. to avoid crossing lane markings, leaving the road).	2.1.4.2.3 修正車道偏離（如：避免越過車道標線、離開道路）。	2.1.4.2.3 修正車道偏離（如：避免越過車道標線、離開道路）。
2.3.4.3. "Emergency Steering Function (ESF)" means a control function which can automatically detect a potential collision and automatically activate the vehicle steering system for a limited duration, to steer the vehicle with the purpose of avoiding or mitigating a collision, with:	2.3.4.3. "Emergency Steering Function (ESF)" means a control function which can automatically detect a potential collision and automatically activate the vehicle steering system for a limited duration, to steer the vehicle with the purpose of avoiding or mitigating a collision, with:	2.1.4.3 緊急轉向功能 (Emergency Steering Function；ESF):係指可自動偵測潛在碰撞且於限制時間內自動致動車輛轉向系統之控制功能，於下列情況下使車輛轉向以避免或減輕碰撞：	2.1.4.3 緊急轉向功能 (Emergency Steering Function；ESF):係指可自動偵測潛在碰撞且於限制時間內自動致動車輛轉向系統之控制功能，於下列情況下使車輛轉向以避免或減輕碰撞：
(a) Another vehicle driving[2] in an adjacent lane:	(a) Another vehicle driving[2] in an adjacent lane:	(a) 另一車輛行駛於相鄰車道 (受驗車輛可行駛於同向或對向)：	(a) 另一車輛行駛於相鄰車道 (受驗車輛可行駛於同向或對向)：
[2] The vehicle may be driving in the same or the	[2] The vehicle may be driving in the same or the		

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
opposite direction as the subject vehicle. (i) Drifting towards the path of the subject vehicle and/or; (ii) Into which path the subject vehicle is drifting and/or; (iii) Into which lane the driver initiates a lane change manoeuver. (b) An obstacle obstructing the path of the subject vehicle or when the obstruction of the subject vehicle's path is deemed imminent. ESF shall cover one or more use cases from the list above.	opposite direction as the subject vehicle. (i) Drifting towards the path of the subject vehicle and/or; (ii) Into which path the subject vehicle is drifting and/or; (iii) Into which lane the driver initiates a lane change manoeuver. (b) An obstacle obstructing the path of the subject vehicle or when the obstruction of the subject vehicle's path is deemed imminent. ESF shall cover one or more use cases from the list above.	(i)朝受驗車輛之行駛路徑偏移及/或； (ii)進入受驗車輛所偏移之路徑及/或； (iii)進入駕駛者開始操控欲變換進入之車道。 (b)障礙物阻擋受驗車輛路徑或於受驗車輛行駛之路徑有立即性障礙之存在。 ESF 應能涵蓋上述條列之一項或多項情境。	(i)朝受驗車輛之行駛路徑偏移及/或； (ii)進入受驗車輛所偏移之路徑及/或； (iii)進入駕駛者開始操控欲變換進入之車道。 (b)障礙物阻擋受驗車輛路徑或於受驗車輛行駛之路徑有立即性障礙之存在。 ESF 應能涵蓋上述條列之一項或多項情境。
2.3.4.4. "Remote Control Manoeuvring (RCM)" means a function actuated by the driver that provides direct control on steering angle, acceleration, and deceleration for low speed manoeuvring. The actuation is made by a remote control device in close proximity to the vehicle. 2.3.4.5. "Risk Mitigation Function (RMF)" means an emergency function which can, in the event the driver becomes unresponsive, automatically activate the vehicle steering system for a limited duration to steer the vehicle with the purpose of bringing the vehicle to a safe stop within a target stop area.		2.1.4.4 遠端控制操控(Remote Control Manoeuvring；RCM)：係指一由駕駛所致動之功能，該功能於低速操作下提供對轉向角度、加速度及減速度之直接控制。而作動係靠近車輛後由一遠端控制裝置進行操作。 2.1.4.5 風險緩解功能(Risk Mitigation Function；RMF)：係指一緊急功能，其可於駕駛無法反應(unresponsive)時，於一段限制期間內自動啟動車輛轉向系統，以移動車輛至目標停靠區域內之安全停靠點為目的進行車輛轉向。	
2.3.5. "Steered wheels" means the wheels, the alignment of which may be altered directly or indirectly in relation to the longitudinal axis of the vehicle in order to determine the direction of movement of the vehicle. (The	2.3.5. "Steered wheels" means the wheels, the alignment of which may be altered directly or indirectly in relation to the longitudinal axis of the vehicle in order to determine the direction of movement of the vehicle. (The	2.1.5 轉向輪(Steered wheels)：係指車輪相對於車輛縱軸的回正情形，可利用直接或間接的方式來改變以決定車輛的移動方向。(轉向輪包含其旋轉時所圍繞的輪軸，藉以決定	2.1.5 轉向輪(Steered wheels)：係指車輪相對於車輛縱軸的回正情形，可利用直接或間接的方式來改變以決定車輛的移動方向。(轉向輪包含其旋轉時所圍繞的輪軸，藉以決定

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steered wheels include the axis around which they are rotated in order to determine the direction of movement of the vehicle);	steered wheels include the axis around which they are rotated in order to determine the direction of movement of the vehicle);	車輛的移動方向)。	車輛的移動方向)。
2.3.6. "Energy supply" includes those parts of the steering equipment which provide it with energy, regulate that energy and where appropriate, process and store it. It also includes any storage reservoirs for the operating medium and the return lines, but not the vehicle's engine (except for the purpose of paragraph 5.3.2.1.) or its drive to the energy source.	2.3.6. "Energy supply" includes those parts of the steering equipment which provide it with energy, regulate that energy and where appropriate, process and store it. It also includes any storage reservoirs for the operating medium and the return lines, but not the vehicle's engine (except for the purpose of paragraph 5.3.2.1.) or its drive to the energy source.	2.1.6 動力供給(Energy supply)：係指轉向系統中包含提供轉向系統動力、控制動力、處理及儲存動力的零組件，其同時也包括工作媒介所用的儲存器及回流管線等，但並非車輛的引擎(5.3.2.1 所述者除外)或其和動力之間的傳動。	2.1.6 動力供給(Energy supply)：係指轉向系統中包含提供轉向系統動力、控制動力、處理及儲存動力的零組件，其同時也包括工作媒介所用的儲存器及回流管線等，但並非車輛的引擎(5.3.2.1 所述者除外)或其和動力之間的傳動。
2.3.6.1. "Energy source" means the part of the energy supply, which provides the energy in the required form.	2.3.6.1. "Energy source" means the part of the energy supply, which provides the energy in the required form.	2.1.6.1 動力來源(Energy source)：係指動力供給之一部份，提供所需形式之動力。	2.1.6.1 動力來源(Energy source)：係指動力供給之一部份，提供所需形式之動力。
2.3.6.2. "Energy reservoir" means that part of the energy supply in which the energy provided by the energy source is stored, for example, a pressurised fluid reservoir or vehicle battery.	2.3.6.2. "Energy reservoir" means that part of the energy supply in which the energy provided by the energy source is stored, for example, a pressurised fluid reservoir or vehicle battery.	2.1.6.2 動力儲存器(Energy reservoir)：係指動力供給之一部份，儲存動力來源提供之動力，例如加壓流體儲存器或車輛電瓶。	2.1.6.2 動力儲存器(Energy reservoir)：係指動力供給之一部份，儲存動力來源提供之動力，例如加壓流體儲存器或車輛電瓶。
2.3.6.3. "Storage reservoir" means that part of the energy supply in which the operating medium is stored at or near to the atmospheric pressure, for example a fluid reservoir.	2.3.6.3. "Storage reservoir" means that part of the energy supply in which the operating medium is stored at or near to the atmospheric pressure, for example a fluid reservoir.	2.1.6.3 作動媒介儲存器(Storage reservoir)：係指動力供給之一部份，儲存作動媒介於接近或同等於大氣壓力，例如流體儲存器。	2.1.6.3 作動媒介儲存器(Storage reservoir)：係指動力供給之一部份，儲存作動媒介於接近或同等於大氣壓力，例如流體儲存器。
2.4. Steering parameters	2.4. Steering parameters	2.2 轉向參數	2.2 轉向參數
2.4.1. "Steering control effort" means the force applied to the steering control in order to steer the vehicle.	2.4.1. "Steering control effort" means the force applied to the steering control in order to steer the vehicle.	2.2.1 轉向控制力(Steering control effort)：係指應用於轉向控制之施力，以完成車輛之轉向。	2.2.1 轉向控制力(Steering control effort)：係指應用於轉向控制之施力，以完成車輛之轉向。
2.4.2. "Steering time" means the period of time from the beginning of the movement of the steering control to the moment at which the steered wheels have reached a specific	2.4.2. "Steering time" means the period of time from the beginning of the movement of the steering control to the moment at which the steered wheels have reached a specific	2.2.2 轉向時間(Steering time)：係指轉向控制開始作動至轉向輪達特定轉向角度間之時間區段。	2.2.2 轉向時間(Steering time)：係指轉向控制開始作動至轉向輪達特定轉向角度間之時間區段。

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
steering angle.	steering angle.		
2.4.3. "Steering angle" means the angle between the projection of a longitudinal axis of the vehicle and the line of intersection of the wheel plane (being the central plane of the wheel, normal to the axis around which it rotates) and the road surface.	2.4.3. "Steering angle" means the angle between the projection of a longitudinal axis of the vehicle and the line of intersection of the wheel plane (being the central plane of the wheel, normal to the axis around which it rotates) and the road surface.	2.2.3 轉向角度(Steering angle)：係指車輛縱向軸與車輪中心線（車輪之中心平面垂直於車輪轉動之軸線)間之角度。	2.2.3 轉向角度(Steering angle)：係指車輛縱向軸與車輪中心線（車輪之中心平面垂直於車輪轉動之軸線)間之角度。
2.4.4. "Steering forces" mean all the forces operating in the steering transmission.	2.4.4. "Steering forces" mean all the forces operating in the steering transmission.	2.2.4 轉向力(Steering force)：係指所有於轉向傳輸裝置中運作之施力。	2.2.4 轉向力(Steering force)：係指所有於轉向傳輸裝置中運作之施力。
2.4.5. "Mean steering ratio" means the ratio of the angular displacement of the steering control to the mean of the swept steering angle of the steered wheels for a full lock-to-lock turn.	2.4.5. "Mean steering ratio" means the ratio of the angular displacement of the steering control to the mean of the swept steering angle of the steered wheels for a full lock-to-lock turn.	2.2.5 平均轉向率(Mean steering ratio)：係指於整個方向盤的回轉行程(lock-to-lock)，轉向控制裝置角度位移與轉向車輪轉向角度平均值間之比率。	2.2.5 平均轉向率(Mean steering ratio)：係指於整個方向盤的回轉行程(lock-to-lock)，轉向控制裝置角度位移與轉向車輪轉向角度平均值間之比率。
2.4.6. "Turning circle" means the circle within which are located the projections onto the ground plane of all the points of the vehicle, excluding the external devices for indirect vision and the front direction indicators, when the vehicle is driven in a circle.	2.4.6. "Turning circle" means the circle within which are located the projections onto the ground plane of all the points of the vehicle, excluding the external devices for indirect vision and the front direction indicators, when the vehicle is driven in a circle.	2.2.6 迴轉圓圈(Turning circle)：係指當車輛繞圈時，除外側間接視野裝置和前方向燈外，車輛於地面投影點所形成的圓圈。	2.2.6 迴轉圓圈(Turning circle)：係指當車輛繞圈時，除外側間接視野裝置和前方向燈外，車輛於地面投影點所形成的圓圈。
2.4.7. "Nominal radius of steering control" means in the case of a steering wheel the shortest dimension from its centre of rotation to the outer edge of the rim. In the case of any other form of control it means the distance between its centre of rotation and the point at which the steering effort is applied. If more than one such point is provided, the one requiring the greatest effort shall be used.	2.4.7. "Nominal radius of steering control" means in the case of a steering wheel the shortest dimension from its centre of rotation to the outer edge of the rim. In the case of any other form of control it means the distance between its centre of rotation and the point at which the steering effort is applied. If more than one such point is provided, the one requiring the greatest effort shall be used.	2.2.7 轉向控制裝置之標稱半徑：對於方向盤而言，係指從方向盤之旋轉中心至方向盤邊緣(Rim)外側間最短距離。對於任何其他型式之轉向控制裝置而言，係指旋轉中心至轉向施力點間距離。若有一個以上之施力點，則應取最大施力點。	2.2.7 轉向控制裝置之標稱半徑：對於方向盤而言，係指從方向盤之旋轉中心至方向盤邊緣(Rim)外側間最短距離。對於任何其他型式之轉向控制裝置而言，係指旋轉中心至轉向施力點間距離。若有一個以上之施力點，則應取最大施力點。
2.4.8. "Remote Controlled Parking (RCP)" means an ACSF of category A, actuated by the driver, providing parking or low speed	2.4.8. "Remote Controlled Parking (RCP)" means an ACSF of category A, actuated by the driver, providing parking or low speed	2.2.8 遠端控制停車(Remote Controlled Parking；RCP)：係指由駕駛者致動之 ACSF 類型 A，用以	2.2.8 遠端控制停車(Remote Controlled Parking；RCP)：係指由駕駛者致動之 ACSF 類型 A，用以

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manoeuvring. The actuation is made by remote control in close proximity to the vehicle.	manoeuvring. The actuation is made in close proximity to the vehicle.	提供停車或低速操控。其係於近距離致動車輛。	提供停車或低速操控。其係藉由遠端控制器於近距離致動車輛。
2.4.9. "Specified maximum RCP operating range (S_{RCPmax})" means the maximum distance between the nearest point of the motor vehicle and the remote control device or alternatively the driver (for systems based on detection of driver position and movement), up to which ACSF is designed to operate.	2.4.9. "Specified maximum RCP operating range (S_{RCPmax})" means the maximum distance between the nearest point of the motor vehicle and the remote control device up to which ACSF is designed to operate.	2.2.9 最大設定之遠端控制停車(RCP)作動距離(S_{RCPmax})：係指遠端控制器或駕駛(對於基於偵測駕駛位置及移動之系統)與其最靠近車輛之點的間距，該距離為 ACSF 設計作動之最大距離。	2.2.9 最大設定之遠端控制停車(RCP)作動距離(S_{RCPmax})：係指遠端控制器與其最靠近車輛之點的間距，該距離為 ACSF 設計作動之最大距離。
2.4.10. "Specified maximum speed V_{Smax} " means the maximum speed up to which an ACSF is designed to operate.	2.4.10. "Specified maximum speed V_{Smax} " means the maximum speed up to which an ACSF is designed to operate.	2.2.10 最大設定速度 V_{Smax}：係指 ACSF 設計作動之最大速度。	2.2.10 最大設定速度 V_{Smax}：係指 ACSF 設計作動之最大速度。
2.4.11. "Specified minimum speed V_{Smin}" means the minimum speed down to which an ACSF is designed to operate.	2.4.11. "Specified minimum speed V_{Smin}" means the minimum speed down to which an ACSF is designed to operate.	2.2.11 最小設定速度 V_{Smin}：係指 ACSF 設計作動之最小速度。	2.2.11 最小設定速度 V_{Smin}：係指 ACSF 設計作動之最小速度。
2.4.12. "Specified maximum lateral acceleration ay_{Smax}" means the maximum lateral acceleration of the vehicle up to which an ACSF is designed to operate.	2.4.12. "Specified maximum lateral acceleration ay_{Smax}" means the maximum lateral acceleration of the vehicle up to which an ACSF is designed to operate.	2.2.12 最大設定側向加速度 ay_{smax}：係指 ACSF 設計作動之車輛最大側向加速度。	2.2.12 最大設定側向加速度 ay_{smax}：係指 ACSF 設計作動之車輛最大側向加速度。
2.4.13. An ACSF is in "off mode" (or "switched off") when the function is prevented from generating a steering control action to assist the driver.	2.4.13. An ACSF is in "off mode" (or "switched off") when the function is prevented from generating a steering control action to assist the driver.	2.2.13 ACSF 處於「關閉模式」(或「被關閉」)：係指防止該功能產生輔助駕駛之轉向控制動作之狀況。	2.2.13 ACSF 處於「關閉模式」(或「被關閉」)：係指防止該功能產生輔助駕駛之轉向控制動作之狀況。
2.4.14. An ACSF is in "standby mode" when the function is switched on, but the conditions (e.g. system operating conditions, deliberate action from driver) for being active are not all met. In this mode, the system is not ready to generate a steering control action to assist the driver.	2.4.14. An ACSF is in "standby mode" when the function is switched on, but the conditions (e.g. system operating conditions, deliberate action from driver) for being active are not all met. In this mode, the system is not ready to generate a steering control action to assist the driver.	2.2.14 ACSF 處於「待機模式」(Standby mode)：係指該功能已被開啟惟尚未達到所有作動條件(例如：系統運作條件，駕駛者之刻意動作)，在此模式下，系統尚未就緒而無法產生輔助駕駛者之轉向控制動作。	2.2.14 ACSF 處於「待機模式」(Standby mode)：係指該功能已被開啟惟尚未達到所有作動條件(例如：系統運作條件，駕駛者之刻意動作)，在此模式下，系統尚未就緒而無法產生輔助駕駛者之轉向控制動作。
2.4.15. An ACSF is in "active mode" (or	2.4.15. An ACSF is in "active mode" (or	2.2.15 ACSF 處於「就緒模式」(Active	2.2.15 ACSF 處於「就緒模式」(Active

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"active") when the function is switched on and the conditions for being active are met. In this mode, the system continuously or discontinuously controls the steering system is generating, or is ready to generate, a steering control action to assist the driver.	"active") when the function is switched on and the conditions for being active are met. In this mode, the system continuously or discontinuously controls the steering system is generating, or is ready to generate, a steering control action to assist the driver.	mode)或「就緒」(Active)：係指該功能已被開啟且達到所有作動條件，系統於此模式下持續或間斷地控制轉向系統以產生或預備產生輔助駕駛者之轉向控制動作。	mode)或「就緒」(Active)：係指該功能已被開啟且達到所有作動條件，系統於此模式下持續或間斷地控制轉向系統以產生或預備產生輔助駕駛者之轉向控制動作。
2.4.16. A "Lane Change Procedure" starts when the direction indicator lamps are activated and ends when the direction indicator lamps are deactivated. It comprises the following operations:	2.4.16. A "*Lane Change* Procedure" in the case of ACSF of Category C starts when the direction indicator lamps are activated by a deliberate action of the driver and ends when the direction indicator lamps are deactivated. It comprises the following operations:	2.2.16 變換車道程序(Lane change procedure)：係指當方向燈致動作為開始，且當解除方向燈作為結束之車道變換過程。其包含以下操作：	2.2.16 變換車道程序(Lane change procedure)：係指配備 ACSF 類型 C 之車輛，當方向燈由駕駛者刻意致動作為開始，且當解除方向燈作為結束。其包含以下操作：
(a) Activation of the direction indicator lamps;	(a) Activation of the direction indicator lamps;	(a)由駕駛者刻意致動方向燈；	(a)由駕駛者刻意致動方向燈；
(b) Lateral movement of the vehicle towards the lane boundary;	(b) Lateral movement of the vehicle towards the lane boundary;	(b)車輛側向移動朝向車道邊界；	(b)車輛側向移動朝向車道邊界；
(c) Lane Change Manoeuvre;	(c) Lane Change Manoeuvre;	(c)變換車道操控；	(c)變換車道操控；
(d) Resumption of the lane keeping function;	(d) Resumption of the lane keeping function;	(d)重啟車道維持功能；	(d)重啟車道維持功能；
(e) Deactivation of direction indicator lamps.	(e) Deactivation of direction indicator lamps.	(e)解除方向燈。	(e)解除方向燈。
2.4.17. A "Lane Change Manoeuvre" is part of the Lane Change Procedure and,	2.4.17. A "Lane Change Manoeuvre" is part of the Lane Change Procedure and,	2.2.17 變換車道操控(Lane change manoeuvre)：係指變換車道程序之一部分，且：	2.2.17 變換車道操控(Lane change manoeuvre)：係指變換車道程序之一部分，且：
(a) Starts when the outside edge of the tyre tread of the power driven vehicle's front wheel closest to the lane markings touches the inside edge of the lane marking to which the vehicle is being manoeuvred,	(a) Starts when the outside edge of the tyre tread of the vehicle's front wheel closest to the lane markings touches the inside edge of the lane marking to which the vehicle is being manoeuvred,	(a) 當最接近車道標線之動力驅動車輛前輪胎面外緣接觸車道標線內緣時，車輛即處於受操控狀態。	(a)當最接近車道標線之車輛前輪胎面外緣接觸車道標線內緣時，車輛即處於受操控狀態。
(b) Ends when the rear wheels of the power driven vehicle (or combination) have fully crossed the lane marking.	(b) Ends when the rear wheels of the vehicle have fully crossed the lane marking.	(b)當動力驅動車輛(或車輛組合)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。
2.4.18. "Specified maximum RCM operating range (S_{RCMmax})" means the maximum distance between the nearest point of the		2.2.18 設定最大遠端控制操控作動範圍(S_{RCMmax})：係指介於車輛最近點與遠端控制裝置設計可遠端控制操	

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
motor vehicle and the remote-control device up to which RCM is designed to operate. 2.4.19. "Target stop area" means a potential stopping area (e.g. emergency lane, hard shoulder, beside the road, slowest lane of traffic, own lane of travel). 2.4.20. “Beside the road” means the area of road surface beyond the boundaries of the carriageway which is not a hard shoulder or refuge area.		控間之最大距離。 2.2.19 目標停靠區域(Target stop area)：係指一個潛在之停靠區域(例如：緊急車道、路肩、道路側邊、慢車道、車輛所行駛之車道等)。 2.2.20 道路側邊(Beside the road)：係指車道邊界以外非為路肩或緊急停車區之路面區域。	
2.5. Types of steering equipment Depending on the way the steering forces are produced, the following types of equipment are distinguished:	2.5. Types of steering equipment Depending on the way the steering forces are produced, the following types of equipment are distinguished:	2.3 轉向系統類型 依照轉向力之產生方式不同，轉向系統可分為下列幾種類型：	2.3 轉向系統類型 依照轉向力之產生方式不同，轉向系統可分為下列幾種類型：
2.5.1. For motor vehicles:	2.5.1. For motor vehicles:	2.3.1 機動車輛	2.3.1 機動車輛
2.5.1.1. "Main steering system" means the steering equipment of a vehicle which is mainly responsible for determining the direction of travel. It may comprise:	2.5.1.1. "Main steering system" means the steering equipment of a vehicle which is mainly responsible for determining the direction of travel. It may comprise:	2.3.1.1 主要轉向系統(Main steering system)：係指主要負責決定車輛行駛方向之轉向系統，其可包括：	2.3.1.1 主要轉向系統(Main steering system)：係指主要負責決定車輛行駛方向之轉向系統，其可包括：
2.5.1.1.1. "Manual steering equipment" in which the steering forces result solely from the muscular effort of the driver;	2.5.1.1.1. "Manual steering equipment" in which the steering forces result solely from the muscular effort of the driver;	2.3.1.1.1 手動轉向系統(Manual steering equipment)：轉向力完全由駕駛者手動產生。	2.3.1.1.1 手動轉向系統(Manual steering equipment)：轉向力完全由駕駛者手動產生。
2.5.1.1.2. "Power assisted steering equipment" in which the steering forces result from both the muscular effort of the driver and the energy supply (supplies).	2.5.1.1.2. "Power assisted steering equipment" in which the steering forces result from both the muscular effort of the driver and the energy supply (supplies).	2.3.1.1.2 動力輔助轉向系統(Power assisted steering equipment)：轉向力由駕駛者手動及能量供應產生。	2.3.1.1.2 動力輔助轉向系統(Power assisted steering equipment)：轉向力由駕駛者手動及能量供應產生。
2.5.1.1.2.1. Steering equipment in which the steering forces result solely from one or more energy supplies when the equipment is intact, but in which the steering forces can be provided by the muscular effort of the driver alone if there is a fault in the steering (integrated power systems), is also	2.5.1.1.2.1. Steering equipment in which the steering forces result solely from one or more energy supplies when the equipment is intact, but in which the steering forces can be provided by the muscular effort of the driver alone if there is a fault in the steering (integrated power systems), is also	2.3.1.1.2.1 完整功能運作時，轉向力完全由一個或多個能源供應產生，而於轉向系統（整合能源系統，integrated power systems）發生故障時，轉向力僅可由駕駛者手動產生之轉向系統，其也被視為動力輔助轉向系統。	2.3.1.1.2.1 完整功能運作時，轉向力完全由一個或多個能源供應產生，而於轉向系統（整合能源系統，integrated power systems）發生故障時，轉向力僅可由駕駛者手動產生之轉向系統，其也被視為動力輔助轉向系統。

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
considered to be power assisted steering equipment;	considered to be power assisted steering equipment;		
2.5.1.1.3. "Full-power steering equipment" in which the steering forces are provided solely by one or more energy supplies;	2.5.1.1.3. "Full-power steering equipment" in which the steering forces are provided solely by one or more energy supplies;	2.3.1.1.3 全動力轉向系統(Full-power steering equipment)：係指完全以一或多個能源提供轉向力之設備。	2.3.1.1.3 全動力轉向系統(Full-power steering equipment)：係指完全以一或多個能源提供轉向力之設備。
2.5.1.2. "Self-tracking steering equipment" means a system designed to create a change of steering angle on one or more wheels only when acted upon by forces and/or moments applied through the tyre to road contact.	2.5.1.2. "Self-tracking steering equipment" means a system designed to create a change of steering angle on one or more wheels only when acted upon by forces and/or moments applied through the tyre to road contact.	2.3.1.2 自我循跡轉向系統(Self-tracking steering equipment)：係指藉由輪胎與地面接觸所產生之力及/或力矩，使一個或多個車輪產生轉向角度改變之系統。	2.3.1.2 自我循跡轉向系統(Self-tracking steering equipment)：係指藉由輪胎與地面接觸所產生之力及/或力矩，使一個或多個車輪產生轉向角度改變之系統。
2.5.1.3. "Auxiliary Steering Equipment (ASE)" means a system in which the wheels on axle(s) of vehicles of categories M and N are steered in addition to the wheels of the main steering equipment in the same or opposite direction to those of the main steering equipment and/or the steering angle of the front and/or the rear wheels may be adjusted relative to vehicle behaviour.	2.5.1.3. "Auxiliary Steering Equipment (ASE)" means a system in which the wheels on axle(s) of vehicles of categories M and N are steered in addition to the wheels of the main steering equipment in the same or opposite direction to those of the main steering equipment and/or the steering angle of the front and/or the rear wheels may be adjusted relative to vehicle behaviour.	2.3.1.3 輔助轉向系統(Auxiliary steering equipment (ASE))：係指主要轉向系統控制之轉向輪以外，也對 M 及 N 類車輛輪軸上之車輪提供額外轉向，且使該額外轉向與主要轉向系統控制車輪轉向相同或相反，及/或對應車輛行為以調節車輛前輪及/或後輪轉向角度之系統。	2.3.1.3 輔助轉向系統(Auxiliary steering equipment (ASE))：係指主要轉向系統控制之轉向輪以外，也對 M 及 N 類車輛輪軸上之車輪提供額外轉向，且使該額外轉向與主要轉向系統控制車輪轉向相同或相反，及/或對應車輛行為以調節車輛前輪及/或後輪轉向角度之系統。
2.5.2. For trailers:	2.5.2. For trailers:	2.3.2 拖車：	2.3.2 拖車：
2.5.2.1. "Self-tracking steering equipment" means a system designed to create a change of steering angle on one or more wheels only when acted upon by forces and/or moments applied through the tyre to road contact.	2.5.2.1. "Self-tracking steering equipment" means a system designed to create a change of steering angle on one or more wheels only when acted upon by forces and/or moments applied through the tyre to road contact.	2.3.2.1 自我循跡轉向系統(Self-tracking steering equipment)：係指藉由輪胎與地面接觸所產生之力及/或力矩，使一個或多個車輪產生轉向角度改變之系統。	2.3.2.1 自我循跡轉向系統(Self-tracking steering equipment)：係指藉由輪胎與地面接觸所產生之力及/或力矩，使一個或多個車輪產生轉向角度改變之系統。
2.5.2.2. "Articulated steering" means equipment in which the steering forces are produced by a change in direction of the towing vehicle and in which the movement of the steered trailer wheels is linked to the relative angle between the longitudinal axis of the towing vehicle and that of the trailer.	2.5.2.2. "Articulated steering" means equipment in which the steering forces are produced by a change in direction of the towing vehicle and in which the movement of the steered trailer wheels is linked to the relative angle between the longitudinal axis of the towing vehicle and that of the trailer.	2.3.2.2 鉸接轉向(Articulated steering)：係指藉由牽引車輛方向改變而產生轉向力之系統。由牽引車輛縱向軸與拖車縱向軸之間所形成之相對角度，決定拖車轉向車輪之行駛。	2.3.2.2 鉸接轉向(Articulated steering)：係指藉由牽引車輛方向改變而產生轉向力之系統。由牽引車輛縱向軸與拖車縱向軸之間所形成之相對角度，決定拖車轉向車輪之行駛。
2.5.2.3. "Self-steering" means equipment in	2.5.2.3. "Self-steering" means equipment in	2.3.2.3 自動轉向(Self-steering)：係指	2.3.2.3 自動轉向(Self-steering)：係指

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
which the steering forces are produced by a change in direction of the towing vehicle and in which the movement of the steered trailer wheels is firmly linked to the relative angle between the longitudinal axis of the trailer frame or a load replacing it and the longitudinal axis of the sub-frame to which the axle(s) is (are) attached.	which the steering forces are produced by a change in direction of the towing vehicle and in which the movement of the steered trailer wheels is firmly linked to the relative angle between the longitudinal axis of the trailer frame or a load replacing it and the longitudinal axis of the sub-frame to which the axle(s) is (are) attached.	藉由牽引車輛方向改變而產生轉向力之系統。由拖車車架(或替代之負載)之縱向軸與分車架(Sub-frame，連結至車軸)之縱向軸之間所形成之相對角度，決定拖車轉向車輪之行駛。	藉由牽引車輛方向改變而產生轉向力之系統。由拖車車架(或替代之負載)之縱向軸與分車架(Sub-frame，連結至車軸)之縱向軸之間所形成之相對角度，決定拖車轉向車輪之行駛。
2.5.2.4. "Additional steering equipment" means a system, independent of the main steering system, by which the steering angle of one or more axle(s) of the steering system can be influenced selectively for manoeuvring purposes.	2.5.2.4. "Additional steering equipment" means a system, independent of the main steering system, by which the steering angle of one or more axle(s) of the steering system can be influenced selectively for manoeuvring purposes.	2.3.2.4 附加轉向系統(Additional steering equipment)：指獨立於主要轉向系統之系統。此系統影響一個或多個軸之轉向角度以選擇車輛行駛之方向。	2.3.2.4 附加轉向系統(Additional steering equipment)：指獨立於主要轉向系統之系統。此系統影響一個或多個軸之轉向角度以選擇車輛行駛之方向。
2.5.2.5. "Full-power steering equipment" means equipment in which the steering forces are provided solely by one or more energy supplies.	2.5.2.5. "Full-power steering equipment" means equipment in which the steering forces are provided solely by one or more energy supplies.	2.3.2.5 全動力轉向系統(Full-power steering equipment)：係指完全以一或多個能源提供轉向力之設備。	2.3.2.5 全動力轉向系統(Full-power steering equipment)：係指完全以一或多個能源提供轉向力之設備。
2.5.3. Depending on the arrangement of the steered wheels, the following types of steering equipment are distinguished:	2.5.3. Depending on the arrangement of the steered wheels, the following types of steering equipment are distinguished:	2.3.3 依照轉向輪類型之設定，轉向系統可分為下列幾種類型：	2.3.3 依照轉向輪類型之設定，轉向系統可分為下列幾種類型：
2.5.3.1. "Front-wheel steering equipment" in which only the wheels of the front axle(s) are steered. This includes all wheels which are steered in the same direction;	2.5.3.1. "Front-wheel steering equipment" in which only the wheels of the front axle(s) are steered. This includes all wheels which are steered in the same direction;	2.3.3.1 前輪轉向系統(Front-wheel steering equipment)：係指轉向系統僅控制車輛前軸之車輪進行轉向操控者。此項包含轉向至相同方向之所有車輪。	2.3.3.1 前輪轉向系統(Front-wheel steering equipment)：係指轉向系統僅控制車輛前軸之車輪進行轉向操控者。此項包含轉向至相同方向之所有車輪。
2.5.3.2. "Rear-wheel steering equipment" in which only the wheels of the rear axle(s) are steered. This includes all wheels which are steered in the same direction;	2.5.3.2. "Rear-wheel steering equipment" in which only the wheels of the rear axle(s) are steered. This includes all wheels which are steered in the same direction;	2.3.3.2 後輪轉向系統(Rear-wheel steering equipment)：係指轉向系統僅控制車輛後軸之車輪進行轉向操控者。此項包含轉向至相同方向之所有車輪。	2.3.3.2 後輪轉向系統(Rear-wheel steering equipment)：係指轉向系統僅控制車輛後軸之車輪進行轉向操控者。此項包含轉向至相同方向之所有車輪。
2.5.3.3. "Multi-wheel steering equipment" in which the wheels of one or more of each of	2.5.3.3. "Multi-wheel steering equipment" in which the wheels of one or more of each of	2.3.3.3 多輪轉向系統(Multi-wheel steering equipment)：係指轉向系統	2.3.3.3 多輪轉向系統(Multi-wheel steering equipment)：係指轉向系統

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the front and the rear axle(s) are steered;	the front and the rear axle(s) are steered;	控制車輛前軸及後軸上一個或多個車輪進行轉向操控者。	控制車輛前軸及後軸上一個或多個車輪進行轉向操控者。
2.5.3.3.1. "All-wheel steering equipment" in which all the wheels are steered;	2.5.3.3.1. "All-wheel steering equipment" in which all the wheels are steered;	2.3.3.3.1 全輪轉向系統(All-wheel steering equipment)：係指轉向系統控制所有車輪進行轉向操控者	2.3.3.3.1 全輪轉向系統(All-wheel steering equipment)：係指轉向系統控制所有車輪進行轉向操控者
2.5.3.3.2. "Buckle steering equipment" in which the movement of chassis parts relative to each other is directly produced by the steering forces.	2.5.3.3.2. "Buckle steering equipment" in which the movement of chassis parts relative to each other is directly produced by the steering forces.	2.3.3.3.2 變形轉向系統(Buckle steering equipment)：係指轉向系統藉由轉向力而直接造成相對底盤零件之移動者。	2.3.3.3.2 變形轉向系統(Buckle steering equipment)：係指轉向系統藉由轉向力而直接造成相對底盤零件之移動者。
2.6. Types of steering transmission Depending on the way the steering forces are transmitted, the following types of steering transmission are distinguished:	2.6. Types of steering transmission Depending on the way the steering forces are transmitted, the following types of steering transmission are distinguished:	2.4 轉向傳輸裝置類型：依照轉向力之傳輸方式，轉向傳輸裝置分為下列類型：	2.4 轉向傳輸裝置類型：依照轉向力之傳輸方式，轉向傳輸裝置分為下列類型：
2.6.1. "Purely mechanical steering transmission" means a steering transmission in which the steering forces are transmitted entirely by mechanical means;	2.6.1. "Purely mechanical steering transmission" means a steering transmission in which the steering forces are transmitted entirely by mechanical means;	2.4.1 純機械式轉向傳輸裝置(Purely mechanical steering transmission)：係指轉向傳輸裝置內之轉向力完全藉由機械方式進行傳輸。	2.4.1 純機械式轉向傳輸裝置(Purely mechanical steering transmission)：係指轉向傳輸裝置內之轉向力完全藉由機械方式進行傳輸。
2.6.2. "Purely hydraulic steering transmission" means a steering transmission in which the steering forces, somewhere in the transmission, are transmitted only by hydraulic means;	2.6.2. "Purely hydraulic steering transmission" means a steering transmission in which the steering forces, somewhere in the transmission, are transmitted only by hydraulic means;	2.4.2 純液壓式轉向傳輸裝置(Purely hydraulic steering transmission)：係指轉向傳輸裝置內之轉向力於該裝置某部位僅以液壓方式進行傳輸。	2.4.2 純液壓式轉向傳輸裝置(Purely hydraulic steering transmission)：係指轉向傳輸裝置內之轉向力於該裝置某部位僅以液壓方式進行傳輸。
2.6.3. "Purely electric steering transmission" means a steering transmission in which the steering forces, somewhere in the transmission, are transmitted only through electric means;	2.6.3. "Purely electric steering transmission" means a steering transmission in which the steering forces, somewhere in the transmission, are transmitted only through electric means;	2.4.3 純電動式轉向傳輸裝置(Purely electric steering transmission)：係指轉向傳輸裝置內之轉向力於該裝置某部位僅以電氣方式進行傳輸。	2.4.3 純電動式轉向傳輸裝置(Purely electric steering transmission)：係指轉向傳輸裝置內之轉向力於該裝置某部位僅以電氣方式進行傳輸。
2.6.4. "Hybrid steering transmission" means a steering transmission in which part of the steering forces is transmitted through one and the other part through another of the above mentioned means. However, in the case where any mechanical part of the	2.6.4. "Hybrid steering transmission" means a steering transmission in which part of the steering forces is transmitted through one and the other part through another of the above mentioned means. However, in the case where any mechanical part of the	2.4.4 混合式轉向傳輸裝置(Hybrid steering transmission)：係指傳輸裝置之部分轉向力經由上述某類型傳輸、而其他部分之轉向力經由上述其他不同類型結合進行傳輸。惟若轉向傳輸裝置之任何機械部位，其	2.4.4 混合式轉向傳輸裝置(Hybrid steering transmission)：係指傳輸裝置之部分轉向力經由上述某類型傳輸、而其他部分之轉向力經由上述其他不同類型結合進行傳輸。惟若轉向傳輸裝置之任何機械部位，其

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transmission is designed only to give position feedback and is too weak to transmit the total sum of the steering forces, this system shall be considered to be purely hydraulic or purely electric steering transmission.	transmission is designed only to give position feedback and is too weak to transmit the total sum of the steering forces, this system shall be considered to be purely hydraulic or purely electric steering transmission.	設計僅用於提供位置回饋且無法傳輸全部總和之轉向力，則此系統應被視為純液壓式或純電動式轉向傳輸裝置。	設計僅用於提供位置回饋且無法傳輸全部總和之轉向力，則此系統應被視為純液壓式或純電動式轉向傳輸裝置。
2.7. "Electric control line" means the electrical connection between two vehicles which provides the steering control function to a towed vehicle within a combination. It comprises the electrical wiring and connector and includes the parts for data communication and the electrical energy supply for the trailer control transmission.	2.7. "Electric control line" means the electrical connection which provides the steering control function to the trailer. It comprises the electrical wiring and connector and includes the parts for data communication and the electrical energy supply for the trailer control transmission.	2.5 電氣控制傳輸線(Electric control line)：係指於兩車輛之間對車輛組合內之受牽引車輛提供轉向控制功能之電氣連結。包含電氣線路、連接器，以及拖車控制傳輸裝置之數據通訊與電力供給用零件。	2.5 電氣控制傳輸線(Electric control line)：係指提供拖車轉向控制功能之電氣連結。包含電氣線路、連接器，以及拖車控制傳輸裝置之數據通訊與電力供給用零件。
...		... (原 2.6 相關規定配合 UN 排版調整至規定 9.2 處)	... (原 2.6 相關規定配合 UN 排版調整至規定 9.2 處)
2.8. "Data communication" means the transfer of digital data under the rules of a protocol. 2.9. "Point-to-point" means a topology of a communication network with only two units. Each unit has an integrated termination resistor for the communication line.		2.6 數據傳輸(Data communication)：係指數位資料於一協定之規則下進行傳輸。 2.7 點對點(Point-to-point)：係指一個僅兩個單元之傳輸網路的拓撲學。每一單元皆具備用於傳輸線之整合終端電阻器(integrated termination resistor)。	
...	...	3. 轉向系統之適用型式及其範圍認定原則：	3. 轉向系統之適用型式及其範圍認定原則：
2.2. "Vehicle type" means a vehicle which does not differ with respect to the manufacturer's designation of the vehicle type and in essential characteristics such as:	2.2. "Vehicle type" means a vehicle which does not differ with respect to the manufacturer's designation of the vehicle type and in essential characteristics such as:	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 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 廠牌相同。	3.1.1 廠牌相同。
2.2.1. Type of steering equipment, steering control, steering transmission, steered wheels, and energy source.	2.2.1. Type of steering equipment, steering control, steering transmission, steered wheels, and energy source.	3.1.2 轉向系統類型、轉向控制裝置、轉向傳輸裝置、轉向輪類型及動力來源相同。	3.1.2 轉向系統類型、轉向控制裝置、轉向傳輸裝置、轉向輪類型及動力來源相同。
...	...	3.2 若以底盤車代替完成車執行本項	3.2 若以底盤車代替完成車執行本項

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
		全部或部分檢測時，其適用型式及其範圍認定原則： 3.2.1 底盤車廠牌相同。 3.2.2 轉向系統類型、轉向控制裝置、轉向傳輸裝置、轉向輪類型及動力來源相同。	全部或部分檢測時，其適用型式及其範圍認定原則： 3.2.1 底盤車廠牌相同。 3.2.2 轉向系統類型、轉向控制裝置、轉向傳輸裝置、轉向輪類型及動力來源相同。
3. Application for approval 3.1. The application for approval of a vehicle type with regard to the steering equipment shall be submitted by the vehicle manufacturer or by his duly accredited representative. 3.2. It shall be accompanied by the undermentioned documents in triplicate, and by the following particulars:	**3. Application for approval** 3.1. The application for approval of a vehicle type with regard to the steering equipment shall be submitted by the vehicle manufacturer or by his duly accredited representative. 3.2. It shall be accompanied by the undermentioned documents in triplicate, and by the following particulars:	4. 申請者於申請認證測試時應至少提供一部代表車(或試驗所必要車輛部份)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(或試驗所必要車輛部份)及下列文件：
3.2.1. A description of the vehicle type with regard to the items mentioned in paragraph 2.2.; the vehicle type shall be specified;	3.2.1. A description of the vehicle type with regard to the items mentioned in paragraph 2.2.; the vehicle type shall be specified;	4.1 規定 3.之車輛規格資料，與實車圖示及/或照片。	4.1 規定 3.之車輛規格資料，與實車圖示及/或照片。
3.2.2. A brief description of the steering equipment with a diagram of the steering equipment as a whole, showing the position on the vehicle of the various devices influencing the steering;	3.2.2. A brief description of the steering equipment with a diagram of the steering equipment as a whole, showing the position on the vehicle of the various devices influencing the steering;	4.1.1 車輛轉向系統之簡要說明且附上轉向系統之示意圖，並標示出車輛上影響轉向之各種裝置之位置。包含:轉向系統型式、轉向控制裝置、轉向傳輸裝置、轉向輪類型、動力來源。	4.1.1 車輛轉向系統之簡要說明且附上轉向系統之示意圖，並標示出車輛上影響轉向之各種裝置之位置。包含:轉向系統型式、轉向控制裝置、轉向傳輸裝置、轉向輪類型、動力來源。
3.2.3. In the case of full power steering systems and systems to which Annex 6 of this Regulation applies, an overview of the system indicating the philosophy of the system and the fail-safe procedures, redundancies and warning systems necessary to ensure safe operation in the vehicle. The necessary technical files relating to such	3.2.3. In the case of full power steering systems and systems to which Annex 6 of this Regulation applies, an overview of the system indicating the philosophy of the system and the fail-safe procedures, redundancies and warning systems necessary to ensure safe operation in the vehicle. The necessary technical files relating to such	4.1.2 全動力轉向系統及符合本規定9.之系統者，系統作用原理、以及確保車輛安全操作之必要故障安全維持 (Fail-safe) 程序、冗餘度(Redundancy)與警示系統之概述。	4.1.2 全動力轉向系統及符合本規定9.之系統者，系統作用原理、以及確保車輛安全操作之必要故障安全維持 (Fail-safe) 程序、冗餘度(Redundancy)與警示系統之概述。

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
systems shall be made available for discussion with the Type Approval Authority and/or Technical Service. Such files will be discussed on a confidential basis. 3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Technical Service responsible for conducting approval tests.	systems shall be made available for discussion with the Type Approval Authority and/or Technical Service. Such files will be discussed on a confidential basis. 3.3. A vehicle representative of the vehicle type to be approved shall be submitted to the Technical Service responsible for conducting approval tests.	應備妥系統之相關必要技術文件以供與檢測機構討論用。另依保密原則，技術文件僅測試討論用。	應備妥系統之相關必要技術文件以供與檢測機構討論用。另依保密原則，技術文件僅測試討論用。 4.1.3 規定 5.所要求之文件： 4.1.3.1 配備自動控制轉向功能者，依照所配置之類型檢附下列文件： 4.1.3.1.1 ACSF 類型 A 4.1.3.1.1.1 RCP 最大設定作動距離(S_{RCPmax})之數值(依 5.5.1.3.1.1)。 4.1.3.1.1.2 系統能被致動之條件說明(依 5.5.1.3.1.2)。 4.1.3.1.1.3 RCP 系統未授權致動之系統防護說明(依 5.5.1.3.1.3)。 4.1.3.1.2 ACSF 類型 B1 4.1.3.1.2.1 系統能被致動之條件或運作邊界條件說明(依 5.5.2.3.1.1)。 4.1.3.1.2.2 最大設定速度 V_{Smax}、最小設定速度 V_{Smin} 及最大設定側向加速度 ay_{smax} 之數值(依 5.5.2.1.3、5.5.2.3.1.1)。 4.1.3.1.2.3 系統如何偵測駕駛者手握轉向控制裝置之資訊(依 5.5.2.3.1.2)。 4.1.3.1.3 ESF 系統資訊數據(依 5.5.1.2.10)。 4.1.4 規定 9.所要求之文件：

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
		4.2 本項規定執行所要求之文件。	4.1.4.1 相關文件要求說明(依 9.2.1)。 4.1.4.2 系統功能說明(依 9.2.2)。 4.1.4.3 系統佈線圖、示意圖說明(依 9.2.3)。 4.1.4.4 安全性概念說明(依 9.2.4)。 4.1.4.4.1 信號流程、運作資料及優先順序說明(依 9.2.3.4)。 4.1.4.4.2 確保為達到系統目的所選擇之策略，於非故障情況下將不會損害車輛之安全運作之聲明(依 9.2.4.1)。 4.1.4.4.3 軟體之概要架構、使用之設計方法與工具(依 9.2.4.2)。 4.1.4.4.4 系統內建設計機制(用於故障發生時執行安全運行)之說明(依 9.2.4.3)。 4.1.4.4.5 獨立風險或故障狀況下系統行為之分析資料(依 9.2.4.4)。 ~~4.1.4.4.6 受環境狀況影響之措施(依 9.2.4.4.2)。~~ 4.1.5 拖車配備符合規定 10.之轉向系統者，檢附下列文件： 4.1.5.1 申請者宣告之拖車轉向系統最大電流需求(依 10.1.2.1.1)。 4.1.5.2 該拖車之轉向系統是否以電力供給輔助配備之說明。 4.1.6 規定 11.所要求之文件： 4.1.6.1 負載條件說明文件(依 11.2.3.1)。 4.2 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	**4. Approval** 4.1. If the vehicle submitted for approval pursuant to this Regulation meets all		

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
relevant requirements given in this Regulation, approval of that vehicle type with regard to the steering equipment shall be granted.	relevant requirements given in this Regulation, approval of that vehicle type with regard to the steering equipment shall be granted.		
4.1.1. The Type Approval Authority shall verify the existence of satisfactory arrangements for ensuring effective control of the conformity of production as given in paragraph 7. of this Regulation, before type approval is granted.	4.1.1. The Type Approval Authority shall verify the existence of satisfactory arrangements for ensuring effective control of the conformity of production as given in paragraph 7. of this Regulation, before type approval is granted.		
4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 03) 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 this number to another vehicle type or to the same vehicle type submitted with different steering equipment from that described in the documents required by paragraph 3.	4.2. An approval number shall be assigned to each type approved. Its first two digits (at present 03) 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 this number to another vehicle type or to the same vehicle type submitted with different steering equipment from that described in the documents required by paragraph 3.		
4.3. Notice of approval or of extension or refusal of approval of a vehicle type pursuant to this Regulation shall be communicated to the Parties to the 1958 Agreement which apply this Regulation, by means of a form conforming to the model in Annex 1 to this Regulation.	4.3. Notice of approval or of extension or refusal of approval of a vehicle type pursuant to this Regulation shall be communicated to the Parties to the 1958 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	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		

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, an international approval mark consisting of:	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 has granted approval;[3]	4.4.1. a circle surrounding the letter "E" followed by the distinguishing number of the country which has granted approval;[3]		
[3] The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6, Annex 3 - https://unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions	[3] The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.6, Annex 3 - https://unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions		
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.	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.		
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. need not be repeated; in such a 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 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 other Regulations annexed to the Agreement, in the country which has 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 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 columns to the right of the symbol prescribed in paragraph 4.4.1.		
4.6. The approval mark shall be clearly legible and shall be indelible.	4.6. The approval mark shall be clearly legible and shall be indelible.		
4.7. The approval mark shall be placed close to	4.7. The approval mark shall be placed close 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
or on the vehicle data plate affixed by the manufacturer. 4.8. Annex 2 to this Regulation gives examples of arrangements of approval marks.	or on the vehicle data plate affixed by the manufacturer. 4.8. Annex 2 to this Regulation gives examples of arrangements of approval marks.		
5. Construction provisions 5.1. General provisions 5.1.1. The steering system shall ensure easy and safe handling of the vehicle up to its maximum design speed or in case of a trailer up to its technically permitted maximum speed. There shall be a tendency to self-centre when tested in accordance with paragraph 6.2. with the intact steering equipment. The vehicle shall meet the requirements of paragraph 6.2. in the case of motor vehicles and of paragraph 6.3. in the case of trailers. If a vehicle is fitted with an auxiliary steering system, it shall also meet the requirements of Annex 4. Trailers equipped with hydraulic steering transmissions shall comply also with Annex 5.	**5. Construction provisions** 5.1. General provisions 5.1.1. The steering system shall ensure easy and safe handling of the vehicle up to its maximum design speed or in case of a trailer up to its technically permitted maximum speed. There shall be a tendency to self-centre when tested in accordance with paragraph 6.2. with the intact steering equipment. The vehicle shall meet the requirements of paragraph 6.2. in the case of motor vehicles and of paragraph 6.3. in the case of trailers. If a vehicle is fitted with an auxiliary steering system, it shall also meet the requirements of Annex 4. Trailers equipped with hydraulic steering transmissions shall comply also with Annex 5.	5. 構造規定 5.1 通則 5.1.1 轉向系統應確保車輛能夠輕易、安全地於其最大設計車速下前進，若為拖車，則應能在最大允許車速下前進。本項可由申請者確保及聲明符合此規定。	5. 構造規定 5.1 通則 5.1.1 轉向系統應確保車輛能夠輕易、安全地於其最大設計車速下前進，若為拖車，則應能在最大允許車速下前進。本項可由申請者確保及聲明符合此規定。
5.1.2. It shall be possible to travel along a straight section of road without unusual steering correction by the driver and without unusual vibration in the steering system at the maximum design speed of the vehicle.	5.1.2. It shall be possible to travel along a straight section of road without unusual steering correction by the driver and without unusual vibration in the steering system at the maximum design speed of the vehicle.	5.1.2 必須能在駕駛者沒有異常轉向修正行為，以及轉向系統沒有異常振動的狀態下，車輛能以最大設計車速於道路上直行。本項可由申請者確保及聲明符合此規定。	5.1.2 必須能在駕駛者沒有異常轉向修正行為，以及轉向系統沒有異常振動的狀態下，車輛能以最大設計車速於道路上直行。本項可由申請者確保及聲明符合此規定。
5.1.3. The direction of operation of the steering control shall correspond to the intended change of direction of the vehicle and there shall be a continuous relationship between the steering control deflection and the steering angle. These requirements do not	5.1.3. The direction of operation of the steering control shall correspond to the intended change of direction of the vehicle and there shall be a continuous relationship between the steering control deflection and the steering angle. These requirements do not	5.1.3 轉向控制裝置的運作方向，必須與想要改變的車輛方向相互對應且轉向控制角和轉向角間必須保持連續之關係。此規定不適用於配備有自動控制轉向功能或修正轉向功能或者是ASE之系統。	5.1.3 轉向控制裝置的運作方向，必須與想要改變的車輛方向相互對應且轉向控制角和轉向角間必須保持連續之關係。此規定不適用於配備有自動控制轉向功能或修正轉向功能或者是ASE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
apply to systems that incorporate an automatically commanded or corrective steering function, or to ASE.	apply to systems that incorporate an automatically commanded or corrective steering function, or to ASE.		
These requirements may also not necessarily apply in the case of full power steering when the vehicle is stationary, during low speed manoeuvres at speeds up to a maximum speed of 15 km/h and when the system is not energised.	These requirements may also not necessarily apply in the case of full power steering when the vehicle is stationary, during low speed manoeuvres at speeds up to a maximum speed of 15 km/h and when the system is not energised.	同時，當車輛靜止時、最大速度十五公里/小時之低速巡航期間及無供給能量時，此規定可不需符合全動力轉向系統。本項可由申請者確保及聲明符合此規定。	同時，當車輛靜止時、最大速度十五公里/小時之低速巡航期間及無供給能量時，此規定可不需符合全動力轉向系統。本項可由申請者確保及聲明符合此規定。
5.1.4. The steering equipment shall be designed, constructed and fitted in such a way that it is capable of withstanding the stresses arising during normal operation of the vehicle, or combination of vehicles. The maximum steering angle shall not be limited by any part of the steering transmission unless specifically designed for this purpose. Unless otherwise specified, it will be assumed that for the purpose of this Regulation, not more than one failure can occur in the steering equipment at any one time and two axles on one bogie shall be considered as one axle.	5.1.4. The steering equipment shall be designed, constructed and fitted in such a way that it is capable of withstanding the stresses arising during normal operation of the vehicle, or combination of vehicles. The maximum steering angle shall not be limited by any part of the steering transmission unless specifically designed for this purpose. Unless otherwise specified, it will be assumed that for the purpose of this Regulation, not more than one failure can occur in the steering equipment at any one time and two axles on one bogie shall be considered as one axle.	5.1.4 轉向系統的設計、結構及安裝等，應能承受車輛或曳引車於正常運作中所產生之應力，且最大轉向角不應受到轉向傳輸裝置之任何零組件所限制。而且，轉向系統無論何時均不得發生一次以上的失效情形(另有規定者除外)，且同一轉向架上之兩輪軸應被視為同一根輪軸。本項可由申請者確保及聲明符合此規定。	5.1.4 轉向系統的設計、結構及安裝等，應能承受車輛或曳引車於正常運作中所產生之應力，且最大轉向角不應受到轉向傳輸裝置之任何零組件所限制。而且，轉向系統無論何時均不得發生一次以上的失效情形(另有規定者除外)，且同一轉向架上之兩輪軸應被視為同一根輪軸。本項可由申請者確保及聲明符合此規定。
5.1.5. The effectiveness of the steering equipment, including the electrical control lines, shall not be adversely affected by magnetic or electric fields. This shall be demonstrated by fulfilling the technical requirements and respecting the transitional provisions of UN Regulation No. 10 by applying: (a) The 03 series of amendments for vehicles without a coupling system for charging the	5.1.5. The effectiveness of the steering equipment, including the electrical control lines, shall not be adversely affected by magnetic or electric fields. This shall be demonstrated by fulfilling the technical requirements and respecting the transitional provisions of UN Regulation No. 10 by applying: (a) The 03 series of amendments for vehicles without a coupling system for charging the	5.1.5 轉向設備的效能，包括電子控制線，不應受電磁場影響。應符合已公告且適用之電磁相容性規範。本項可由申請者確保及聲明符合此規定。	5.1.5 轉向設備的效能，包括電子控制線，不應受電磁場影響。應符合已公告且適用之電磁相容性規範。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
Rechargeable Electric Energy Storage System (traction batteries); (b) The 04 series of amendments for vehicles with a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries).	Rechargeable Electric Energy Storage System (traction batteries); (b) The 04 series of amendments for vehicles with a coupling system for charging the Rechargeable Electric Energy Storage System (traction batteries).		
5.1.6. Advanced driver assistance steering systems shall only be approved in accordance with this Regulation where the function does not cause any deterioration in the performance of the basic steering system. In addition they shall be designed such that the driver may, at any time and by deliberate action, override the function.	5.1.6. Advanced driver assistance steering systems shall only be approved in accordance with this Regulation where the function does not cause any deterioration in the performance of the basic steering system. In addition they shall be designed such that the driver may, at any time and by deliberate action, override the function.	5.1.6 先進駕駛輔助轉向系統： 先進駕駛輔助轉向系統只能在其功能不造成任何基本轉向系統性能衰退的情況下，依照此法規取得認證。且其設計應可使駕駛者能隨時重新操控車輛。	5.1.6 先進駕駛輔助轉向系統： 先進駕駛輔助轉向系統只能在其功能不造成任何基本轉向系統性能衰退的情況下，依照此法規取得認證。且其設計應可使駕駛者能隨時重新操控車輛。
5.1.6.1. A CSF system shall be subject to the requirements of Annex 6.	5.1.6.1. A CSF system shall be subject to the requirements of Annex 6.	5.1.6.1 修正轉向功能(CSF)系統應符合規定9.。	5.1.6.1 修正轉向功能(CSF)系統應符合規定9.。
5.1.6.1.1. Every CSF intervention shall immediately be indicated to the driver by an optical warning signal which is displayed for at least 1 s or as long as the intervention exists, whichever is longer. When a flashing mode is used, a lighting phase shall be visible at the end of the intervention or later.	5.1.6.1.1. Every CSF intervention shall immediately be indicated to the driver by an optical warning signal which is displayed for at least 1 s or as long as the intervention exists, whichever is longer.	5.1.6.1.1 每當CSF介入時，其應立即以光學警告訊號方式警示駕駛者，至少一秒或介入存在期間（兩者以時間較長者為準）。 當使用閃爍模式，則於介入結束或其後，應可看到一點亮階段。	5.1.6.1.1 每當CSF介入時，其應立即以光學警告訊號方式警示駕駛者，至少一秒或介入存在期間（兩者以時間較長者為準）。
In the case of a CSF intervention which is controlled by an Electronic Stability Control (ESC) or a Vehicle Stability Function as specified in the relevant UN Regulation (i.e. UN Regulations Nos. 13, 13-H or 140), the ESC flashing tell-tale indicating the interventions of ESC may be used, as long as the intervention exists, as an alternative to the optical warning signal specified above.	In the case of a CSF intervention which is controlled by an Electronic Stability Control (ESC) or a Vehicle Stability Function as specified in the relevant UN Regulation (i.e. UN Regulations Nos. 13, 13-H or 140), the ESC flashing tell-tale indicating the interventions of ESC may be used, as long as the intervention exists, as an alternative to the optical warning signal specified above.	若CSF介入係由本基準中「動態煞車」、「車輛穩定性電子式控制系統」規定之ESC或VSF所控制，則只要有介入，指示ESC介入之ESC閃爍識別標誌可作為上述CSF之替代光學警告訊號。	若CSF介入係由本基準中「動態煞車」、「車輛穩定性電子式控制系統」規定之ESC或VSF所控制，則只要有介入，指示ESC介入之ESC閃爍識別標誌可作為上述CSF之替代光學警告訊號。

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
5.1.6.1.2. In the case of a CSF intervention which is based on the evaluation of the presence and location of lane markings or boundaries of the lane the following shall apply additionally:	5.1.6.1.2. In the case of a CSF intervention which is based on the evaluation of the presence and location of lane markings or boundaries of the lane the following shall apply additionally:	5.1.6.1.2 若CSF介入係依照車道標線或車道邊界之存在及位置評估，則亦應適用下述要求：	5.1.6.1.2 若CSF介入係依照車道標線或車道邊界之存在及位置評估，則亦應適用下述要求：
5.1.6.1.2.1.In the case of an intervention longer than:	5.1.6.1.2.1.In the case of an intervention longer than:	5.1.6.1.2.1 介入時間大於以下者：	5.1.6.1.2.1 介入時間大於以下者：
(a) 10 s for vehicles of category M1 and N1, or	(a) 10 s for vehicles of category M1 and N1, or	(a)M1及N1類車輛：十秒，或	(a)M1及N1類車輛：十秒，或
(b) 30 s for vehicles of category M2, M3 and N2, N3,	(b) 30 s for vehicles of category M2, M3 and N2, N3,	(b) M2、M3及N2、N3類車輛：三十秒。	(b) M2、M3及N2、N3類車輛：三十秒。
an acoustic warning signal shall be provided until the end of the intervention.	an acoustic warning signal shall be provided until the end of the intervention.	其聲音警告訊號應持續維持至介入階段結束時。	其聲音警告訊號應持續維持至介入階段結束時。
5.1.6.1.2.2. In the case of two or more consecutive interventions within a rolling interval of 180 seconds and in the absence of a steering input by the driver during the intervention, an acoustic warning signal shall be provided by the system during the second and any further intervention within a rolling interval of 180 seconds. Starting with the third intervention (and subsequent interventions) the acoustic warning signal shall continue for at least 10 seconds longer than the previous warning signal.	5.1.6.1.2.2. In the case of two or more consecutive interventions within a rolling interval of 180 seconds and in the absence of a steering input by the driver during the intervention, an acoustic warning signal shall be provided by the system during the second and any further intervention within a rolling interval of 180 seconds. Starting with the third intervention (and subsequent interventions) the acoustic warning signal shall continue for at least 10 seconds longer than the previous warning signal.	5.1.6.1.2.2 若於一百八十秒運轉期間(Rolling interval)內有接續兩個或以上之介入，且駕駛者於介入期間未施以轉向力，則系統應於該一百八十秒運轉期間內之第二次及其隨後任何介入時發出聲音警告訊號。從第三次介入(及其後續介入)開始，聲音警告訊號應較前一次警告訊號多持續至少十秒。	5.1.6.1.2.2 若於一百八十秒運轉期間(Rolling interval)內有接續兩個或以上之介入，且駕駛者於介入期間未施以轉向力，則系統應於該一百八十秒運轉期間內之第二次及其隨後任何介入時發出聲音警告訊號。從第三次介入(及其後續介入)開始，聲音警告訊號應較前一次警告訊號多持續至少十秒。
5.1.6.1.2.3. For vehicles of categories M2 and M3 equipped with a Lane Departure Warning System (LDWS) fulfilling the technical requirements of Regulation No. 130, the acoustic warning signal specified in paragraphs 5.1.6.1.2.1. and 5.1.6.1.2.2. may be replaced by a haptic warning, provided it is not solely given via the steering wheel.		5.1.6.1.2.3 對於符合本基準「車道偏離警示系統」之 M2 及 M3 類車輛者，若其非透過方向盤單獨提供，則規定 5.1.6.1.2.1 及 5.1.6.1.2.2 所述之聲音警告可替換為觸覺警告。	
5.1.6.1.3. The steering control effort necessary	5.1.6.1.3. The steering control effort necessary	5.1.6.1.3 於CSF之整個作動範圍，用	5.1.6.1.3 於CSF之整個作動範圍，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
to override the directional control provided by the system shall not exceed 50 N in the whole range of CSF operations.	to override the directional control provided by the system shall not exceed 50 N in the whole range of CSF operations.	以取代系統方向性控制之轉向控制力不應超過五十牛頓。	以取代系統方向性控制之轉向控制力不應超過五十牛頓。
5.1.6.1.4. The requirements in paragraphs 5.1.6.1.1., 5.1.6.1.2. and 5.1.6.1.3. for CSF, which are reliant on the evaluation of the presence and location of lane markings or boundaries of the lane, shall be tested in accordance with the relevant vehicle test(s) specified in Annex 8 to this Regulation.	5.1.6.1.4. The requirements in paragraphs 5.1.6.1.1., 5.1.6.1.2. and 5.1.6.1.3. for CSF, which are reliant on the evaluation of the presence and location of lane markings or boundaries of the lane, shall be tested in accordance with the relevant vehicle test(s) specified in Annex 8 to this Regulation.	5.1.6.1.4 對於依照車道標線或車道邊界存在及位置評估之修正轉向功能(CSF)，應依照規定11.進行相關車輛試驗，驗證符合規定5.1.6.1.1、5.1.6.1.2及5.1.6.1.3之要求。	5.1.6.1.4 對於依照車道標線或車道邊界存在及位置評估之修正轉向功能(CSF)，應依照規定11.進行相關車輛試驗，驗證符合規定5.1.6.1.1、5.1.6.1.2及5.1.6.1.3之要求。
5.1.6.2. Vehicles equipped with an ESF shall fulfil the following requirements.	5.1.6.2. Vehicles equipped with an ESF shall fulfil the following requirements.	5.1.6.2 配備ESF之車輛應符合下列規定。	5.1.6.2 配備ESF之車輛應符合下列規定。
An ESF system shall be subject to the requirements of Annex 6.	An ESF system shall be subject to the requirements of Annex 6.	ESF系統應符合規定9.之要求	ESF系統應符合規定9.之要求
5.1.6.2.1. Any ESF shall only start an intervention in the case where a risk of a collision is detected.	5.1.6.2.1. Any ESF shall only start an intervention in the case where a risk of a collision is detected.	5.1.6.2.1 任何ESF應只能於車輛偵測到碰撞風險時開始介入。	5.1.6.2.1 任何ESF應只能於車輛偵測到碰撞風險時開始介入。
5.1.6.2.2. Any vehicle fitted with ESF shall be equipped with means to monitor the driving environment (e.g. lane markings, road edge, other road users) in line with the specified use case. These means shall monitor the driving environment at any time the ESF is active.	5.1.6.2.2. Any vehicle fitted with ESF shall be equipped with means to monitor the driving environment (e.g. lane markings, road edge, other road users) in line with the specified use case. These means shall monitor the driving environment at any time the ESF is active.	5.1.6.2.2 任何配備ESF之車輛應配備依照指定使用案例之駕駛環境監測裝置(例如：車道標線、道路邊緣、其他道路使用者)。該裝置應於ESF致動下隨時監測駕駛環境。	5.1.6.2.2 任何配備ESF之車輛應配備依照指定使用案例之駕駛環境監測裝置(例如：車道標線、道路邊緣、其他道路使用者)。該裝置應於ESF致動下隨時監測駕駛環境。
5.1.6.2.3. An automatic avoidance manoeuvre initiated by an ESF shall not lead the vehicle to leave the road, if applicable for the specified use case according to paragraph 5.1.6.2.10.	5.1.6.2.3. An automatic avoidance manoeuvre initiated by an ESF shall not lead the vehicle to leave the road.	5.1.6.2.3 若適用於規定5.1.6.2.10所述使用案例，則由ESF啟始之自動迴避操控不應引導車輛離開道路。	5.1.6.2.3 由ESF啟始之自動迴避操控不應引導車輛離開道路。
5.1.6.2.3.1. In the case of an ESF intervention on a road or a lane delimited with lane markings on one or both side(s), an automatic avoidance manoeuver initiated by	5.1.6.2.3.1. In the case of an ESF intervention on a road or a lane delimited with lane markings on one or both side(s), an automatic avoidance manoeuver initiated by	5.1.6.2.3.1 ESF介入至道路或由單側或雙側之車道標線所劃定之車道時，由ESF啟始之自動迴避操控不應引導車輛越過車道標線。惟若系統於	5.1.6.2.3.1 ESF介入至道路或由單側或雙側之車道標線所劃定之車道時，由ESF啟始之自動迴避操控不應引導車輛越過車道標線。惟若系統於

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
an ESF shall not lead the vehicle to cross a lane marking. However, if the intervention starts during a lane change performed by the driver or during an unintentional drift into the adjacent lane, the system may steer the vehicle back into its original lane of travel.	an ESF shall not lead the vehicle to cross a lane marking. However, if the intervention starts during a lane change performed by the driver or during an unintentional drift into the adjacent lane, the system may steer the vehicle back into its original lane of travel.	駕駛者變換車道或非依駕駛者意圖而偏離至相鄰車道時開始介入，則該系統可將車輛引導回到其原行駛車道。	駕駛者變換車道或非依駕駛者意圖而偏離至相鄰車道時開始介入，則該系統可將車輛引導回到其原行駛車道。
5.1.6.2.3.2. In the absence of a lane marking on one or on both side(s) of the vehicle, a single ESF intervention is permitted, provided that it does not produce a lateral offset of the vehicle greater than 0.75 m in a direction where the lane marking is absent. The lateral offset during the automatic avoidance manoeuvre shall be determined using a fixed point on the front of the vehicle at the start and at the conclusion of the ESF intervention.	5.1.6.2.3.2. In the absence of a lane marking on one or on both side(s) of the vehicle, a single ESF intervention is permitted, provided that it does not produce a lateral offset of the vehicle greater than 0.75 m in a direction where the lane marking is absent. The lateral offset during the automatic avoidance manoeuvre shall be determined using a fixed point on the front of the vehicle at the start and at the conclusion of the ESF intervention.	5.1.6.2.3.2 車輛於單側或兩側無車道標線時，允許單次之ESF介入，惟朝無車道標線方向之車輛側向偏移量不應大於零點七五公尺。自動迴避操控期間之側向偏移量應於ESF介入開始與結束時以車輛前端一固定點進行決定。	5.1.6.2.3.2 車輛於單側或兩側無車道標線時，允許單次之ESF介入，惟朝無車道標線方向之車輛側向偏移量不應大於零點七五公尺。自動迴避操控期間之側向偏移量應於ESF介入開始與結束時以車輛前端一固定點進行決定。
The lateral offset of 0.75 m may be exceeded by a system intervention if the vehicle speed during the whole intervention is below 20 km/h and the lateral offset rate generated by the system is limited to 2 m/s, calculated as an average for a time period of 1 s.		若車輛速度於整個介入期間低於二十公里/小時，且由系統所產生之側向偏移率限制於二公尺/秒，對一秒之時段計算作為平均，則可藉由系統介入超過零點七五公尺之側向偏移量。	
5.1.6.2.4. The ESF intervention shall not lead the vehicle to collide with another road user.[4]	5.1.6.2.4. The ESF intervention shall not lead the vehicle to collide with another road user.[4]	5.1.6.2.4 ESF介入不應引導車輛碰撞其他道路使用者。	5.1.6.2.4 ESF介入不應引導車輛碰撞其他道路使用者。
[4] Until uniform test procedures have been agreed, the manufacturer shall provide the Technical Service with documentation and supporting evidence to demonstrate compliance with this provision. This information shall be subject to discussion and agreement between the Technical	[4] Until uniform test procedures have been agreed, the manufacturer shall provide the Technical Service with documentation and supporting evidence to demonstrate compliance with this provision. This information shall be subject to discussion and agreement between the Technical	直到確認試驗程序一致為止，申請者應提供檢測機構文件及證據以展演符合此規定。該項資訊應依照申請者與檢測機構間之討論及協議。	直到確認試驗程序一致為止，申請者應提供檢測機構文件及證據以展演符合此規定。該項資訊應依照申請者與檢測機構間之討論及協議。

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
Service and the vehicle manufacturer.	Service and the vehicle manufacturer.		
5.1.6.2.5. The manufacturer shall demonstrate during type approval, to the satisfaction of the Technical Service, which means to monitor the driving environment are fitted to the vehicle to satisfy the provisions in the subparagraphs of paragraph 5.1.6.2. above.	5.1.6.2.5. The manufacturer shall demonstrate during type approval, to the satisfaction of the Technical Service, which means to monitor the driving environment are fitted to the vehicle to satisfy the provisions in the subparagraphs of paragraph 5.1.6.2. above.	5.1.6.2.5 申請者應向檢測機構展演並讓檢測機構確認，其符合上述5.1.6.2所規定之駕駛環境監測裝置。	5.1.6.2.5 申請者應向檢測機構展演並讓檢測機構確認，其符合上述5.1.6.2所規定之駕駛環境監測裝置。
5.1.6.2.6. Any intervention of an ESF shall be indicated to the driver with an optical and with an acoustic or haptic warning signal to be provided at the latest with the start of the ESF intervention and maintained as long as the intervention exists.	5.1.6.2.6. Any intervention of an ESF shall be indicated to the driver with an optical and with an acoustic or haptic warning signal to be provided at the latest with the start of the ESF intervention.	5.1.6.2.6 任何ESF之介入應以光學及聲音或觸覺警告訊號警示駕駛者，且最遲應於ESF介入啟始時進行警示，並於介入期間持續警示。	5.1.6.2.6 任何ESF之介入應以光學及聲音或觸覺警告訊號警示駕駛者，且最遲應於ESF介入啟始時進行警示。
For this purpose appropriate signals used by other warning systems (e.g. blind spot detection, lane departure warning, forward collision warning) are deemed to be sufficient to fulfil the requirements for the respective optical, acoustic or haptic signals above.	For this purpose appropriate signals used by other warning systems (e.g. blind spot detection, lane departure warning, forward collision warning) are deemed to be sufficient to fulfil the requirements for the respective optical, acoustic or haptic signals above.	若為此設計目的之適當訊號受到其他警示系統使用 (例如：盲點偵測、車道偏離警示、前方碰撞警示)將視為符合上述個別之光學、聲音或觸覺訊號之要求。	若為此設計目的之適當訊號受到其他警示系統使用 (例如：盲點偵測、車道偏離警示、前方碰撞警示)將視為符合上述個別之光學、聲音或觸覺訊號之要求。
5.1.6.2.7. A system failure shall be indicated to the driver with an optical warning signal. However, when the system is manually deactivated, the indication of failure mode may be suppressed.	5.1.6.2.7. A system failure shall be indicated to the driver with an optical warning signal. However, when the system is manually deactivated, the indication of failure mode may be suppressed.	5.1.6.2.7 系統失效時，應以光學警告訊號警示駕駛者。惟當手動解除系統，得不觸發失效模式之顯示。	5.1.6.2.7 系統失效時，應以光學警告訊號警示駕駛者。惟當手動解除系統，得不觸發失效模式之顯示。
5.1.6.2.8. The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N.	5.1.6.2.8. The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N.	5.1.6.2.8 用以取代系統之方向性控制之轉向控制力，不應超過五十牛頓。	5.1.6.2.8 用以取代系統之方向性控制之轉向控制力，不應超過五十牛頓。
5.1.6.2.9. The vehicle shall be tested in accordance with the relevant vehicle tests specified in Annex 8 to this Regulation.	5.1.6.2.9. The vehicle shall be tested in accordance with the relevant vehicle tests specified in Annex 8 to this Regulation.	5.1.6.2.9 車輛應依照規定11.之要求進行相關車輛試驗。	5.1.6.2.9 車輛應依照規定11.之要求進行相關車輛試驗。
5.1.6.2.10. System information data The following data shall be provided, together	5.1.6.2.10. System information data The following data shall be provided, together	5.1.6.2.10 系統資訊數據 下述數據資料應於申請測試時，併同	5.1.6.2.10 系統資訊數據 下述數據資料應於申請測試時，併同

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 the documentation package required in Annex 6 to this Regulation, to the Technical Service at the time of type approval:	with the documentation package required in Annex 6 to this Regulation, to the Technical Service at the time of type approval:	規定9.之相關文件要求提供予檢測機構。	規定9.之相關文件要求提供予檢測機構。
(a) Use case(s) where ESF is designed to operate (among the use cases a i, a ii, a iii and b. specified in the ESF definition in paragraph 2.3.4.3.),	(a) Use case(s) where ESF is designed to operate (among the use cases a i, a ii, a iii and b. specified in the ESF definition in paragraph 2.3.4.3.),	(a)ESF被設計用於作動之使用案例(規定2.1.4.3之ESF定義中(a)(i)、(a)(ii)、(a)(iii)及(b)所述使用案例)。	(a)ESF被設計用於作動之使用案例(規定2.1.4.3之ESF定義中(a)(i)、(a)(ii)、(a)(iii)及(b)所述使用案例)。
(b) The conditions under which the system is active, e.g. the vehicle speed range V_{Smax} , V_{Smin},	(b) The conditions under which the system is active, e.g. the vehicle speed range V_{Smax} , V_{Smin},	(b)系統致動下之狀況，例如：車輛速度範圍V_{Smax}、V_{Smin}。	(b)系統致動下之狀況，例如：車輛速度範圍V_{Smax}、V_{Smin}。
(c) How ESF detects a risk of a collision,	(c) How ESF detects a risk of a collision,	(c)ESF偵測碰撞風險方式。	(c)ESF偵測碰撞風險方式。
(d) Description of the means to detect the driving environment,	(d) Description of the means to detect the driving environment,	(d)說明駕駛環境偵測方式。	(d)說明駕駛環境偵測方式。
(e) How to deactivate/reactivate the function,	(e) How to deactivate/reactivate the function,	(e)如何解除/重新致動功能方式。	(e)如何解除/重新致動功能方式。
(f) How it is ensured that the overriding force does not exceed the limit of 50 N.	(f) How it is ensured that the overriding force does not exceed the limit of 50 N.	(f)如何確保取代力不超過五十牛頓之限制。	(f)如何確保取代力不超過五十牛頓之限制。
5.1.6.3. Vehicles equipped with an RMF shall fulfil the following requirements.		5.1.6.3配備RMF之車輛應符合下述要求。	
An RMF system shall be subject to the requirements of Annex 6.		RMF系統應符合規定9.之要求。	
5.1.6.3.1. Any RMF shall start an intervention only:		5.1.6.3.1 任何RMF應只能於發生下述狀況時開始介入：	
(a) If the driver is either directly (e.g. through a driver monitoring system) or indirectly (e.g. prolonged failed response to a warning, failure to control the vehicle) assessed to be unresponsive; or		(a)若駕駛以直接(例如透過駕駛監控系統)或間接(例如持續無法對警告反應、無法控制車輛等)方式評估為無法反應時，或	
(b) If it is manually activated.		(b)若其被手動致動時。	
If the system provides a means for manual activation, this means shall be protected against unintentional operation and accessible to the driver and to passengers adjacent to the driver.		若系統提供手動致動方式時，此方式應受到保護，以防止不經意操作，並供駕駛與相鄰於駕駛之乘客使用。	

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5.1.6.3.2. Unless a request for action (e.g. hands-on warning) was already given or the system was manually activated, there shall be an optical and additionally an acoustic and/or haptic (e.g. brake jerks) warning signal before every RMF intervention in order to stimulate the driver to take back control. This warning phase shall start at least 5 seconds before the RMF starts an intervention, unless vehicle control by the system is required sooner to prevent the vehicle from crossing the lane markings or to keep an appropriate distance to other vehicles. Every RMF intervention shall be indicated to the driver by an optical and additionally an acoustic and/or haptic (e.g. brake jerks) warning signal for as long as the intervention exists. These warning signals shall be distinct and of a great urgency. 5.1.6.3.3. An RMF intervention shall not unreasonably deactivate or suppress the functionality of activated assistance systems (e.g. AEBS). 5.1.6.3.4. The signal to activate the hazard warning lights shall be generated with the start of the intervention. 5.1.6.3.5. It shall be possible to override the RMF intervention of the function at any time by a distinct action of the driver. The RMF shall implement strategies to provide		5.1.6.3.2除動作要求已被發出(例如手握方向盤警告)或系統已被手動致動外，車輛應具備光學及額外之聲音及/或觸覺(例如煞車抖動)警告訊號，以於每次RMF介入前刺激駕駛接手進行控制。 除迫切需要來自系統之車輛控制以避免車輛跨越車道標線或保持與其他車輛適當距離外，此警告階段應於RMF開始介入前至少五秒開始。 只要介入存在時，每次RMF介入應以光學及額外之聲音及/或觸覺(例如煞車抖動)警告訊號向駕駛指示。 警告訊號應明確且可感受其急迫性。 5.1.6.3.3 RMF介入不應無來由的解除或降低已致動的輔助系統(例如：緊急煞車輔助系統)之功能性。 5.1.6.3.4 用以致動危險警告燈號之訊號應於介入開始時產生。 5.1.6.3.5 應可由駕駛之明確動作於任意時間點取代RMF對功能之介入。 RMF應實施策略以提供保護，避免藉	

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protection against unintentional override by inputs to the driving controls (e.g. by requiring a significant change in a single input to the accelerator or brake pedal or multiple inputs to override the RMF). These strategies shall be demonstrated to the Technical Service at the time of type approval. 5.1.6.3.6. During the RMF intervention the vehicle shall slow down with a deceleration demand not greater than 4m/s², unless required by the surrounding traffic (e.g. a decelerating lead vehicle). Higher deceleration demand values are also permissible for very short durations, e.g. as haptic warning to stimulate the driver to take back control. 5.1.6.3.7. Once the RMF has brought the vehicle to a safe stop in the target stop area, the vehicle shall not move away without manual input. 5.1.6.3.8. If the RMF system detects any failures preventing it from performing an intervention, this shall be signalled to the driver. 5.1.6.3.9. Additional provisions for systems with the purpose of bringing the vehicle to a safe stop outside its own lane of travel. 5.1.6.3.9.1. The RMF shall only be permitted to change lanes, if the vehicle is equipped with detection capabilities to the front, side and rear. 5.1.6.3.9.2. Lane change procedures shall only		由向駕駛控制器進行輸入造成不經意之取代(unintentional override)(例如藉由要求對加速踏板或煞車踏板之單一輸入或多重輸入進行重大變化來取代RMF)。 相關策略應於型式認證測試時向檢測機構進行展演。 5.1.6.3.6 除受到周遭交通影響(例如：前車逐漸減速)外，於RMF介入期間，車輛應以不超過四公尺/秒平方之減速度需求進行減速。 允許於極短時間內之較高減速度需求值，例如做為觸覺警告以刺激駕駛人接手進行控制。 5.1.6.3.7 一但RMF已使車輛安全停靠於目標停靠區域中，車輛不應於無手動輸入之狀況下移動。 5.1.6.3.8 若RMF系統偵測任何阻止其進行介入之故障，則應向駕駛以訊號警示相關狀況。 5.1.6.3.9 對系統具備使車輛安全停靠於所行駛車道外目的之額外規定。 5.1.6.3.9.1 RMF應只能於車輛具備對前方、側方及後方之偵測能力之狀況下，被允許變換車道。 5.1.6.3.9.2 變換車道程序應只能以規	

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be performed in an uncritical way as described in paragraphs 5.1.6.3.9.7. and 5.1.6.3.9.8. In case the target stop area cannot be reached in an uncritical way the RMF shall aim to keep the vehicle within its current lane of travel while the vehicle is stopping.		定5.1.6.3.9.7及5.1.6.3.9.8所述之不危險之方式執行。若目標停靠區域無法以不危險之方式抵達，則RMF之目標應朝向以車輛停止時，將車輛維持於當下所行駛之車道內。	
5.1.6.3.9.3. Before initiating a lane change procedure, RMF shall, if deemed appropriate, reduce the vehicle speed to minimize the risk related to that lane change (e.g. by adapting the speed of the vehicle to that of other vehicles in the target lane).		5.1.6.3.9.3 於變換車道程序展開前，RMF應依實際狀況，降低車輛速度以最小化變換車道相關風險(例如配合目標車道上其他車輛調適車輛速度)。	
A lane change procedure shall not start within the first 5s following the start of the RMF intervention.		變換車道程序不應於緊接著RMF介入開始的前五秒內開始。	
5.1.6.3.9.4. During the intervention the system may perform a single or multiple lane change(s) across regular lanes of traffic and/or to the hard shoulder. Lane changes shall be made only if under the traffic situation these lane changes can be considered to minimize the risk to safety of the vehicle occupants and other road users.		5.1.6.3.9.4 於介入期間，系統可執行單次或多次變換車道以跨越普通車道及/或變換至路肩。變換車道應只能於車輛所處交通狀況可被認為將對車輛乘客及其他道路使用者之安全所造成風險最小化之狀況下而執行變換車道。	
5.1.6.3.9.5. A lane change during the intervention shall only be performed if the system has sufficient information about its surrounding to the front, side and rear (as defined in paragraph 5.1.6.3.9.17.) in order to assess the criticality of that lane change.		5.1.6.3.9.5 於介入期間之單次變換車道應只能於系統對其前方、側方及後方之環境擁有足夠資訊之狀況下(依規定5.1.6.3.9.17)被執行，以評估變換車道之危險性。	
5.1.6.3.9.6. A lane change during the intervention shall not be performed towards a lane intended for traffic moving in the		5.1.6.3.9.6 於介入期間之變換車道不應朝向車流以相反方向移動之車道執行。	

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opposite direction. 5.1.6.3.9.7. The intervention shall not cause a collision with another vehicle or road user in the predicted path of the vehicle during a lane change. 5.1.6.3.9.8. A lane change procedure shall be predictable and manageable for other road users. 5.1.6.3.9.8.1. During the lane change manoeuvre, the RMF shall aim to avoid a lateral acceleration of more than 1 m/s^2 in addition to the lateral acceleration generated by the lane curvature. 5.1.6.3.9.8.2. 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. 5.1.6.3.9.8.2.1. During the lane change manoeuvre, RMF shall aim to avoid inducing a longitudinal deceleration of more than 3.7 m/s^2 for a vehicle approaching from the rear. 5.1.6.3.9.8.2.2. A lane change manoeuvre shall only be started if there is sufficient space to a vehicle following behind or approaching from the rear in the adjacent lane. 5.1.6.3.9.8.2.3. In case the RMF decelerates 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 be manageable for the vehicle approaching from the rear.		5.1.6.3.9.7 於變換車道期間，介入不應造成與車輛預期路徑上之其他車輛或道路使用者發生碰撞。 5.1.6.3.9.8對其他道路使用者而言，變換車道程序應為可預期且易於應對。 5.1.6.3.9.8.1 於變換車道操作期間，除源於車道曲率所產生之側向加速度外，RMF目標應朝向以避免額外產生超過一公尺/秒平方之側向加速度。 5.1.6.3.9.8.2 變換車道操作應只能於目標車道之另一車輛未因車輛之變換車道而被強迫進行無法應對的減速之狀況下執行。 5.1.6.3.9.8.2.1於變換車道操作期間，RMF目標應朝向以避免對自後方接近之車輛造成超過三點七公尺/秒平方之縱向減速度。 5.1.6.3.9.8.2.2 變換車道操作應只能於與後方跟隨之車輛或隔壁車道自後方接近之車輛有足夠空間時始可開始。 5.1.6.3.9.8.2.3 若RMF於變換車道程序內減速車輛，則應於評估與自後方接近車輛之距離時將此減速度做為因子納入考量，且對於自後方接近之車輛，減速應易於應對。	

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5.1.6.3.9.8.2.4. Where there is not sufficient headway time for the vehicle behind at the end of the lane change procedure, the RMF shall not increase the rate of deceleration for a certain period of time after the completion of the lane change procedure except for the purpose of avoiding or mitigating the risk of an imminent collision.		5.1.6.3.9.8.2.4 若後方車輛於變換車道程序結束時未具備足夠之前方空間，除為了避免或減輕立即碰撞之風險外，則RMF不應於變換車道程序完成後一段時間內增加減速率。	
5.1.6.3.9.8.2.5. How the provisions of paragraph 5.1.6.3.9.8.2. and its subparagraphs are implemented in the system design shall be demonstrated to the Technical Service during type approval.		5.1.6.3.9.8.2.5 應於檢測時向檢測機構展演系統設計如何實現規定5.1.6.3.9.8.2及其子段落之相關要求。	
5.1.6.3.9.9. The lane change manoeuvre shall aim to be one continuous movement.		5.1.6.3.9.9 變換車道操作目標應朝向以單次連續動作完成。	
5.1.6.3.9.10. A lane change during the intervention shall be completed without undue delay.		5.1.6.3.9.10 介入期間之變換車道應於無過度延遲之情形下完成。	
5.1.6.3.9.11. A lane change manoeuvre shall only be started if the manoeuvre is anticipated to be completed before the vehicle comes to a standstill (i.e. in order to avoid coming to standstill while in the middle of two regular lanes due to stopped traffic ahead).		5.1.6.3.9.11 變換車道操作應只能且操作可預期於車輛靜止前完成時開始(即為避免因前方停止車流而靜止於兩普通車道中間)。	
5.1.6.3.9.12 Additional provisions for system behaviour for the vehicle's final lane change during a lane change manoeuvre that is bringing the vehicle to a safe stop beside the road.		5.1.6.3.9.12於將車輛行駛至道路側邊安全停靠處之變換車道操作期間，車輛最後一次變換車道之系統行為額外規定	
5.1.6.3.9.12.1. All provisions of paragraph 5.1.6.3.9. shall be applied except 5.1.6.3.9.11., 5.1.6.3.9.13., 5.1.6.3.9.14. and		5.1.6.3.9.12.1 除規定5.1.6.3.9.11、5.1.6.3.9.13、5.1.6.3.9.14及5.1.6.3.9.16以外，應符合規定	

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5.1.6.3. 9.16. 5.1.6.3.9.12.2. The vehicle may come to a standstill on the lane mark beside the road. 5.1.6.3.9.12.3. In addition to the provisions of paragraph 5.1.6.3.9.7., an acoustic warning may be given as warning to other road users unless traffic rules in the country prohibits using an acoustic warning. 5.1.6.3.9.12.4. When bringing the vehicle to a stop beside the road the vehicle speed shall not exceed 10 km/h. 5.1.6.3.9.13. A lane change manoeuvre during an intervention shall be indicated in advance to other road users by activating the appropriate direction indicator lamps instead of the hazard warning lights. 5.1.6.3.9.14. Once the lane change manoeuvre is completed the direction indicator lamps shall be deactivated in a timely manner, and the hazard warning lights shall become active again. 5.1.6.3.9.15. (Reserved). 5.1.6.3.9.16. Notwithstanding paragraph 5.1.6.3.9.14. when several consecutive lane changes are performed as part of the RMF intervention, the direction indicator may remain active throughout these lane changes while the lateral behaviour shall ensure that each lane change manoeuvre can be perceived as an individual manoeuvre by following traffic. 5.1.6.3.9.17. If the vehicle is equipped with the capability to perform lane changes during		5.1.6.3.9之所有規定。 5.1.6.3.9.12.2 車輛可於道路側邊之車道標線停止。 5.1.6.3.9.12.3 於規定5.1.6.3.9.7之要求下，除道路交通法規禁止使用聲音警示外，可提供聲音警示做為對其他道路使用者之警示。 5.1.6.3.9.12.4 車輛移動至道路側邊停靠點之車輛速度不應超過十公里/小時。 5.1.6.3.9.13 於介入期間之變換車道操作應藉由致動合適之方向燈而非危險警告燈，預先向其他道路使用者進行指示。 5.1.6.3.9.14 一但變換車道操作完成，應適時解除方向燈，並應再次致動危險警告燈。 5.1.6.3.9.15 (保留) 5.1.6.3.9.16 儘管規定5.1.6.3.9.14有所要求，惟於執行多個連續變換車道做為RMF介入之一部分時，以側向行為應確保每次之變換車道操作可被後方車流做為獨立操作而察覺之狀況下，方向燈可於前述變換車道期間維持致動。 5.1.6.3.9.17 若車輛具備於RMF介入期間執行變換車道之能力，申請者	

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the RMF intervention, the manufacturer shall declare the detection ranges to the front, side and rear. The declared ranges shall be sufficient to assess that a change into a lane immediately to the left or to the right of the vehicle does not cause a critical situation with another vehicle or road user during a lane change.		應宣告前方、側方及後方之偵測範圍。所宣告範圍應足以評估立即向車輛左側或右側變換車道時，不會於變換車道期間造成與另一部車輛或道路使用者之危險狀況。	
The Technical Service shall assess the correspondence of declared detection ranges and lane change strategy and shall verify that the vehicle's sensing system detects vehicles during the relevant test in Annex 8. These ranges shall be equal or greater than the declared ranges.		檢測機構應評估所宣告偵測範圍及變換車道策略之間的關聯，並應驗證於規定11.3.6之相關測試期間，車輛之感測系統是否偵測到車輛。前述偵測範圍應等於或大於所宣告範圍。	
5.1.6.3.10. The system shall implement strategies to draw external attention to the emergency situation (e.g. triggering an emergency call, activating the horn, keeping the hazard warning lights active), when the driver remains unresponsive once RMF has brought the vehicle to standstill.		5.1.6.3.10 當RMF已將車輛停止而駕駛仍維持無法反應時，系統應執行策略以吸引來自外部對緊急狀況之注意(例如：觸發緊急呼叫、致動喇叭、使危險警告燈維持致動)。	
5.1.6.3.11. Special provisions for M2/M3 vehicles		5.1.6.3.11 M2、M3類車輛之特殊規定	
5.1.6.3.11.1. In case the system provides a means for manual activation by a passenger, the RMF system shall provide an indication to this passenger upon activation of the RMF. This indication shall continue until the RMF intervention starts or the activation is overridden by the driver. The driver shall be enabled to override the request from the passenger in order to suppress the RMF		5.1.6.3.11.1 於系統提供由乘客進行手動致動之方式之狀況下，RMF系統應於RMF致動之時對此乘客提供指示。應持續提供此指示直至RMF介入開始或致動狀態由駕駛取代為止。駕駛應可取代前述之乘客要求以中止RMF介入。	

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intervention. 5.1.6.3.11.2. An RMF fitted to a vehicle of Class I, II or A as defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3) shall provide an acoustic and optical indication to the passengers before the intervention would start. 5.1.6.3.12 System information data The following data shall be provided, together with the documentation package required in Annex 6 of this Regulation, to the Technical Service at the time of type approval: (a) Information on how the system confirms that the driver is unresponsive; (b) Information on whether the system is capable of performing lane changes and what is considered a target stop area by the system (c) Description of the means to detect the driving environment; (d) Information/specification on which road types (e.g. motorway, country roads, urban areas, etc.) the system is designed to intervene and how this is ensured; (e) Means to override the function and how the system provides protection against unintentional override; (f) Description of the driver warning and information concept, including warning before and during an RMF intervention (g) In case of lane change capability (i) A detailed description of the design		5.1.6.3.11.2 M2、M3類車輛類型為第一類、第二類及A類車輛且配備RMF者應於介入將開始前向乘客提供聲音及光學指示。 5.1.6.3.12 系統資訊資料 於申請測試時，下列資料應併同規定9.所述文件提供檢測機構： (a)系統如何確認駕駛無法反應之資訊。 (b)系統是否具備執行變換車道之能力及系統識別為目標停止區域之對象等資訊。 (c)用於偵測行駛環境之方法說明。 (d)系統設計用於介入之道路類型(例如：高速公路、鄉道、市區等)及如何確保前述事項之資訊或規格。 (e)用於取代功能之方式及系統如何對不經意之取代提供保護。 (f)駕駛警示及資訊概念之說明，包含RMF介入前及介入時之警示。 (g)具備變換車道能力者 (i)所實施之設計規範以確保操控安全	

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provisions implemented to ensure safety of the manoeuvre (ii) The means by which the vehicle detects others road users, obstacles and the target stop area (iii) Description of how the system selects an appropriate target stop area and a description of the safety criteria on which this selection is based (h) Information/specification of the maximum speed the system operates with regards to different traffic environments (highway, urban, etc.) as well as information/specification on how the speed is reduced (e.g. adapted to surrounding traffic; no harsh braking endangering other road users) in order to come to a safe stop.		性之詳細說明。 (ii)車輛用於偵測其他道路使用者、障礙及目標停止區域之方式。 (iii)系統如何選擇合適之目標停止區域說明，以及此選擇所依據之安全準則的說明。 (h)不同交通環境下(高速公路、市區等)之系統運作最高速度資訊或規格，以及為達成安全停靠如何進行減速(例如：適應周遭交通、不進行危害其他道路使用者之急煞車)之資訊或規格。	
5.1.7. Towing vehicles equipped with a connection to supply electrical energy to the steering system of the trailer and trailers that utilise electrical energy from the towing vehicle to power the trailer steering system shall fulfil the relevant requirements of Annex 7.	5.1.7. Towing vehicles equipped with a connection to supply electrical energy to the steering system of the trailer and trailers that utilise electrical energy from the towing vehicle to power the trailer steering system shall fulfil the relevant requirements of Annex 7.	5.1.7 配有拖車轉向系統電力供給連接之牽引車輛，以及使用前述連接之拖車，其應符合規定10.之相關要求。本項可由申請者確保及聲明符合此規定。	5.1.7 配有拖車轉向系統電力供給連接之牽引車輛，以及使用前述連接之拖車，其應符合規定10.之相關要求。本項可由申請者確保及聲明符合此規定。
5.1.8. Steering transmission	5.1.8. Steering transmission	5.1.8 轉向傳輸裝置： 本項可由申請者確保及聲明符合此規定。	5.1.8 轉向傳輸裝置： 本項可由申請者確保及聲明符合此規定。
5.1.8.1. Adjustment devices for steering geometry shall be such that after adjustment a positive connection can be established between the adjustable components by appropriate locking devices.	5.1.8.1. Adjustment devices for steering geometry shall be such that after adjustment a positive connection can be established between the adjustable components by appropriate locking devices.	5.1.8.1 轉向幾何調整裝置須藉由適當鎖定裝置，於進行調整後，各項可調元件間能建立起確實連接之關係。	5.1.8.1 轉向幾何調整裝置須藉由適當鎖定裝置，於進行調整後，各項可調元件間能建立起確實連接之關係。
5.1.8.2. Steering transmission which can be	5.1.8.2. Steering transmission which can be	5.1.8.2 能夠脫離、藉以應用於不同結	5.1.8.2 能夠脫離、藉以應用於不同結

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disconnected to cover different configurations of a vehicle (e.g. on extendable semi-trailers), shall have locking devices which ensure positive relocation of components; where locking is automatic, there shall be an additional safety lock which is operated manually.	disconnected to cover different configurations of a vehicle (e.g. on extendable semi-trailers), shall have locking devices which ensure positive relocation of components; where locking is automatic, there shall be an additional safety lock which is operated manually.	構車輛上(如可伸長式半拖車)之轉向傳動裝置，須具有確保元件能夠確實重新定位之鎖定裝置；若鎖定裝置為自動，則應另有額外之手動安全鎖定裝置。	構車輛上(如可伸長式半拖車)之轉向傳動裝置，須具有確保元件能夠確實重新定位之鎖定裝置；若鎖定裝置為自動，則應另有額外之手動安全鎖定裝置。
5.1.9. Steered wheels	5.1.9. Steered wheels	5.1.9 轉向輪：	5.1.9 轉向輪：
The steered wheels shall not be solely the rear wheels. This requirement does not apply to semi-trailers.	The steered wheels shall not be solely the rear wheels. This requirement does not apply to semi-trailers.	不得單獨以後車輪為轉向輪。此項規定不適用於半拖車。本項可由申請者確保及聲明符合此規定。	不得單獨以後車輪為轉向輪。此項規定不適用於半拖車。本項可由申請者確保及聲明符合此規定。
5.1.10. Energy supply	5.1.10. Energy supply	5.1.10 動力供給：	5.1.10 動力供給：
The same energy supply may be used for the steering equipment and other systems. However, in the case of a failure in any system which shares the same energy supply steering shall be ensured in accordance with the relevant failure conditions of paragraph 5.3.	The same energy supply may be used for the steering equipment and other systems. However, in the case of a failure in any system which shares the same energy supply steering shall be ensured in accordance with the relevant failure conditions of paragraph 5.3.	轉向系統和其他系統可能共用同一動力來源，當前述之任一系統失效時，轉向系統應確保符合規定5.3。	轉向系統和其他系統可能共用同一動力來源，當前述之任一系統失效時，轉向系統應確保符合規定5.3。
5.1.11. Control systems	5.1.11. Control systems	5.1.11 控制系統：電子車輛控制系統(用於提供或組成轉向功能的控制傳輸裝置，包括先進駕駛輔助轉向系統)之安全性應符合規定9.。惟利用轉向系統達到更高目的的功能或系統者，僅於其對轉向系統有直接影響時才受規定9.規範；若有此類系統，則在測試時不可關閉該系統。	5.1.11 控制系統：電子車輛控制系統(用於提供或組成轉向功能的控制傳輸裝置，包括先進駕駛輔助轉向系統)之安全性應符合規定9.。惟利用轉向系統達到更高目的的功能或系統者，僅於其對轉向系統有直接影響時才受規定9.規範；若有此類系統，則在測試時不可關閉該系統。
The requirements of Annex 6 shall be applied to the safety aspects of electronic vehicle control systems that provide or form part of the control transmission of the steering function including advanced driver assistance steering systems. However, systems or functions, that use the steering system as the means of achieving a higher level objective, are subject to Annex 6 only insofar as they have a direct effect on the steering system. If such systems are provided, they shall not be deactivated during type approval testing of the steering	The requirements of Annex 6 shall be applied to the safety aspects of electronic vehicle control systems that provide or form part of the control transmission of the steering function including advanced driver assistance steering systems. However, systems or functions, that use the steering system as the means of achieving a higher level objective, are subject to Annex 6 only insofar as they have a direct effect on the steering system. If such systems are provided, they shall not be deactivated during type approval testing of the steering		

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system.	system.		
5.2. Special provisions for trailers	5.2. Special provisions for trailers	5.2 適用拖車之通則	5.2 適用拖車之通則
5.2.1. Trailers (with the exception of semi-trailers and centre-axle trailers) which have more than one axle with steered wheels and semi-trailers and centre-axle trailers which have at least one axle with steered wheels shall fulfil the conditions given in paragraph 6.3. However, for trailers with self-tracking steering equipment a test under paragraph 6.3. is not necessary if the axle load ratio between the un-steered and the self-tracking axles equals or exceeds 1.6. under all loading conditions.	5.2.1. Trailers (with the exception of semi-trailers and centre-axle trailers) which have more than one axle with steered wheels and semi-trailers and centre-axle trailers which have at least one axle with steered wheels shall fulfil the conditions given in paragraph 6.3. However, for trailers with self-tracking steering equipment a test under paragraph 6.3. is not necessary if the axle load ratio between the un-steered and the self-tracking axles equals or exceeds 1.6. under all loading conditions.	5.2.1 具有一根以上轉向輪之輪軸的全拖車，以及具有至少一根轉向輪之輪軸的半拖車必須符合6.3.1 之規定。針對配備有自我循跡設備之拖車，在各種負載狀態下，該未轉向輪軸和自我循跡輪軸間之輪軸負載比大於或等於一點六時，無需進行6.3.1 之測試。	5.2.1 具有一根以上轉向輪之輪軸的全拖車，以及具有至少一根轉向輪之輪軸的半拖車必須符合6.3.1 之規定。針對配備有自我循跡設備之拖車，在各種負載狀態下，該未轉向輪軸和自我循跡輪軸間之輪軸負載比大於或等於一點六時，無需進行6.3.1 之測試。
However for trailers with self-tracking steering equipment, the axle load ratio between un-steered or articulated steered axles and friction-steered axles shall be at least 1 under all loading conditions.	However for trailers with self-tracking steering equipment, the axle load ratio between un-steered or articulated steered axles and friction-steered axles shall be at least 1 under all loading conditions.	但是，拖車具備自我循跡者，非轉向軸或銜接式轉向軸與摩擦轉向軸之輪軸負載比率應至少為一。	但是，拖車具備自我循跡者，非轉向軸或銜接式轉向軸與摩擦轉向軸之輪軸負載比率應至少為一。
5.2.2. If the towing vehicle of a vehicle combination is driving straight ahead, the trailer and towing vehicle shall remain aligned. If alignment is not retained automatically, the trailer shall be equipped with a suitable adjustment facility for maintenance.	5.2.2. If the towing vehicle of a vehicle combination is driving straight ahead, the trailer and towing vehicle shall remain aligned. If alignment is not retained automatically, the trailer shall be equipped with a suitable adjustment facility for maintenance.	5.2.2 如牽引車輛向前行駛時，其與拖車必須保持對正一致。如無法自動對正一致，則拖車必須裝備適當之調整設施以供維護保養之用。本項可由申請者確保及聲明符合此規定。	5.2.2 如牽引車輛向前行駛時，其與拖車必須保持對正一致。如無法自動對正一致，則拖車必須裝備適當之調整設施以供維護保養之用。本項可由申請者確保及聲明符合此規定。
5.3. Failure provisions and performance	5.3. Failure provisions and performance	5.3 能量供給失效和性能	5.3 能量供給失效和性能
5.3.1.General	5.3.1.General	5.3.1 通則 本項可由申請者確保及聲明符合此規定。	5.3.1 通則 本項可由申請者確保及聲明符合此規定。
5.3.1.1. For the purposes of this Regulation the steered wheels, the steering control and all mechanical parts of the steering	5.3.1.1. For the purposes of this Regulation the steered wheels, the steering control and all mechanical parts of the steering	5.3.1.1 若轉向輪、轉向控制裝置，以及轉向傳輸裝置之所有機械零組件等失效可能導致車輛失控，則應由	5.3.1.1 若轉向輪、轉向控制裝置，以及轉向傳輸裝置之所有機械零組件等失效可能導致車輛失控，則應由

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transmission shall not be regarded as liable to breakage if they are amply dimensioned, are readily accessible for maintenance, and exhibit safety features at least equal to those prescribed for other essential components (such as the braking system) of the vehicle. Where the failure of any such part would be likely to result in loss of control of the vehicle, that part shall be made of metal or of a material with equivalent characteristics and shall not be subject to significant distortion in normal operation of the steering system.	transmission shall not be regarded as liable to breakage if they are amply dimensioned, are readily accessible for maintenance, and exhibit safety features at least equal to those prescribed for other essential components (such as the braking system) of the vehicle. Where the failure of any such part would be likely to result in loss of control of the vehicle, that part shall be made of metal or of a material with equivalent characteristics and shall not be subject to significant distortion in normal operation of the steering system.	金屬或擁有同等特性之材質所製成，且於轉向系統正常運作中不得有嚴重扭曲之情形發生。	金屬或擁有同等特性之材質所製成，且於轉向系統正常運作中不得有嚴重扭曲之情形發生。
5.3.1.2. The requirements of paragraphs 5.1.2., 5.1.3. and 6.2.1. shall also be satisfied with a failure in the steering equipment as long as the vehicle can be driven with the speeds required in the respective paragraphs. In this case paragraph 5.1.3. shall not apply for full power steering systems when the vehicle is stationary.	5.3.1.2. The requirements of paragraphs 5.1.2., 5.1.3. and 6.2.1. shall also be satisfied with a failure in the steering equipment as long as the vehicle can be driven with the speeds required in the respective paragraphs. In this case paragraph 5.1.3. shall not apply for full power steering systems when the vehicle is stationary.	5.3.1.2 只要車輛可以依各章節所述之速度行駛，轉向系統失效必須符合5.1.2、5.1.3及6.2.1所述之要求。當車輛靜止時，全動力轉向系統可不符合5.1.3之規定。	5.3.1.2 只要車輛可以依各章節所述之速度行駛，轉向系統失效必須符合5.1.2、5.1.3及6.2.1所述之要求。當車輛靜止時，全動力轉向系統可不符合5.1.3之規定。
5.3.1.3. Any failure in a transmission other than purely mechanical shall clearly be brought to the attention of the vehicle driver as given in paragraph 5.4. When a failure occurs, a change in the average steering ratio is permissible if the steering effort given in paragraph 6.2.6. is not exceeded.	5.3.1.3. Any failure in a transmission other than purely mechanical shall clearly be brought to the attention of the vehicle driver as given in paragraph 5.4. When a failure occurs, a change in the average steering ratio is permissible if the steering effort given in paragraph 6.2.6. is not exceeded.	5.3.1.3 任何有關傳動裝置之失效，除純機械式故障外，應能清楚的引起駕駛者的注意，當發生失效狀況時，若未超過6.2.5所述之轉向力，則允許改變平均轉向比。	5.3.1.3 任何有關傳動裝置之失效，除純機械式故障外，應能清楚的引起駕駛者的注意，當發生失效狀況時，若未超過6.2.5所述之轉向力，則允許改變平均轉向比。
5.3.1.4. In the case where the braking system of the vehicle shares the same energy source as the steering system and this energy source fails, the steering system shall have priority and shall be capable of meeting the	5.3.1.4. In the case where the braking system of the vehicle shares the same energy source as the steering system and this energy source fails, the steering system shall have priority and shall be capable of meeting the	5.3.1.4 煞車系統及轉向系統共用相同能量來源時，若該能量來源失效，轉向系統應優先保有動力，且需符合5.3.2及5.3.3。而且第一次煞車時，煞車性能不應低於表一所載之常	5.3.1.4 煞車系統及轉向系統共用相同能量來源時，若該能量來源失效，轉向系統應優先保有動力，且需符合5.3.2及5.3.3。而且第一次煞車時，煞車性能不應低於表一所載之常

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requirements of paragraphs 5.3.2. and 5.3.3. as applicable. In addition the braking performance on the first subsequent application, shall not drop below the prescribed service brake performance, as given in paragraph 2. of Annex 3 to this Regulation.	requirements of paragraphs 5.3.2. and 5.3.3. as applicable. In addition the braking performance on the first subsequent application, shall not drop below the prescribed service brake performance, as given in paragraph 2. of Annex 3 to this Regulation.	用煞車性能。	用煞車性能。
(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)
5.3.1.5. In the case where the braking system of the vehicle shares the same energy supply as the steering system and there is a failure in the energy supply, the steering system shall have priority and shall be capable of meeting the requirements of paragraphs 5.3.2. and 5.3.3. as applicable. In addition the braking performance on the first subsequent application shall comply with the prescriptions of paragraph 3. of Annex 3 to this Regulation.	5.3.1.5. In the case where the braking system of the vehicle shares the same energy supply as the steering system and there is a failure in the energy supply, the steering system shall have priority and shall be capable of meeting the requirements of paragraphs 5.3.2. and 5.3.3. as applicable. In addition the braking performance on the first subsequent application shall comply with the prescriptions of paragraph 3. of Annex 3 to this Regulation.	5.3.1.5 煞車系統及轉向系統共用相同能量供給失效時，若能量供給失效，轉向系統應優先保有動力，且需符合5.3.2及5.3.3。若任何轉向裝置或動力供給失效，則常用煞車控制裝置在完成八次全行程作動後，應於第九次使用煞車時，至少達成第二煞車性能表現。若需個別之控制裝置來運用儲存能量而達成第二煞車性能時，則常用煞車控制裝置在完成八次全行程作動後，應於第九次使用煞車時，達成殘餘性能表現。該第二及殘餘煞車性能如表二所示。	5.3.1.5 煞車系統及轉向系統共用相同能量供給失效時，若能量供給失效，轉向系統應優先保有動力，且需符合5.3.2及5.3.3。若任何轉向裝置或動力供給失效，則常用煞車控制裝置在完成八次全行程作動後，應於第九次使用煞車時，至少達成第二煞車性能表現。若需個別之控制裝置來運用儲存能量而達成第二煞車性能時，則常用煞車控制裝置在完成八次全行程作動後，應於第九次使用煞車時，達成殘餘性能表現。該第二及殘餘煞車性能如表二所示。
(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)
5.3.1.6. The requirements for the braking performance in paragraphs 5.3.1.4. and 5.3.1.5. above shall not apply if the braking system is such that in the absence of any energy reserve it is possible with the service brake control to achieve the safety requirement for the secondary braking system mentioned in:	5.3.1.6. The requirements for the braking performance in paragraphs 5.3.1.4. and 5.3.1.5. above shall not apply if the braking system is such that in the absence of any energy reserve it is possible with the service brake control to achieve the safety requirement for the secondary braking system mentioned in:	5.3.1.6 於無能量儲存裝置之狀態下，若可由常用煞車系統控制器符合下述第二煞車系統規定，則可免符合上述規定5.3.1.4及5.3.1.5要求：	5.3.1.6 於無能量儲存裝置之狀態下，若可由常用煞車系統控制器符合下述第二煞車系統規定，則可免符合上述規定5.3.1.4及5.3.1.5要求：
(a) Paragraph 2.2. of UN Regulation No. 13-H, Annex 3 (for M1 and N1 vehicles);	(a) Paragraph 2.2. of UN Regulation No. 13-H, Annex 3 (for M1 and N1 vehicles);	5.3.1.6.1 符合本基準中「動態煞車」規定5.3.2之要求（適用M1及N1類車輛	5.3.1.6.1 符合本基準中「動態煞車」規定5.3.2之要求（適用M1及N1類車輛

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
		）。	）。
(b) Paragraph 2.2. of UN Regulation No. 13, Annex 4 (for M2, M3 and N vehicles).	(b) Paragraph 2.2. of UN Regulation No. 13, Annex 4 (for M2, M3 and N vehicles).	5.3.1.6.2 符合本基準中「動態煞車」規定6.3.2、6.3.4之要求（適用M2、M3及N類車輛）。	5.3.1.6.2 符合本基準中「動態煞車」規定6.3.2、6.3.4之要求（適用M2、M3及N類車輛）。
5.3.1.7. In the case of trailers the requirements of paragraphs 5.2.2. and 6.3.4.1. shall also be met when there is a failure in the steering system.	5.3.1.7. In the case of trailers the requirements of paragraphs 5.2.2. and 6.3.4.1. shall also be met when there is a failure in the steering system.	5.3.1.7 當轉向系統失效時拖車也應符合5.2.2所述規定。	5.3.1.7 當轉向系統失效時拖車也應符合5.2.2所述規定。
5.3.2. Power assisted steering systems	5.3.2. Power assisted steering systems	5.3.2 動力輔助轉向系統 本項可由申請者確保及聲明符合此規定。	5.3.2 動力輔助轉向系統 本項可由申請者確保及聲明符合此規定。
5.3.2.1. Should the engine stop or a part of the transmission fail, with the exception of those parts listed in paragraph 5.3.1.1., there shall be no immediate changes in steering angle. As long as the vehicle is capable of being driven at a speed greater than 10 km/h the requirements given in paragraph 6., relating to a system with a failure, shall be met.	5.3.2.1. Should the engine stop or a part of the transmission fail, with the exception of those parts listed in paragraph 5.3.1.1., there shall be no immediate changes in steering angle. As long as the vehicle is capable of being driven at a speed greater than 10 km/h the requirements given in paragraph 6., relating to a system with a failure, shall be met.	5.3.2.1 當引擎熄火或動力傳輸失效時，除5.3.1.1所列元件外，不可造成轉向角的瞬間改變。若車輛速度能大於十公里／小時，即需符合6.之系統失效之相關要求。	5.3.2.1 當引擎熄火或動力傳輸失效時，除5.3.1.1所列元件外，不可造成轉向角的瞬間改變。若車輛速度能大於十公里／小時，即需符合6.之系統失效之相關要求。
5.3.3.Full power steering systems	5.3.3.Full power steering systems	5.3.3 全動力轉向系統 規定5.3.3.1及5.3.3.2可由申請者確保及聲明符合此規定。	5.3.3 全動力轉向系統 規定5.3.3.1及5.3.3.2可由申請者確保及聲明符合此規定。
5.3.3.1. The system shall be designed such that the vehicle cannot be driven indefinitely at speeds above 10 km/h where there is any fault which requires operation of the warning signal referred to in paragraph 5.4.2.1.1.	5.3.3.1. The system shall be designed such that the vehicle cannot be driven indefinitively at speeds above 10 km/h where there is any fault which requires operation of the warning signal referred to in paragraph 5.4.2.1.1.	5.3.3.1 有任何作動5.4.2.1.1所述警告訊號的故障產生時，此系統設計應使車輛無法以十公里／小時以上之速度行駛。	5.3.3.1 有任何作動5.4.2.1.1所述警告訊號的故障產生時，此系統設計應使車輛無法以十公里／小時以上之速度行駛。
5.3.3.2. In case of a failure within the control transmission, with the exception of those parts listed in paragraph 5.1.4., it shall still be possible to steer with the performance laid down in paragraph 6. for the intact	5.3.3.2. In case of a failure within the control transmission, with the exception of those parts listed in paragraph 5.1.4., it shall still be possible to steer with the performance laid down in paragraph 6. for the intact	5.3.3.2 在控制傳輸裝置失效情況下，除5.1.4所列之元件外，轉向系統仍必須符合規定6.中正常轉向系統之性能。	5.3.3.2 在控制傳輸裝置失效情況下，除5.1.4所列之元件外，轉向系統仍必須符合規定6.中正常轉向系統之性能。

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
steering system.	steering system.		
5.3.3.3. In the event of a failure of the energy source of the control transmission, it shall be possible to carry out at least 24 "figure of eight" manoeuvres, where each loop of the figure is 40 m diameter at 10 km/h speed and at the performance level given for an intact system in paragraph 6. The test manoeuvres shall begin at an energy storage level given in paragraph 5.3.3.5.	5.3.3.3. In the event of a failure of the energy source of the control transmission, it shall be possible to carry out at least 24 "figure of eight" manoeuvres, where each loop of the figure is 40 m diameter at 10 km/h speed and at the performance level given for an intact system in paragraph 6. The test manoeuvres shall begin at an energy storage level given in paragraph 5.3.3.5.	5.3.3.3 若控制傳輸裝置之動力來源失效，則應能執行至少二十四次「8字形」操控，其於車速十公里/小時及規定6.所要求之完整系統之性能等級，每一次該字形之繞行直徑為四十公尺。操控試驗應以規定5.3.3.5要求之能量儲存等級開始。	5.3.3.3 若控制傳輸裝置之動力來源失效，則應能執行至少二十四次「8字形」操控，其於車速十公里/小時及規定6.所要求之完整系統之性能等級，每一次該字形之繞行直徑為四十公尺。操控試驗應以規定5.3.3.5要求之能量儲存等級開始。
5.3.3.4. In the event of a failure within the energy transmission, with the exception of those parts listed in paragraph 5.3.1.1., there shall not be any immediate changes in steering angle. As long as the vehicle is capable of being driven at a speed greater than 10 km/h the requirements of paragraph 6. for the system with a failure shall be met after the completion of at least 25 "figure of eight" manoeuvres at 10 km/h minimum speed, where each loop of the figure is 40 m diameter.	5.3.3.4. In the event of a failure within the energy transmission, with the exception of those parts listed in paragraph 5.3.1.1., there shall not be any immediate changes in steering angle. As long as the vehicle is capable of being driven at a speed greater than 10 km/h the requirements of paragraph 6. for the system with a failure shall be met after the completion of at least 25 "figure of eight" manoeuvres at 10 km/h minimum speed, where each loop of the figure is 40 m diameter.	5.3.3.4 若動力傳輸裝置內部失效，除5.3.1.1所列部件，轉向角度不應發生立即性改變。若車輛行駛速度大於十公里/小時，則以至少十公里/小時速度完成至少二十五次「8字形」操控(每一次該字形之繞行直徑為四十公尺)後，應符合規定6.系統失效之要求。	5.3.3.4 若動力傳輸裝置內部失效，除5.3.1.1所列部件，轉向角度不應發生立即性改變。若車輛行駛速度大於十公里/小時，則以至少十公里/小時速度完成至少二十五次「8字形」操控(每一次該字形之繞行直徑為四十公尺)後，應符合規定6.系統失效之要求。
The test manoeuvres shall begin at an energy storage level given in paragraph 5.3.3.5.	The test manoeuvres shall begin at an energy storage level given in paragraph 5.3.3.5.	操控試驗應以規定5.3.3.5要求之能量儲存等級開始。	操控試驗應以規定5.3.3.5要求之能量儲存等級開始。
5.3.3.5. The energy level to be used for the tests referred to in paragraphs 5.3.3.3. and 5.3.3.4. shall be the energy storage level at which a failure is indicated to the driver.	5.3.3.5. The energy level to be used for the tests referred to in paragraphs 5.3.3.3. and 5.3.3.4. shall be the energy storage level at which a failure is indicated to the driver.	5.3.3.5 規定5.3.3.3及5.3.3.4所述試驗之能量等級應為提供失效指示予駕駛者時之能量儲存等級。	5.3.3.5 規定5.3.3.3及5.3.3.4所述試驗之能量等級應為提供失效指示予駕駛者時之能量儲存等級。
In the case of electrically powered systems subject to Annex 6, this level shall be the worst case situation outlined by the manufacturer in the documentation submitted in connection with Annex 6 and	In the case of electrically powered systems subject to Annex 6, this level shall be the worst case situation outlined by the manufacturer in the documentation submitted in connection with Annex 6 and	對於符合規定9.之電動系統，其能量儲存等級應為申請者配合規定9.要求檢附文件中所宣告最嚴苛情形，且應考慮如溫度及電池性能老化之影響。	對於符合規定9.之電動系統，其能量儲存等級應為申請者配合規定9.要求檢附文件中所宣告最嚴苛情形，且應考慮如溫度及電池性能老化之影響。

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
shall take into account the effects of e.g. temperature and ageing on battery performance.	shall take into account the effects of e.g. temperature and ageing on battery performance.		
5.4. Warning signals	5.4. Warning signals	5.4 警告訊號：	5.4 警告訊號：
5.4.1.General provisions	5.4.1.General provisions	5.4.1 通則	5.4.1 通則
5.4.1.1. Any fault which impairs the steering function and is not mechanical in nature shall be signalled clearly to the driver of the vehicle.	5.4.1.1. Any fault which impairs the steering function and is not mechanical in nature shall be signalled clearly to the driver of the vehicle.	5.4.1.1 任何會損害轉向功能的失效，且非機械本質的，必須對車輛駕駛者提出警告。	5.4.1.1 任何會損害轉向功能的失效，且非機械本質的，必須對車輛駕駛者提出警告。
Despite the requirements of paragraph 5.1.2. the deliberate application of vibration in the steering system may be used as an additional indication of a fault condition in this system. In the case of a motor vehicle, an increase in steering force is considered to be a warning indication; in the case of a trailer, a mechanical indicator is permitted.	Despite the requirements of paragraph 5.1.2. the deliberate application of vibration in the steering system may be used as an additional indication of a fault condition in this system. In the case of a motor vehicle, an increase in steering force is considered to be a warning indication; in the case of a trailer, a mechanical indicator is permitted.	雖有5.1.2規定，但可以藉由轉向系統的振動做額外警告；機動車輛的轉向力增加亦為一種警告。拖車可使用機械式顯示器。	雖有5.1.2規定，但可以藉由轉向系統的振動做額外警告；機動車輛的轉向力增加亦為一種警告。拖車可使用機械式顯示器。
5.4.1.2. Optical warning signals shall be visible, even by daylight and distinguishable from other alerts; the satisfactory condition of the signals shall be easily verifiable by the driver from the driver's seat; the failure of a component of the warning devices shall not entail any loss of the steering system's performance.	5.4.1.2. Optical warning signals shall be visible, even by daylight and distinguishable from other alerts; the satisfactory condition of the signals shall be easily verifiable by the driver from the driver's seat; the failure of a component of the warning devices shall not entail any loss of the steering system's performance.	5.4.1.2 即使於白天，應清楚可視光學警告訊號，且可與其他警示(Alert)區分辨別。駕駛者應易於從駕駛座確認警告訊號。警告裝置之組件失效不應導致轉向系統性能損失。	5.4.1.2 即使於白天，應清楚可視光學警告訊號，且可與其他警示(Alert)區分辨別。駕駛者應易於從駕駛座確認警告訊號。警告裝置之組件失效不應導致轉向系統性能損失。
5.4.1.3. Acoustic warning signals shall be by continuous or intermittent sound signal or by vocal information. Where vocal information is employed, the manufacturer shall ensure that the alert uses the language(s) of the market into which the vehicle is sold.	5.4.1.3. Acoustic warning signals shall be by continuous or intermittent sound signal or by vocal information. Where vocal information is employed, the manufacturer shall ensure that the alert uses the language(s) of the market into which the vehicle is sold.	5.4.1.3 聲音警告訊號應為連續或間歇式聲音訊號或語音資訊。運用語音資訊者，其申請者應確保該資訊至少使用中文。	5.4.1.3 聲音警告訊號應為連續或間歇式聲音訊號或語音資訊。運用語音資訊者，其申請者應確保該資訊至少使用中文。
Acoustic warning signals shall be easily recognized by the driver.	Acoustic warning signals shall be easily recognized by the driver.	聲音警告訊號應讓駕駛者易於辨識。	聲音警告訊號應讓駕駛者易於辨識。

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
5.4.1.4. If the same energy source is used to supply the steering system and other systems, an acoustic or optical warning shall be given to the driver, when the stored energy/fluid in the energy/storage reservoir drops to a level liable to cause an increase in steering effort. This warning may be combined with a device provided to warn of brake failure if the brake system uses the same energy source. The satisfactory condition of the warning device shall be easily verifiable by the driver.	5.4.1.4. If the same energy source is used to supply the steering system and other systems, an acoustic or optical warning shall be given to the driver, when the stored energy/fluid in the energy/storage reservoir drops to a level liable to cause an increase in steering effort. This warning may be combined with a device provided to warn of brake failure if the brake system uses the same energy source. The satisfactory condition of the warning device shall be easily verifiable by the driver.	5.4.1.4 若使用相同的能量來源供應轉向和其他系統，當動力儲存器/作動媒介儲存器內的儲存能量/液體下降到會使所需轉向力增加的程度時，應有聲音或光學警告提醒駕駛者。如轉向系統與煞車系統能量來源相同，則其警告可與煞車系統失效所用之警告裝置結合在一起。警告裝置應能讓駕駛者容易確認。	5.4.1.4 若使用相同的能量來源供應轉向和其他系統，當動力儲存器/作動媒介儲存器內的儲存能量/液體下降到會使所需轉向力增加的程度時，應有聲音或光學警告提醒駕駛者。如轉向系統與煞車系統能量來源相同，則其警告可與煞車系統失效所用之警告裝置結合在一起。警告裝置應能讓駕駛者容易確認。
5.4.2.Special provisions for full-power steering equipment	5.4.2.Special provisions for full-power steering equipment	5.4.2 全動力轉向系統之特殊規定 本項可由申請者確保及聲明符合此規定。	5.4.2 全動力轉向系統之特殊規定 本項可由申請者確保及聲明符合此規定。
5.4.2.1. Power-driven vehicles shall be capable of providing steering failure and defect warning signals, as follows:	5.4.2.1. Power-driven vehicles shall be capable of providing steering failure and defect warning signals, as follows:	5.4.2.1 動力驅動車輛應能提供轉向系統失效或故障的警告訊號，如下：	5.4.2.1 動力驅動車輛應能提供轉向系統失效或故障的警告訊號，如下：
5.4.2.1.1. A red warning signal, indicating failures defined in paragraph 5.3.1.3. within the main steering equipment;	5.4.2.1.1. A red warning signal, indicating failures defined in paragraph 5.3.1.3. within the main steering equipment;	5.4.2.1.1 紅色警告訊號，以顯示出主要轉向系統內有關5.3.1.3所述之失效。	5.4.2.1.1 紅色警告訊號，以顯示出主要轉向系統內有關5.3.1.3所述之失效。
5.4.2.1.2. Where applicable, a yellow warning signal indicating an electrically detected defect within the steering equipment, which is not indicated by the red warning signal;	5.4.2.1.2. Where applicable, a yellow warning signal indicating an electrically detected defect within the steering equipment, which is not indicated by the red warning signal;	5.4.2.1.2 黃色警告訊號，以顯示出電子偵測得的轉向系統故障，且未以紅色警告訊號顯示者。	5.4.2.1.2 黃色警告訊號，以顯示出電子偵測得的轉向系統故障，且未以紅色警告訊號顯示者。
5.4.2.1.3. If a symbol is used, it shall comply with symbol J 04, ISO/IEC registration number 7000-2441 as defined in ISO 2575:2000;	5.4.2.1.3. If a symbol is used, it shall comply with symbol J 04, ISO/IEC registration number 7000-2441 as defined in ISO 2575:2000;	5.4.2.1.3 如使用標誌，該標誌須依照ISO 2575：2000定義的ISO/IEC 註冊碼7000-2441 J 04標誌。	5.4.2.1.3 如使用標誌，該標誌須依照ISO 2575：2000定義的ISO/IEC 註冊碼7000-2441 J 04標誌。
5.4.2.1.4. The warning signal(s) mentioned above shall light up when the electrical equipment of the vehicle (and the steering	5.4.2.1.4. The warning signal(s) mentioned above shall light up when the electrical equipment of the vehicle (and the steering	5.4.2.1.4 當車輛(和轉向系統)電子設備通電時，以上所提之警告訊號應亮起。車輛靜止之下，在警告訊號	5.4.2.1.4 當車輛(和轉向系統)電子設備通電時，以上所提之警告訊號應亮起。車輛靜止之下，在警告訊號

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
system) is energised. With the vehicle stationary, the steering system shall verify that none of the specified failures or defects is present before extinguishing the signal. Specified failures or defects which should activate the warning signal mentioned above, but which are not detected under static conditions, shall be stored upon detection and be displayed at start-up and at all times when the ignition (start) switch is in the "on" (run) position, as long as the failure persists.	system) is energised. With the vehicle stationary, the steering system shall verify that none of the specified failures or defects is present before extinguishing the signal. Specified failures or defects which should activate the warning signal mentioned above, but which are not detected under static conditions, shall be stored upon detection and be displayed at start-up and at all times when the ignition (start) switch is in the "on" (run) position, as long as the failure persists.	熄滅之前，轉向系統需確認當時無任何之故障或失效存在。上述所提會作動警告訊號的特定失效或故障，但非在靜態情況下偵測出者，則在偵測得知時就必須被儲存，只要該失效存在，一旦啟動及點火開關是在"on"(行駛)位置時，就應將其顯示出。	熄滅之前，轉向系統需確認當時無任何之故障或失效存在。上述所提會作動警告訊號的特定失效或故障，但非在靜態情況下偵測出者，則在偵測得知時就必須被儲存，只要該失效存在，一旦啟動及點火開關是在"on"(行駛)位置時，就應將其顯示出。
5.4.3. In the case where additional steering equipment is in operation and/or where the steering angle generated by that equipment has not been returned to normal driving position a warning signal shall be given to the driver.	5.4.3. In the case where additional steering equipment is in operation and/or where the steering angle generated by that equipment has not been returned to normal driving position a warning signal shall be given to the driver.	5.4.3 額外的轉向系統在操作中及/或該系統產生的轉向角度不能回復到正常行駛位置，則需有訊號警告駕駛者。	5.4.3 額外的轉向系統在操作中及/或該系統產生的轉向角度不能回復到正常行駛位置，則需有訊號警告駕駛者。
5.5. Provisions for the periodic technical inspection of steering equipment	5.5. Provisions for the periodic technical inspection of steering equipment		
5.5.1. As far as practicable and subject to agreement between the vehicle manufacturer and the Type Approval Authority, the steering equipment and its installation shall be so designed that, without disassembly, its operation can be checked with, if necessary, commonly used measuring instruments, methods or test equipment.	5.5.1. As far as practicable and subject to agreement between the vehicle manufacturer and the Type Approval Authority, the steering equipment and its installation shall be so designed that, without disassembly, its operation can be checked with, if necessary, commonly used measuring instruments, methods or test equipment.		
5.5.2. It shall be possible to verify in a simple way the correct operational status of those Electronic Systems, which have control over steering. If special information is needed,	5.5.2. It shall be possible to verify in a simple way the correct operational status of those Electronic Systems, which have control over steering. If special information is needed,		

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 shall be made freely available.	this shall be made freely available.		
5.5.2.1. At the time of type approval the means implemented to protect against simple unauthorized modification to the operation of the verification means chosen by the manufacturer (e.g. warning signal) shall be confidentially outlined.	5.5.2.1. At the time of type approval the means implemented to protect against simple unauthorized modification to the operation of the verification means chosen by the manufacturer (e.g. warning signal) shall be confidentially outlined.		
Alternatively this protection requirement is fulfilled when a secondary means of checking the correct operational status is available.	Alternatively this protection requirement is fulfilled when a secondary means of checking the correct operational status is available.		
5.6. Provisions for ACSF	5.6. Provisions for ACSF	5.5 自動控制轉向功能之一般規定	5.5 自動控制轉向功能之一般規定
Any ACSF shall be subject to the requirements of Annex 6.	Any ACSF shall be subject to the requirements of Annex 6.	任何自動控制轉向功能應符合規定9.之要求。	任何自動控制轉向功能應符合規定9.之要求。
5.6.1. Special provisions for ACSF of Category A	5.6.1. Special provisions for ACSF of Category A	5.5.1 ACSF類型A之特別規定	5.5.1 ACSF類型A之特別規定
Any ACSF of Category A shall fulfil the following requirements.	Any ACSF of Category A shall fulfil the following requirements.	任何ACSF類型A應符合下述要求。	任何ACSF類型A應符合下述要求。
5.6.1.1. General	5.6.1.1. General	5.5.1.1 通則	5.5.1.1 通則
5.6.1.1.1. The system shall only operate until 10 km/h (+2 km/h tolerance)	5.6.1.1.1. The system shall only operate until 10 km/h (+2 km/h tolerance)	5.5.1.1.1 系統應只能作動至十公里/小時（容許誤差：正二公里/小時）	5.5.1.1.1 系統應只能作動至十公里/小時（容許誤差：正二公里/小時）
5.6.1.1.2. The system shall be active only after a deliberate action of the driver and if the conditions for operation of the system are fulfilled (all associated functions – e.g. brakes, accelerator, steering, camera/radar/lidar – are working properly).	5.6.1.1.2. The system shall be active only after a deliberate action of the driver and if the conditions for operation of the system are fulfilled (all associated functions – e.g. brakes, accelerator, steering, camera/radar/lidar – are working properly).	5.5.1.1.2 此系統僅能於駕駛者致動後，且滿足系統作動條件（全部相關功能(例如：煞車、加速器、轉向、攝影機/雷達/光達(Lidar)等)均正常運作中）下啟動。	5.5.1.1.2 此系統僅能於駕駛者致動後，且滿足系統作動條件（全部相關功能(例如：煞車、加速器、轉向、攝影機/雷達/光達(Lidar)等)均正常運作中）下啟動。
5.6.1.1.3. The system shall be able to be deactivated by the driver at any time.	5.6.1.1.3. The system shall be able to be deactivated by the driver at any time.	5.5.1.1.3 駕駛者應能隨時解除此系統。	5.5.1.1.3 駕駛者應能隨時解除此系統。
5.6.1.1.4. In case the system includes accelerator and/or braking control of the vehicle, the vehicle shall be equipped with a means to detect an obstacle (e.g. vehicles,	5.6.1.1.4. In case the system includes accelerator and/or braking control of the vehicle, the vehicle shall be equipped with a means to detect an obstacle (e.g. vehicles,	5.5.1.1.4 若系統包含車輛之加速器及/或車輛煞車控制器，則車輛於操控區域內應配備有偵測障礙物（例如：其他車輛、行人）之裝置機能，	5.5.1.1.4 若系統包含車輛之加速器及/或車輛煞車控制器，則車輛於操控區域內應配備有偵測障礙物（例如：其他車輛、行人）之裝置機能，

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
pedestrian) in the manoeuvring area and to bring the vehicle immediately to a stop to avoid a collision.[5]	pedestrian) in the manoeuvring area and to bring the vehicle immediately to a stop to avoid a collision.[5]	使車輛立即停止，避免碰撞。	使車輛立即停止，避免碰撞。
[5] Until uniform test procedures have been agreed, the manufacturer shall provide the Technical Service the documentation and supporting evidence to demonstrate compliance with these provisions. This information shall be subject to discussion and agreement between the Technical Service and vehicle manufacturer.	[5] Until uniform test procedures have been agreed, the manufacturer shall provide the Technical Service the documentation and supporting evidence to demonstrate compliance with these provisions. This information shall be subject to discussion and agreement between the Technical Service and vehicle manufacturer.		
5.6.1.1.5. Whenever the system becomes operational, this shall be indicated to the driver. Any termination of control shall produce a short but distinctive driver warning by an optical warning signal and either an acoustic warning signal or by imposing a haptic warning signal (except for the signal on the steering control in parking manoeuvring).	5.6.1.1.5. Whenever the system becomes operational, this shall be indicated to the driver. Any termination of control shall produce a short but distinctive driver warning by an optical warning signal and either an acoustic warning signal or by imposing a haptic warning signal (except for the signal on the steering control in parking manoeuvring).	5.5.1.1.5 每當系統開始作動，其應警示駕駛者。任何控制之終止應產生一短暫且明顯不同於駕駛者警告訊號，包括光學警告訊號，以及聲音警告訊號或於轉向控制裝置上之觸覺警告訊號(除停車操控之轉向控制訊號外)。	5.5.1.1.5 每當系統開始作動，其應警示駕駛者。任何控制之終止應產生一短暫且明顯不同於駕駛者警告訊號，包括光學警告訊號，以及聲音警告訊號或於轉向控制裝置上之觸覺警告訊號(除停車操控之轉向控制訊號外)。
For RCP, the requirements for driver warning shown above shall be fulfilled by the provision of an optical warning signal at least at the remote control device.	For RCP, the requirements for driver warning shown above shall be fulfilled by the provision of an optical warning signal at least at the remote control device.	對於RCP而言，符合上述駕駛者警示之規定要求，應至少於遠端控制裝置提供光學警告訊號。	對於RCP而言，符合上述駕駛者警示之規定要求，應至少於遠端控制裝置提供光學警告訊號。
5.6.1.2. Additional provisions for RCP	5.6.1.2. Additional provisions for RCP	5.5.1.2 RCP系統之額外要求	5.5.1.2 RCP系統之額外要求
5.6.1.2.1. The parking manoeuvre shall be initiated by the driver but controlled by the system. A direct influence on steering angle, value of acceleration and deceleration via the remote-control device or by the movement of the driver shall not be possible.	5.6.1.2.1. The parking manoeuvre shall be initiated by the driver but controlled by the system. A direct influence on steering angle, value of acceleration and deceleration via the remote control device shall not be possible.	5.5.1.2.1 停車操控應由駕駛者啟始作動，但由系統控制。不應藉由遠端控制裝置或駕駛之移動直接影響轉向角度、加速度值及減速度值。	5.5.1.2.1 停車操控應由駕駛者啟始作動，但由系統控制。不應藉由遠端控制裝置直接影響轉向角度、加速度值及減速度值。
5.6.1.2.2. Either a continuous actuation of the remote-control device by the driver or	5.6.1.2.2. A continuous actuation of the remote control device by the driver is required	5.5.1.2.2 停車操控期間，應由駕駛者連續致動遠端控制裝置，或駕駛位	5.5.1.2.2 停車操控期間，應由駕駛者連續致動遠端控制裝置。

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alternatively (for systems based on detection of driver position and movement) a continuous movement of the driver in the same longitudinal direction as the vehicle, is required during the parking manoeuvre.	during the parking manoeuvre.	於與車輛相同縱向方向之一連續移動(對於基於偵測駕駛位置及移動之系統)。	
5.6.1.2.3. For systems based on continuous actuation of the remote-control device, the vehicle shall stop immediately, if: (a) The continuous actuation is interrupted; (b) The distance between vehicle and remote-control device exceeds the specified maximum RCP operating range (SRCPmax); or (c) The signal between remote control and vehicle is lost. For systems based on detection of driver position and movement, the vehicle shall stop immediately if: (a) The continuous movement of the driver is interrupted; (b) The distance between vehicle and remote-control device or driver exceeds the specified maximum RCP operating range (SRCPmax); (c) The detection of the driver is lost; or (d) There is a rapid increase in the movement speed of the driver.	5.6.1.2.3. If the continuous actuation is interrupted or the distance between vehicle and remote control device exceeds the specified maximum RCP operating range (S_{RCPmax}) or the signal between remote control and vehicle is lost, the vehicle shall stop immediately.	5.5.1.2.3 對於系統基於遠端控制裝置之連續致動者，若有下述狀況，則車輛應立即停止： (a) 連續致動被中斷； (b) 車輛與遠端控制裝置間距離超過最大設定之遠端控制停車 (RCP)作動距離(S_{RCPmax})； (c) 車輛與遠端控制裝置間失去連結信號。 對於系統基於偵測駕駛位置及移動之者，若有下述狀況，則車輛應立即停止： (a) 駕駛之連續移動被中斷； (b) 車輛與遠端控制裝置或駕駛間距離超過最大設定之遠端控制停車(RCP)作動距離(S_{RCPmax})； (c) 無法偵測駕駛位置；或 (d) 駕駛之移動速度急遽增加。	5.5.1.2.3 若連續致動被中斷，或車輛與遠端控制裝置間距離超過RCP之最大設定作動距離(S_{RCPmax})，或車輛與遠端控制裝置間失去連結信號，則車輛應立即停止。
5.6.1.2.4. If a door or trunk of the vehicle is opened during the parking manoeuvre, the vehicle shall stop immediately.	5.6.1.2.4. If a door or trunk of the vehicle is opened during the parking manoeuvre, the vehicle shall stop immediately.	5.5.1.2.4 停車操控期間，若車輛之車門或行李廂被開啟情況下，則車輛應立即停止。	5.5.1.2.4 停車操控期間，若車輛之車門或行李廂被開啟情況下，則車輛應立即停止。
5.6.1.2.5. If the vehicle has reached its final parking position, either automatically or by confirmation from the driver, and the	5.6.1.2.5. If the vehicle has reached its final parking position, either automatically or by confirmation from the driver, and the	5.5.1.2.5 若車輛藉由自動或由駕駛者確認方式而到達最終之停車位置，且啟動/運轉開關位於關閉位置，則	5.5.1.2.5 若車輛藉由自動或由駕駛者確認方式而到達最終之停車位置，且啟動/運轉開關位於關閉位置，則

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start/run switch is in the off position, the parking braking system shall be automatically engaged.	start/run switch is in the off position, the parking braking system shall be automatically engaged.	其駐煞車系統應自動入檔嚙合。	其駐煞車系統應自動入檔嚙合。
5.6.1.2.6 At any time during a parking manoeuvre that the vehicle becomes stationary, the RCP function shall prevent the vehicle from rolling away.	5.6.1.2.6 At any time during a parking manoeuvre that the vehicle becomes stationary, the RCP function shall prevent the vehicle from rolling away.	5.5.1.2.6 車輛於停車操控中之任何時間靜止時，RCP功能應防止車輛滑動。	5.5.1.2.6 車輛於停車操控中之任何時間靜止時，RCP功能應防止車輛滑動。
5.6.1.2.7. The specified maximum RCP operating range shall not exceed 6 m.	5.6.1.2.7. The specified maximum RCP operating range shall not exceed 6 m.	5.5.1.2.7 RCP之最大設定作動距離，不應逾六公尺。	5.5.1.2.7 RCP之最大設定作動距離，不應逾六公尺。
5.6.1.2.8. The system shall be designed to be protected against unauthorized activation or operation of the RCP systems and interventions into the system.	5.6.1.2.8. The system shall be designed to be protected against unauthorized activation or operation of the RCP systems and interventions into the system.	5.5.1.2.8 系統設計應有防止未授權RCP系統致動或操作，以及系統被介入之防護。本項可由申請者確保及聲明符合此規定。	5.5.1.2.8 系統設計應有防止未授權RCP系統致動或操作，以及系統被介入之防護。本項可由申請者確保及聲明符合此規定。
5.6.1.2.9. For RCP systems based on detection of driver position and movement, the deactivation referred to in paragraph 3.6.1.1.3. shall be trough a simple and obvious action that will be recognised by the system.		5.5.1.2.9 對於基於偵測駕駛位置及移動之RCP系統，應透過一個系統會辨識之簡單且明確之動作進行規定5.5.1.2.3 所述之解除。	
5.6.1.3. System information data	5.6.1.3. System information data	5.5.1.3 系統資訊數據	5.5.1.3 系統資訊數據
5.6.1.3.1. Following data shall be provided together with the documentation package required in Annex 6 to this Regulation to the Technical Service at the time of type approval:	5.6.1.3.1. Following data shall be provided together with the documentation package required in Annex 6 to this Regulation to the Technical Service at the time of type approval:	5.5.1.3.1 下述數據資料應於申請認證測試時併同規定9.之相關文件提供予檢測機構。	5.5.1.3.1 下述數據資料應於申請認證測試時併同規定9.之相關文件提供予檢測機構。
5.6.1.3.1.1. The value for the specified maximum RCP operating range (S_{RCPmax});	5.6.1.3.1.1. The value for the specified maximum RCP operating range (S_{RCPmax});	5.5.1.3.1.1 RCP最大設定作動距離(S_{RCPmax})之數值。	5.5.1.3.1.1 RCP最大設定作動距離(S_{RCPmax})之數值。
5.6.1.3.1.2. The conditions under which the system can be activated, i. e. when the conditions for operation of the system are fulfilled;	5.6.1.3.1.2. The conditions under which the system can be activated, i. e. when the conditions for operation of the system are fulfilled;	5.5.1.3.1.2 系統能被致動之條件，意即符合系統運作之條件。	5.5.1.3.1.2 系統能被致動之條件，意即符合系統運作之條件。
5.6.1.3.1.3. For RCP systems the manufacturer shall provide the technical authorities with	5.6.1.3.1.3. For RCP systems the manufacturer shall provide the technical authorities with	5.5.1.3.1.3 對於RCP系統，申請者應提供關於未授權致動之系統防護說	5.5.1.3.1.3 對於RCP系統，申請者應提供關於未授權致動之系統防護說

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an explanation how the system is protected against unauthorized activation.	an explanation how the system is protected against unauthorized activation.	明文件予檢測機構。	明文件予檢測機構。
5.6.1.3.1.4. For RCP systems based on detection of driver position and movement the manufacturer shall demonstrate to the technical service during type approval how a person is identified as the driver, how this person is tracked and how the driver initiates and terminates control. This shall be subject to agreement of the technical service.		5.5.1.3.1.4 對於基於偵測駕駛位置及移動之RCP系統，申請者應於型式認證測試時向檢測機構展演如何將人識別為駕駛、此人如何被追蹤以及駕駛如何開始及結束控制。此應符合與檢測機構之協議。	
5.6.2. Special Provisions for ACSF of Category B1	5.6.2. Special Provisions for ACSF of Category B1	5.5.2 ACSF類型B1之特別規定	5.5.2 ACSF類型B1之特別規定
Any ACSF of Category B1 shall fulfil the following requirements.	Any ACSF of Category B1 shall fulfil the following requirements.	任何ACSF類型B1應符合下述要求。	任何ACSF類型B1應符合下述要求。
5.6.2.1. General	5.6.2.1. General	5.5.2.1 通則	5.5.2.1 通則
5.6.2.1.1. The activated system shall at any time, within the boundary conditions, ensure that the vehicle does not cross a lane marking for lateral accelerations below the maximum lateral acceleration specified by the manufacturer ay_{Smax}.	5.6.2.1.1. The activated system shall at any time, within the boundary conditions, ensure that the vehicle does not cross a lane marking for lateral accelerations below the maximum lateral acceleration specified by the manufacturer ay_{Smax}.	5.5.2.1.1 被致動之系統於任何時間且於邊界條件(Boundary condition)內，側向加速度低於申請者最大設定側向加速度(ay_{smax})之情況下，應能確保車輛不會越過車道標線。	5.5.2.1.1 被致動之系統於任何時間且於邊界條件(Boundary condition)內，側向加速度低於申請者最大設定側向加速度(ay_{smax})之情況下，應能確保車輛不會越過車道標線。
It is recognised that the maximum lateral acceleration specified by the vehicle manufacturer ay_{Smax} may not be achievable under all conditions (e.g. inclement weather, different tyres fitted to the vehicle, laterally sloped roads). The system shall not deactivate or unreasonably switch the control strategy in these other conditions.	It is recognised that the maximum lateral acceleration specified by the vehicle manufacturer ay_{Smax} may not be achievable under all conditions (e.g. inclement weather, different tyres fitted to the vehicle, laterally sloped roads). The system shall not deactivate or unreasonably switch the control strategy in these other conditions.	一般認為，並非所有狀況下(例如：極端天氣、車輛安裝不同輪胎、側向具有斜度之道路)達到由申請者所宣告之最大側向加速度(ay_{smax})。系統於前述無法達成之狀況下不應解除或毫無依據的切換控制策略。	
The system may exceed the specified value ay_{Smax} by not more than 0.3 m/s^2, while not exceeding the maximum value specified in the table in paragraph 5.6.2.1.3. of this	The system may exceed the specified value ay_{Smax} by not more than 0.3 m/s^2, while not exceeding the maximum value specified in the table in paragraph 5.6.2.1.3. of this	系統至多可比ay_{smax}數值高零點三公尺/秒平方，惟其不應超過規定5.5.2.1.3所表列之最大值。	系統至多可比ay_{smax}數值高零點三公尺/秒平方，惟其不應超過規定5.5.2.1.3所表列之最大值。

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Regulation. Notwithstanding the sentence above, for time periods of not more than 2 s the lateral acceleration of the system may exceed the specified value ay_{Smax} by not more than 40 per cent, while not exceeding the maximum value specified in the table in paragraph 5.6.2.1.3. of this Regulation by more than 0.3 m/s^2.	Regulation. Notwithstanding the sentence above, for time periods of not more than 2 s the lateral acceleration of the system may exceed the specified value ay_{Smax} by not more than 40 per cent, while not exceeding the maximum value specified in the table in paragraph 5.6.2.1.3. of this Regulation by more than 0.3 m/s^2.	無論前述規定，對於不超過二秒之時間段內，系統之側向加速度可超過設定值ay_{smax}至多百分之四十，同時不超過本基準中規定5.5.2.1.3表中之設定值多於零點三公尺/秒平方。	
5.6.2.1.2. The vehicle shall be equipped with a means for the driver to activate (standby mode) and deactivate (off mode) the system. It shall be possible to deactivate the system at any time by a single action of the driver. Following this action, the system shall only become active again as a result of a deliberate action by the driver.	5.6.2.1.2. The vehicle shall be equipped with a means for the driver to activate (standby mode) and deactivate (off mode) the system. It shall be possible to deactivate the system at any time by a single action of the driver. Following this action, the system shall only become active again as a result of a deliberate action by the driver.	5.5.2.1.2 車輛應配備供駕駛者致動(待機模式)及解除系統(關閉模式)之機能。應能隨時由駕駛者以單一動作解除系統。於此動作後，系統應只能由駕駛者刻意致動行為而重新啟動。	5.5.2.1.2 車輛應配備供駕駛者致動(待機模式)及解除系統(關閉模式)之機能。應能隨時由駕駛者以單一動作解除系統。於此動作後，系統應只能由駕駛者刻意致動行為而重新啟動。
5.6.2.1.3. The system shall be designed so that excessive intervention of steering control is suppressed to ensure the steering operability by the driver and to avoid unexpected vehicle behaviour, during its operation. To ensure this, the following requirements shall be fulfilled:	5.6.2.1.3. The system shall be designed so that excessive intervention of steering control is suppressed to ensure the steering operability by the driver and to avoid unexpected vehicle behaviour, during its operation. To ensure this, the following requirements shall be fulfilled:	5.5.2.1.3 系統設計應能抑制轉向控制裝置之過度介入，以確保駕駛者可進行之轉向操作性，並於其操作期間避免非預期之車輛行為。為確保前述功能，應符合下述要求：	5.5.2.1.3 系統設計應能抑制轉向控制裝置之過度介入，以確保駕駛者可進行之轉向操作性，並於其操作期間避免非預期之車輛行為。為確保前述功能，應符合下述要求：
(a) The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N;	(a) The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N;	(a)用以取代方向性控制之轉向控制力，不應超過五十牛頓。	(a)用以取代方向性控制之轉向控制力，不應超過五十牛頓。
(b) The specified maximum lateral acceleration ay_{smax} shall be within the limits as defined in the following table:	(b) The specified maximum lateral acceleration ay_{smax} shall be within the limits as defined in the following table:	(b)最大設定側向加速度ay_{smax}，應於下述表列之限制範圍內。	(b)最大設定側向加速度ay_{smax}，應於下述表列之限制範圍內。
(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)
(c)The moving average over half a second of the lateral jerk generated by the system shall	(c)The moving average over half a second of the lateral jerk generated by the system shall	(c)系統所產生側向急動 (Jerk) 於零點五秒期間之移動平均值不應超過	(c)系統所產生側向急動 (Jerk) 於零點五秒期間之移動平均值不應超過

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 exceed 5 m/s³.	not exceed 5 m/s³.	五公尺/秒立方。	五公尺/秒立方。
5.6.2.1.4. The requirements in paragraphs 5.6.2.1.1. and 5.6.2.1.3. of this Regulation shall be tested in accordance with relevant vehicle test(s) specified in Annex 8 of this Regulation.	5.6.2.1.4. The requirements in paragraphs 5.6.2.1.1. and 5.6.2.1.3. of this Regulation shall be tested in accordance with relevant vehicle test(s) specified in Annex 8 of this Regulation.	5.5.2.1.4 本項規定5.5.2.1.1及5.5.2.1.3，應依照規定11.之要求進行試驗。	5.5.2.1.4 本項規定5.5.2.1.1及5.5.2.1.3，應依照規定11.之要求進行試驗。
5.6.2.2. ACSF of Category B1 operation	5.6.2.2. ACSF of Category B1 operation	5.5.2.2 ACSF類型B1之作動	5.5.2.2 ACSF類型B1之作動
5.6.2.2.1. If the system is active an optical signal shall be provided to the driver.	5.6.2.2.1. If the system is active an optical signal shall be provided to the driver.	5.5.2.2.1 於系統致動時，應有警示駕駛者之光學訊號。	5.5.2.2.1 於系統致動時，應有警示駕駛者之光學訊號。
5.6.2.2.2. When the system is in standby mode, an optical signal shall be provided to the driver.	5.6.2.2.2. When the system is in standby mode, an optical signal shall be provided to the driver.	5.5.2.2.2 當系統進入待機狀態時，應提供駕駛者光學訊號。	5.5.2.2.2 當系統進入待機狀態時，應提供駕駛者光學訊號。
5.6.2.2.3. When the system reaches its boundary conditions set out in paragraph 5.6.2.3.1.1. of this Regulation (e.g. the specified maximum lateral acceleration aysmax) and both in the absence of any driver input to the steering control and when any front tyre of the vehicle starts to cross the lane marking, the system shall avoid sudden loss of steering support by continuing to provide assistance to the extent possible as outlined in the safety concept of the vehicle manufacturer and shall clearly inform the driver about this system status by an optical warning signal and additionally by an acoustic or haptic warning signal.	5.6.2.2.3. When the system reaches its boundary conditions set out in paragraph 5.6.2.3.1.1. of this Regulation (e.g. the specified maximum lateral acceleration aysmax) and both in the absence of any driver input to the steering control and when any front tyre of the vehicle starts to cross the lane marking, the system shall continue to provide assistance and shall clearly inform the driver about this system status by an optical warning signal and additionally by an acoustic or haptic warning signal.	5.5.2.2.3 當系統達到規定5.5.2.3.1.1之邊界條件（例如最大設定側向加速度ay_{smax}），且駕駛者未施以轉向力於轉向控制裝置及當車輛之任一前輪開始越過車道標線，系統應藉由持續對申請者於安全觀念內所概述之延伸可能性提供輔助，以避免突然失去轉向輔助，並以光學訊號與額外之聲音或觸覺警告訊號清楚指示駕駛者目前系統狀態。	5.5.2.2.3 當系統達到規定5.5.2.3.1.1之邊界條件（例如最大設定側向加速度ay_{smax}），且駕駛者未施以轉向力於轉向控制裝置及當車輛之任一前輪開始越過車道標線，系統應持續提供輔助，並以光學訊號與額外之聲音或觸覺警告訊號清楚指示駕駛者目前系統狀態。
For vehicles of categories M2 M3 N2 and N3, 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	For vehicles of categories M2 M3 N2 and N3, 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	對於M2、M3、N2及N3類車輛，若車輛配備符合本基準中「車道偏離輔助警示系統」之車道偏離輔助警示系統(LDWS)，則視為符合本項規定。	對於M2、M3、N2及N3類車輛，若車輛配備符合本基準中「車道偏離輔助警示系統」之車道偏離輔助警示系統(LDWS)，則視為符合本項規定。

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
Regulation No. 130.	Regulation No. 130.		
5.6.2.2.4. A system failure shall be signalled to the driver by an optical warning signal. However, when the system is manually deactivated by the driver, the indication of the failure may be suppressed.	5.6.2.2.4. A system failure shall be signalled to the driver by an optical warning signal. However, when the system is manually deactivated by the driver, the indication of the failure may be suppressed.	5.5.2.2.4 系統失效時應以光學警告訊號警示駕駛者。惟當駕駛者手動解除系統，失效狀態之警示可無須作動。	5.5.2.2.4 系統失效時應以光學警告訊號警示駕駛者。惟當駕駛者手動解除系統，失效狀態之警示可無須作動。
5.6.2.2.5. When the system is active and in the speed range between 10 km/h or V_{Smin}, whichever is higher, and V_{Smax}, it shall provide a means of detecting that the driver is holding the steering control.	5.6.2.2.5. When the system is active and in the speed range between 10 km/h or V_{Smin}, whichever is higher, and V_{Smax}, it shall provide a means of detecting that the driver is holding the steering control.	5.5.2.2.5 當系統已被致動且於速度範圍十公里/小時(或最小設定速度V_{Smin}，以較高者為準）與最大設定速度V_{Smax}間，應提供偵測駕駛者手握轉向控制裝置之機能。	5.5.2.2.5 當系統已被致動且於速度範圍十公里/小時(或最小設定速度V_{Smin}，以較高者為準）與最大設定速度V_{Smax}間，應提供偵測駕駛者手握轉向控制裝置之機能。
If, after a period of no longer than 15 seconds the driver is not holding the steering control, an optical warning signal shall be provided. This signal may be the same as the signal specified below in this paragraph.	If, after a period of no longer than 15 seconds the driver is not holding the steering control, an optical warning signal shall be provided. This signal may be the same as the signal specified below in this paragraph.	若經歷一段時間(至多十五秒)後其駕駛者手未握轉向控制裝置，則應提供光學警告訊號。此訊號可與下述訊號相同：	若經歷一段時間(至多十五秒)後其駕駛者手未握轉向控制裝置，則應提供光學警告訊號。此訊號可與下述訊號相同：
The optical warning signal shall indicate to the driver to place their hands on the steering control. It shall consist of pictorial information showing hands and the steering control and may be accompanied by additional explanatory text or warning symbols - see examples below:	The optical warning signal shall indicate to the driver to place their hands on the steering control. It shall consist of pictorial information showing hands and the steering control and may be accompanied by additional explanatory text or warning symbols - see examples below:	光學警告訊號應指示駕駛者將雙手置於轉向控制裝置上，其應包含雙手及轉向控制裝置之圖像資訊，且可附有額外解釋文字或警告符號，圖示範例如下所示：	光學警告訊號應指示駕駛者將雙手置於轉向控制裝置上，其應包含雙手及轉向控制裝置之圖像資訊，且可附有額外解釋文字或警告符號，圖示範例如下所示：
(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)
If, after a period of no longer than 30 seconds the driver is not holding the steering control, at least the hands or steering control in the pictorial information provided as optical warning signal shall be shown in red and an acoustic warning signal shall be provided.	If, after a period of no longer than 30 seconds the driver is not holding the steering control, at least the hands or steering control in the pictorial information provided as optical warning signal shall be shown in red and an acoustic warning signal shall be provided.	若經歷一段時間(至多三十秒)後駕駛者未手握轉向控制裝置，則應至少提供紅色之雙手或轉向控制裝置圖像資訊，以及聲音警告訊號。	若經歷一段時間(至多三十秒)後駕駛者未手握轉向控制裝置，則應至少提供紅色之雙手或轉向控制裝置圖像資訊，以及聲音警告訊號。
The warning signals shall be active until the driver is holding the steering control, or until the system is deactivated, either manually or	The warning signals shall be active until the driver is holding the steering control, or until the system is deactivated, either manually or	警示應被致動直到駕駛者手握轉向控制裝置，或直到系統被手動或自動解除。	警示應被致動直到駕駛者手握轉向控制裝置，或直到系統被手動或自動解除。

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
automatically.	automatically.		
The system shall be automatically deactivated at the latest 30 seconds after the acoustic warning signal has started. After deactivation the system shall clearly inform the driver about the system status by an acoustic emergency signal which is different from the previous acoustic warning signal, for at least five seconds or until the driver holds the steering control again.	The system shall be automatically deactivated at the latest 30 seconds after the acoustic warning signal has started. After deactivation the system shall clearly inform the driver about the system status by an acoustic emergency signal which is different from the previous acoustic warning signal, for at least five seconds or until the driver holds the steering control again.	若聲音警告訊號啟動後，系統最遲應於三十秒後自動解除。於解除後，系統應以不同於先前聲音警告訊號之聲音緊急訊號清楚地警示駕駛者當下系統狀態，其警告訊號應至少持續五秒或直到駕駛者再次手握轉向控制裝置。	若聲音警告訊號啟動後，系統最遲應於三十秒後自動解除。於解除後，系統應以不同於先前聲音警告訊號之聲音緊急訊號清楚地警示駕駛者當下系統狀態，其警告訊號應至少持續五秒或直到駕駛者再次手握轉向控制裝置。
The above requirements shall be tested in accordance with the relevant vehicle test(s) specified in Annex 8 to this Regulation.	The above requirements shall be tested in accordance with the relevant vehicle test(s) specified in Annex 8 to this Regulation.	上述要求應依照規定11.之要求進行相關之車輛試驗。	上述要求應依照規定11.之要求進行相關之車輛試驗。
5.6.2.2.6. Unless otherwise specified, the optical signals described in paragraph 5.6.2.2. shall all be different from each other (e.g. different symbol, colour, blinking, text).	5.6.2.2.6. Unless otherwise specified, the optical signals described in paragraph 5.6.2.2. shall all be different from each other (e.g. different symbol, colour, blinking, text).	5.5.2.2.6 除非另有規定，其與規定5.5.2.2之光學訊號不應相同(例如：不同符號、顏色、閃爍方式及文字)。	5.5.2.2.6 除非另有規定，其與規定5.5.2.2之光學訊號不應相同(例如：不同符號、顏色、閃爍方式及文字)。
5.6.2.3. System information data	5.6.2.3. System information data	5.5.2.3 系統資訊數據	5.5.2.3 系統資訊數據
5.6.2.3.1. Following data shall be provided together with the documentation package required in Annex 6 to this regulation to the Technical Service at the time of type approval;	5.6.2.3.1. Following data shall be provided together with the documentation package required in Annex 6 to this regulation to the Technical Service at the time of type approval;	5.5.2.3.1 下述數據資料應於申請測試時，併同規定9. 之相關文件規定提供予檢測機構。	5.5.2.3.1 下述數據資料應於申請測試時，併同規定9. 之相關文件規定提供予檢測機構。
5.6.2.3.1.1.The conditions under which the system can be activated and the boundaries for operation (boundary conditions). The vehicle manufacturer shall provide values for V_{Smax} , V_{Smin} and ay_{Smax} for every speed range as mentioned in the table of paragraph 5.6.2.1.3. of this Regulation;	5.6.2.3.1.1.The conditions under which the system can be activated and the boundaries for operation (boundary conditions). The vehicle manufacturer shall provide values for V_{Smax} , V_{Smin} and ay_{Smax} for every speed range as mentioned in the table of paragraph 5.6.2.1.3. of this Regulation;	5.5.2.3.1.1 系統能被致動之條件及運作之範圍(邊界條件)。申請者應提供規定5.5.2.1.3之表中規定所要求之每一速度範圍之最大設定速度V_{Smax}、最小設定速度V_{Smin}及最大設定側向加速度ay_{smax}之數值。	5.5.2.3.1.1 系統能被致動之條件及運作之範圍(邊界條件)。申請者應提供規定5.5.2.1.3之表中規定所要求之每一速度範圍之最大設定速度V_{Smax}、最小設定速度V_{Smin}及最大設定側向加速度ay_{smax}之數值。
5.6.2.3.1.2. Information about how the system detects that the driver is holding the steering	5.6.2.3.1.2. Information about how the system detects that the driver is holding the steering	5.5.2.3.1.2 系統如何偵測駕駛者手握轉向控制裝置之資訊。	5.5.2.3.1.2 系統如何偵測駕駛者手握轉向控制裝置之資訊。

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
control.	control.		
5.6.2.3.1.3. Information about inputs other than lane markings (e.g. road boundaries, infrastructural separation, surrounding traffic, map data) that the system uses to reliably determine the course of the lane.		5.5.2.3.1.3 系統用於可靠地決定車道路線之有關車道標線以外之輸入資訊(例如：道路邊界、基礎設施間距、周遭交通、地圖資料等)。	
5.6.3. (Reserved for ACSF of Category B2)	5.6.3. (Reserved for ACSF of Category B2)	5.5.3 (保留以供後續制定ACSF類型B2之規定)	5.5.3 (保留以供後續制定ACSF類型B2之規定)
5.6.4. Special Provisions for ACSF of Category C	5.6.4. Special Provisions for ACSF of Category C	5.5.4 ACSF類型C之特別規定	5.5.4 ACSF類型C之特別規定
Power-driven vehicles equipped with an ACSF of Category C and trailers supporting lane change function(s) shall fulfil the relevant following requirements.	Vehicles equipped with an ACSF system of Category C shall fulfil the following requirements.	配備ACSF類型C之動力驅動車輛以及支援變換車道功能之拖車應符合下述相關要求：	配備ACSF類型C之車輛應符合下述要求：
5.6.4.1. General	5.6.4.1. General	5.5.4.1 通則	5.5.4.1 通則
5.6.4.1.1. A power-driven vehicle equipped with an ACSF of Category C shall also be equipped with an ACSF of Category B1 complying with the requirements of this UN Regulation.	5.6.4.1.1. A vehicle equipped with an ACSF of Category C shall also be equipped with an ACSF of Category B1 complying with the requirements of this Regulation.	5.5.4.1.1 配備ACSF類型C之動力驅動車輛應配備符合本項規定之ACSF類型B1。	5.5.4.1.1 配備ACSF類型C之車輛應配備符合本項規定之ACSF類型B1。
5.6.4.1.2. When the ACSF of Category C is in standby mode, the ACSF of Category B1 shall aim to centre the vehicle in the lane, unless a different position in lane is deemed reasonable due to the situation or resulting from driver input (e.g. when another vehicle is driving close beside).	5.6.4.1.2. When the ACSF of Category C is activated (standby) the ACSF of Category B1 shall aim to center the vehicle in the lane.	5.5.4.1.2 當ACSF類型C正處於待機模式，除因情況或駕駛輸入導致(如當其他車輛行駛於側方近距離處)而視為合理之車道中不同位置外，ACSF類型B1應將車輛引導至車道中央。	5.5.4.1.2 當ACSF類型C正處於待機模式，則ACSF類型B1應將車輛引導至車道中央。
This shall be demonstrated by the vehicle manufacturer to the Technical Service during type approval.	This shall be demonstrated by the vehicle manufacturer to the Technical Service during type approval.	申請者應於認證測試時向檢測機構展演。	申請者應於認證測試時向檢測機構展演。
5.6.4.2. Activation/deactivation of the ACSF of Category C system	5.6.4.2. Activation/deactivation of the ACSF of Category C system	5.5.4.2 ACSF類型C系統之致動/解除	5.5.4.2 ACSF類型C系統之致動/解除
5.6.4.2.1. The default status of the system shall	5.6.4.2.1. The default status of the system shall	5.5.4.2.1 於每次新引擎啟動/運轉循環	5.5.4.2.1 於每次新引擎啟動/運轉循環

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 off at the initiation of each new engine start/run cycle.	be off at the initiation of each new engine start/run cycle.	開始時，系統預設狀態應為關閉。	開始時，系統預設狀態應為關閉。
This requirement does not apply when a new engine start/run cycle is performed automatically, e.g. the operation of a stop/start system.	This requirement does not apply when a new engine start/run cycle is performed automatically, e.g. the operation of a stop/start system.	此要求不適用於自動執行之新引擎啟動/運轉循環，例如：怠速熄火系統(Stop/start system)之作動。	此要求不適用於自動執行之新引擎啟動/運轉循環，例如：怠速熄火系統(Stop/start system)之作動。
5.6.4.2.2. The vehicle shall be equipped with a means for the driver to activate (standby mode) and deactivate (off mode) the system. The same means as for an ACSF of Category B1 may be used.	5.6.4.2.2. The vehicle shall be equipped with a means for the driver to activate (standby mode) and deactivate (off mode) the system. The same means as for an ACSF of Category B1 may be used.	5.5.4.2.2 車輛應配備由駕駛者致動(待機模式)及關閉(關閉模式)系統之方法。可使用與ACSF類型B1相同之方法。	5.5.4.2.2 車輛應配備由駕駛者致動(待機模式)及關閉(關閉模式)系統之方法。可使用與ACSF類型B1相同之方法。
5.6.4.2.3. The system shall only be activated (standby mode) after a deliberate action by the driver.	5.6.4.2.3. The system shall only be activated (standby mode) after a deliberate action by the driver.	5.5.4.2.3 系統應只能由駕駛者進行操作後，致動進入待機模式。	5.5.4.2.3 系統應只能由駕駛者進行操作後，致動進入待機模式。
Activation by the driver shall only be possible on roads where pedestrians and cyclists are prohibited and which, by design, are equipped with a physical separation that divides the traffic moving in opposite directions and which have at least two lanes in the direction the vehicles are driving. These conditions shall be ensured by the use of at least two independent means.	Activation by the driver shall only be possible on roads where pedestrians and cyclists are prohibited and which, by design, are equipped with a physical separation that divides the traffic moving in opposite directions and which have at least two lanes in the direction the vehicles are driving. These conditions shall be ensured by the use of at least two independent means.	系統僅能由駕駛者致動於禁止行人及自行車進入、設計配置實體分隔對向交通，以及同向至少具有兩條車道之道路。這些條件應至少使用兩種獨立方式進行確認。	系統僅能由駕駛者致動於禁止行人及自行車進入、設計配置實體分隔對向交通，以及同向至少具有兩條車道之道路。這些條件應至少使用兩種獨立方式進行確認。
In the case of a transition from a road type with a classification permitting an ACSF of Category C, to a type of road where an ACSF of Category C is not permitted, the system shall be deactivated automatically (off mode), unless a missing second lane in driving direction is the only condition not fulfilled from the above (e.g. a connector between two highways).	In the case of a transition from a road type with a classification permitting an ACSF of Category C, to a type of road where an ACSF of Category C is not permitted, the system shall be deactivated automatically.	若由可使用ACSF類型C之道路移動至不可使用ACSF類型C之道路時，除於行駛方向缺少第二車道係上述唯一無法滿足之條件狀況外，該系統應自動關閉(關閉模式)。	若由可使用ACSF類型C之道路移動至不可使用ACSF類型C之道路時，則該系統應自動關閉。
Notwithstanding the activation and transition		儘管上述之啟動及轉換標準，以及接	

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criteria above and following an activation request on any type of road by a deliberate action with the same means as for ACSF of Category B1, the ACSF of Category C may switch automatically to standby mode: (a) When the system has verified that the road is of a valid type as described above; and (b) In order to avoid distraction to the driver, not before the vehicle has reached a regular lane of travel.		續藉由ACSF類型B1相同方式的刻意致動行為，於任一類型道路上之啟動要求，ACSF類型C於下述狀況仍可自動切換至待機模式： (a)於系統已驗證道路為上述之有效類型時；及 (b)為避免駕駛分心，不得於車輛已到達一行駛之通常車道前時。	
5.6.4.2.4. It shall be possible to deactivate the system (off mode) at any time by a single action of the driver. Following this action, the system shall only be able to be reactivated (standby mode) by a deliberate action of the driver.	5.6.4.2.4. It shall be possible to deactivate the system (off mode) at any time by a single action of the driver. Following this action, the system shall only be able to be reactivated (standby mode) by a deliberate action of the driver.	5.5.4.2.4 應能隨時由駕駛者以單一操控解除此系統(關閉模式)。於此操控後，系統僅能由駕駛者刻意致動而重新啟動(待機模式)。	5.5.4.2.4 應能隨時由駕駛者以單一操控解除此系統(關閉模式)。於此操控後，系統僅能由駕駛者刻意致動而重新啟動(待機模式)。
5.6.4.2.5. Notwithstanding the requirements above it shall be possible to perform the corresponding tests in Annex 8 of this Regulation on a test track.	5.6.4.2.5. Notwithstanding the requirements above it shall be possible to perform the corresponding tests in Annex 8 of this Regulation on a test track.	5.5.4.2.5 應能於試驗道路上進行規定11.要求之對應試驗。	5.5.4.2.5 應能於試驗道路上進行規定11.要求之對應試驗。
5.6.4.3. Overriding	5.6.4.3. Overriding	5.5.4.3 取代相關規定	5.5.4.3 取代相關規定
A steering input by the driver shall override the steering action of the system. The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N.	A steering input by the driver shall override the steering action of the system. The steering control effort necessary to override the directional control provided by the system shall not exceed 50 N.	駕駛者之轉向輸入應能取代系統之轉向動作。用以取代系統方向性控制之轉向控制力，不應超過五十牛頓。	駕駛者之轉向輸入應能取代系統之轉向動作。用以取代系統方向性控制之轉向控制力，不應超過五十牛頓。
The system may remain active, provided that priority is given to the driver during the overriding period.	The system may remain activated (standby mode) provided that priority is given to the driver during the overriding period.	系統在取代期間可保持致動(待機模式)，其將控制優先權提供予駕駛者。	系統在取代期間可保持致動(待機模式)，其將控制優先權提供予駕駛者。
5.6.4.4. Lateral acceleration	5.6.4.4. Lateral acceleration	5.5.4.4 側向加速度	5.5.4.4 側向加速度
The lateral acceleration induced by the system during the lane change manoeuvre:	The lateral acceleration induced by the system during the lane change manoeuvre:	系統於變換車道操控期間所導入之側向加速度：	系統於變換車道操控期間所導入之側向加速度：
(a) Shall not exceed 1 m/s² in addition to the	(a) Shall not exceed 1 m/s² in addition to the	(a)除了由車道彎曲所產生之側向加速	(a)除了由車道彎曲所產生之側向加速

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lateral acceleration generated by the lane curvature, and	lateral acceleration generated by the lane curvature, and	度外，不應超過一公尺/秒平方，及	度外，不應超過一公尺/秒平方，及
(b) Shall not cause the total vehicle lateral acceleration to exceed the maximum values indicated in tables of paragraph 5.6.2.1.3. above.	(b) Shall not cause the total vehicle lateral acceleration to exceed the maximum values indicated in tables of paragraph 5.6.2.1.3. above.	(b)車輛設定總側向加速度不應超過規定5.5.2.1.3表格內對應之最大值。	(b)車輛設定總側向加速度不應超過規定5.5.2.1.3表格內對應之最大值。
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.	系統所產生側向急動(Jerk) 於零點五秒期間之移動平均值不應超過五公尺/秒立方。	系統所產生側向急動(Jerk) 於零點五秒期間之移動平均值不應超過五公尺/秒立方。
5.6.4.5. Human Machine Interface (HMI)	5.6.4.5. Human Machine Interface (HMI)	5.5.4.5 人機介面(HMI)	5.5.4.5 人機介面(HMI)
5.6.4.5.1. Unless otherwise specified, the optical signals identified in paragraph 5.6.4.5. shall be easily distinguishable from each other (e.g. different symbol, colour, blinking, text).	5.6.4.5.1. Unless otherwise specified, the optical signals identified in paragraph 5.6.4.5. shall be easily distinguishable from each other (e.g. different symbol, colour, blinking, text).	5.5.4.5.1 除非另有規定，於規定5.5.4.5要求之光學訊號應能與其他訊號(例如：不同符號、顏色、閃爍及文字)易於區別。	5.5.4.5.1 除非另有規定，於規定5.5.4.5要求之光學訊號應能與其他訊號(例如：不同符號、顏色、閃爍及文字)易於區別。
5.6.4.5.2. When the system is in standby mode (i.e. ready to intervene), an optical signal shall be provided to the driver.	5.6.4.5.2. When the system is in standby mode (i.e. ready to intervene), an optical signal shall be provided to the driver.	5.5.4.5.2 系統處於待機模式(即準備介入)時，應提供警示駕駛者之光學訊號。	5.5.4.5.2 系統處於待機模式(即準備介入)時，應提供警示駕駛者之光學訊號。
An automatic change into the standby mode as defined in paragraph 5.6.4.2.3 shall be indicated to the driver in a prominent and understandable way. This indication shall be different from the optical signal of the standby mode itself (e.g. an additional popup message, blinking indication) unless an off-mode indication is displayed at least after the activation.		如規定5.5.4.2.3所定義之待機模式自動切換應以顯眼且容易理解之方式向駕駛人指示。除啟動後至少顯示之關閉模式指示外，該指示應與待機模式所屬之光學訊號不同(例如：額外彈出式訊息、閃爍之指示)	
5.6.4.5.3. When the lane change procedure is ongoing an optical signal shall be provided to the driver.	5.6.4.5.3. When the lane change procedure is ongoing an optical signal shall be provided to the driver.	5.5.4.5.3 進行變換車道程序時，應提供警示駕駛者之光學訊號。	5.5.4.5.3 進行變換車道程序時，應提供警示駕駛者之光學訊號。
5.6.4.5.4. When the lane change procedure is suppressed, in accordance with paragraph 5.6.4.6.8., the system shall clearly inform	5.6.4.5.4. When the lane change procedure is suppressed, in accordance with paragraph 5.6.4.6.8., the system shall clearly inform	5.5.4.5.4 依照規定5.5.4.6.8，變換車道程序被中斷時，系統應能藉由光學警告訊號及額外之聲音或觸覺警告	5.5.4.5.4 依照規定5.5.4.6.8，變換車道程序被中斷時，系統應能藉由光學警告訊號及額外之聲音或觸覺警告

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
the driver about this system status by an optical warning signal and additionally by an acoustic or haptic warning signal. In case the suppression is initiated by the driver, an optical warning is sufficient.	the driver about this system status by an optical warning signal and additionally by an acoustic or haptic warning signal. In case the suppression is initiated by the driver, an optical warning is sufficient.	訊號清楚指示駕駛者目前系統狀態。若駕駛者啟動中斷，則光學警告訊號即可。	訊號清楚指示駕駛者目前系統狀態。若駕駛者啟動中斷，則光學警告訊號即可。
5.6.4.5.5. A system failure shall be signalled immediately to the driver by an optical warning signal. However, when the system is manually deactivated by the driver, the indication of failure mode may be suppressed.	5.6.4.5.5. A system failure shall be signalled immediately to the driver by an optical warning signal. However, when the system is manually deactivated by the driver, the indication of failure mode may be suppressed.	5.5.4.5.5 系統失效時應立即以光學警告訊號警示駕駛者。惟駕駛者手動解除系統時，得不觸發失效模式之顯示。	5.5.4.5.5 系統失效時應立即以光學警告訊號警示駕駛者。惟駕駛者手動解除系統時，得不觸發失效模式之顯示。
If a system failure occurs during a lane change manoeuvre, the failure shall be signalled to the driver by an optical, and an acoustic or haptic warning.	If a system failure occurs during a lane change manoeuvre, the failure shall be signalled to the driver by an optical, and an acoustic or haptic warning.	若變換車道操控期間發生系統失效，則應以光學及聲音或觸覺警告訊號警示駕駛者。	若變換車道操控期間發生系統失效，則應以光學及聲音或觸覺警告訊號警示駕駛者。
5.6.4.5.5.1.In case the vehicle is coupled to a trailer of Category O3 or O4 supporting lane change function(s), the system failure signal transmitted from the trailer via the electric control line shall trigger the aforementioned warning signal accordingly.		5.5.4.5.5.1 於車輛係與支援變換車道功能之O3或O4類拖車聯結時，自拖車經電氣控制傳輸線所傳輸之系統故障訊號應依照前述警示訊號進行觸發。	
5.6.4.5.6. The system shall provide a means of detecting that the driver is holding the steering control and shall warn the driver in accordance with the warning strategy below:	5.6.4.5.6. The system shall provide a means of detecting that the driver is holding the steering control and shall warn the driver in accordance with the warning strategy below:	5.5.4.5.6 系統應提供偵測駕駛者手握轉向控制裝置之機能，並依下述模式進行警示：	5.5.4.5.6 系統應提供偵測駕駛者手握轉向控制裝置之機能，並依下述模式進行警示：
If, after a period of no longer than 3s after the initiation of the lane change procedure and before the start of the lane change manoeuvre, the driver is not holding the steering control, an optical warning signal shall be provided. This signal shall be the same as the signal specified in paragraph 5.6.2.2.5. above.	If, after a period of no longer than 3 seconds after the initiation of the lane change procedure, the driver is not holding the steering control, an optical warning signal shall be provided. This signal shall be the same as the signal specified in paragraph 5.6.2.2.5. above.	若啟動變換車道程序後，在不超過三秒且於變換車道操控前的期間內，駕駛者手未握轉向控制裝置，則應提供光學警告訊號。此訊號應與規定5.5.2.2.5之訊號相同。	若啟動變換車道程序後，在不超過三秒的期間內，駕駛者手未握轉向控制裝置，則應提供光學警告訊號。此訊號應與規定5.5.2.2.5之訊號相同。

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The warning signal shall be active until the driver is holding the steering control, or until the system is deactivated, either manually or automatically according to 5.6.4.6.8.	The warning signal shall be active until the driver is holding the steering control, or until the system is deactivated, either manually or automatically.	警示應被致動直到駕駛者手握轉向控制裝置，或直到系統依規定5.5.4.6.8被手動或自動解除。	警示應被致動直到駕駛者手握轉向控制裝置，或直到系統被手動或自動解除。
5.6.4.6. Lane Change Procedure	5.6.4.6. Lane Change Procedure	5.5.4.6 變換車道程序	5.5.4.6 變換車道程序
5.6.4.6.1. The initiation of a lane change procedure of an ACSF of Category C shall only be possible if an ACSF of Category B1 is already active.	5.6.4.6.1. The initiation of a lane change procedure of an ACSF of Category C shall only be possible if an ACSF of Category B1 is already active.	5.5.4.6.1 應只能於ACSF類型B1已啟動之狀況下，才可致動ACSF類型C之變換車道程序。	5.5.4.6.1 應只能於ACSF類型B1已啟動之狀況下，才可致動ACSF類型C之變換車道程序。
5.6.4.6.2. The lane change procedure requires, and shall start immediately after, a manual activation by the driver of the direction indicator to the intended side for the lane change.	5.6.4.6.2. The lane change procedure requires, and shall start immediately after, a manual activation by the driver of the direction indicator to the intended side for the lane change.	5.5.4.6.2 變換車道程序應由駕駛者手動向欲變換之車道側啟動方向燈，且應於方向燈啟動後立即開始程序。	5.5.4.6.2 變換車道程序應由駕駛者手動向欲變換之車道側啟動方向燈，且應於方向燈啟動後立即開始程序。
5.6.4.6.3. When the lane change procedure starts, the ACSF of Category B1 shall be suspended and the ACSF of Category C shall carry on the lane keeping function of ACSF of category B1, until the lane change manoeuvre starts.	5.6.4.6.3. When the lane change procedure starts, the ACSF of Category B1 shall be suspended and the ACSF of Category C shall carry on the lane keeping function of ACSF of category B1, until the lane change manoeuvre starts.	5.5.4.6.3 變換車道程序開始時，ACSF類型B1應被中斷且ACSF類型C應接續ACSF類型B1之車道維持功能，直到變換車道操控開始。	5.5.4.6.3 變換車道程序開始時，ACSF類型B1應被中斷且ACSF類型C應接續ACSF類型B1之車道維持功能，直到變換車道操控開始。
5.6.4.6.4. The lateral movement of the vehicle towards the intended lane shall not start earlier than 1.0 second after the start of the lane change procedure. Additionally, the lateral movement to approach the lane marking and the lateral movement necessary to complete the lane change manoeuvre, shall be completed as one continuous movement.	5.6.4.6.4. The lateral movement of the vehicle towards the intended lane shall not start earlier than 1.0 second after the start of the lane change procedure. Additionally, the lateral movement to approach the lane marking and the lateral movement necessary to complete the lane change manoeuvre, shall be completed as one continuous movement.	5.5.4.6.4 車輛朝向欲變換車道之側向移動不應於變換車道程序啟動後一秒內開始。且接近車道標線之側向移動及完成變換車道操控必要之側向移動應以一連續動作完成。	5.5.4.6.4 車輛朝向欲變換車道之側向移動不應於變換車道程序啟動後一秒內開始。且接近車道標線之側向移動及完成變換車道操控必要之側向移動應以一連續動作完成。
The lane change manoeuvre shall be initiated either automatically or by a second deliberate action of the driver. A vehicle shall not be equipped with both these means	The lane change manoeuvre shall not be initiated before a period of 3.0 seconds and not later than 5.0 seconds after the deliberate action of the driver described in paragraph	變換車道操控應自動或藉由駕駛執行第二刻意致動而啟動。車輛不應同時配備這兩種啟動方式。	變換車道之操控於駕駛者依上述規定5.5.4.6.2致動後，不應早於三點零秒內啟動且不應超過五點零秒後才啟動。

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of initiation. 5.6.4.6.4.1.Automatic initiation of the lane change manoeuvre In case of an automatic initiation the lane change manoeuvre shall commence between 3.0 seconds and 5.0 seconds after the manual activation of the procedure as described in paragraph 5.6.4.6.2. and shown in the Figure below. (圖片如頁末所示) 5.6.4.6.4.2.Initiation of the lane change manoeuvre by a second deliberate action In case of an initiation by a second deliberate action the lane change manoeuvre shall commence between 3.0 and 7.0 seconds after the manual activation of the procedure as described in paragraph 5.6.4.6.2. Additionally, the lane change manoeuvre shall commence at the latest 3.0 seconds after the second deliberate action as shown in the Figure below. (圖片如頁末所示) The control to operate the second deliberate action shall be located in the steering control area.	5.6.4.6.2. above.	5.5.4.6.4.1 自動啟動之變換車道操控 若變換車道操控為自動啟動，則應於規定5.5.4.6.2之手動啟動程序後三點零秒至五點零秒內啟動並如下圖所示。 (請參考頁末圖示) 5.5.4.6.4.2 第二刻意致動之變換車道操控 若變換車道操控為透過第二刻意致動而啟動，則應於規定5.5.4.6.2之手動啟動程序後三點零秒至七點零秒內啟動。 另變換車道操控最晚應於第二刻意致動後三點零秒內啟動，如下圖所示。 (請參考頁末圖示) 用以執行第二刻意致動之控制應設置於轉向控制區域。	
5.6.4.6.5. The lane change manoeuvre shall be completed in less than: (a) 5 seconds for M1, N1 vehicle categories; (b) 10 seconds for M2, M3, N2, N3 vehicle categories.	5.6.4.6.5. The lane change manoeuvre shall be completed in less than: (a) 5 seconds for M1, N1 vehicle categories; (b) 10 seconds for M2, M3, N2, N3 vehicle categories.	5.5.4.6.5 變換車道操控應於下述時間內完成： (a)M1及N1類車輛應於五秒內。 (b)M2、M3、N2及N3類車輛應於十秒內。	5.5.4.6.5 變換車道操控應於下述時間內完成： (a)M1及N1類車輛應於五秒內。 (b)M2、M3、N2及N3類車輛應於十秒內。
5.6.4.6.6. Once the lane change manoeuvre has completed, ACSF of Category B1 lane keeping function shall resume	5.6.4.6.6. Once the lane change manoeuvre has completed, ACSF of Category B1 lane keeping function shall resume	5.5.4.6.6 一旦完成變換車道操控，ACSF類型B1之車道維持功能應自動回復。	5.5.4.6.6 一旦完成變換車道操控，ACSF類型B1之車道維持功能應自動回復。

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
automatically.	automatically.		
5.6.4.6.7. The direction indicator shall remain active throughout the whole period of the lane change manoeuvre and shall be automatically deactivated by the system no later than 0.5 seconds after the resumption of ACSF of Category B1 lane keeping function as described in paragraph 5.6.4.6.6. above. Automatic deactivation by the system of the direction indicator is required only if the lane change manoeuvre is initiated automatically, and if the direction indicator control is not fully engaged (latched position) during the lane change manoeuvre.	5.6.4.6.7. The direction indicator shall remain active throughout the whole period of the lane change manoeuvre and shall be deactivated by the system no later than 0.5 seconds after the resumption of ACSF of Category B1 lane keeping function as described in paragraph 5.6.4.6.6. above.	5.5.4.6.7 方向燈應於整個變換車道操控期間維持啟動狀態，且應由系統在規定5.5.4.6.6所述之ACSF類型B1車道維持功能回復後於零點五秒前自動關閉。僅當自動啟動變換車道操控時及方向燈控制器於變換車道操控中未完全切換時(鎖定狀態)，才需系統自動解除方向燈。	5.5.4.6.7 方向燈應於整個變換車道操控期間維持啟動狀態，且應由系統在規定5.5.4.6.6所述之ACSF類型B1車道維持功能回復後於零點五秒前關閉。
5.6.4.6.8. Suppression of the Lane Change Procedure	5.6.4.6.8. Suppression of the Lane Change Procedure	5.5.4.6.8 變換車道程序之中斷	5.5.4.6.8 變換車道程序之中斷
5.6.4.6.8.1. The lane change procedure shall be suppressed automatically by the system when at least one of the following situations occurs before the lane change manoeuvre has started:	5.6.4.6.8.1. The lane change procedure shall be suppressed automatically by the system when at least one of the following situations occurs before the lane change manoeuvre has started:	5.5.4.6.8.1 當下述至少一項狀況於變換車道操控開始前發生，應由系統自動中斷變換車道操控：	5.5.4.6.8.1 當下述至少一項狀況於變換車道操控開始前發生，應由系統自動中斷變換車道操控：
(a) The system detects a critical situation (as defined in paragraph 5.6.4.7.),	(a) The system detects a critical situation (as defined in paragraph 5.6.4.7.),	(a)系統偵測到規定5.5.4.7之危險狀況；	(a)系統偵測到規定5.5.4.7之危險狀況；
(b) The system is overridden or switched off by the driver,	(b) The system is overridden or switched off by the driver,	(b)駕駛者取代或關閉系統；	(b)駕駛者取代或關閉系統；
(c) The system reaches its boundaries (e.g. lane markings are no longer detected),	(c) The system reaches its boundaries (e.g. lane markings are no longer detected),	(c)系統觸及其功能限制範圍(例如：無法再偵測車道標線)；	(c)系統觸及其功能限制範圍(例如：無法再偵測車道標線)；
(d) The system has detected that the driver is not holding the steering control at the start of the lane change manoeuvre,	(d) The system has detected that the driver is not holding the steering control at the start of the lane change manoeuvre,	(d)於變換車道操控開始時，系統已偵測駕駛者手未握轉向控制裝置；	(d)於變換車道操控開始時，系統已偵測駕駛者手未握轉向控制裝置；
(e) The direction indicator lamps are manually deactivated by the driver;	(e) The direction indicator lamps are manually deactivated by the driver;	(e)方向燈由駕駛者手動關閉時；	(e)方向燈由駕駛者手動關閉時；

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
(f) Following the deliberate action of the driver to start the procedure described in paragraph 5.6.4.6.2., the lane change manoeuvre has not commenced: (i) At the latest after 5.0 seconds, in the case of an automatic initiation, (ii) At the latest after 7.0 seconds, in the case of an initiation by a second deliberate action, (iii) At the latest after 3.0 seconds after the second deliberate action, in the case of an initiation by a second deliberate action, whatever is appropriate (g) The system, with an initiation of the lane change manoeuvre by a second deliberate action, has not detected the second deliberate action at the latest 5.0 seconds after the start of the lane change procedure.	(f)The lane change manoeuvre has not commenced within 5.0 seconds following the deliberate action of the driver described in paragraph 5.6.4.6.2.;	(f)隨著駕駛刻意致動而開始前述規定5.5.4.6.2之程序，尚未開始變換車道操控： (i)於自動啟動情況下，最晚五點零秒後啟動； (ii) 於藉由第二次刻意致動進行啟動情況下，最晚七點零秒後啟動，； (iii) 於藉由第二次刻意致動進行啟動情況下，第二次刻意致動後最晚三點零秒後啟動。 依實際情況而定 (g)系統具備藉由第二次刻意致動啟動變換車道操控者，於變換車道程序開始後最晚五點零秒內未偵測第二次刻意致動。	(f)變換車道操控無法於規定5.5.4.6.2之駕駛者致動後五點零秒內開始；
(h) The lateral movement described in paragraph 5.6.4.6.4. is not continuous.	(g) The lateral movement described in paragraph 5.6.4.6.4. is not continuous.	(h)規定5.5.4.6.4之側向移動不連續時。	(g)規定5.5.4.6.4之側向移動不連續時。
5.6.4.6.8.2. Manual deactivation of the lane change procedure, using the manual control of the direction indicator, shall be possible for the driver at any time.	5.6.4.6.8.2. Manual deactivation of the lane change procedure, using the manual control of the direction indicator, shall be possible for the driver at any time.	5.5.4.6.8.2 駕駛者應能隨時使用方向燈之手動控制，手動關閉變換車道操控程序。	5.5.4.6.8.2 駕駛者應能隨時使用方向燈之手動控制，手動關閉變換車道操控程序。
5.6.4.7. Critical situation A situation is deemed to be critical when, at the time a lane change manoeuvre starts, an approaching vehicle in the target lane would have to decelerate at a higher level than 3m/s², 0.4 seconds after the lane change manoeuvre has started, to ensure the distance between the two vehicles is never less than that which the lane change vehicle travels in 1 second.	5.6.4.7. Critical situation A situation is deemed to be critical when, at the time a lane change manoeuvre starts, an approaching vehicle in the target lane would have to decelerate at a higher level than 3m/s², 0.4 seconds after the lane change manoeuvre has started, to ensure the distance between the two vehicles is never less than that which the lane change vehicle travels in 1 second.	5.5.4.7 危險狀況 若有下列情形，則視為危險狀況：變換車道操控開始時，位於目標車道之接近中車輛於變換車道操控開始後零點四秒，必須以高於三公尺/秒平方之標準減速，以確保兩車間之距離絕不小於變換車道之車輛一秒內所行駛之距離。	5.5.4.7 危險狀況 若有下列情形，則視為危險狀況：變換車道操控開始時，位於目標車道之接近中車輛於變換車道操控開始後零點四秒，必須以高於三公尺/秒平方之標準減速，以確保兩車間之距離絕不小於變換車道之車輛一秒內所行駛之距離。

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 resulting critical distance at the start of the lane change manoeuvre shall be calculated using the following formula:	The resulting critical distance at the start of the lane change manoeuvre shall be calculated using the following formula:	於變換車道操控開始時之危險距離，應依下列公式進行計算：	於變換車道操控開始時之危險距離，應依下列公式進行計算：
$S_{critical} = (v_{rear} - v_{ACSF}) * t_B + (v_{rear} - v_{ACSF})^2/(2 * a) + v_{ACSF} * t_G$	$S_{critical} = (v_{rear} - v_{ACSF}) * t_B + (v_{rear} - v_{ACSF})^2/(2 * a) + v_{ACSF} * t_G$	$S_{critical} = (v_{rear} - v_{ACSF}) * t_B + (v_{rear} - v_{ACSF})^2/(2 * a) + v_{ACSF} * t_G$	$S_{critical} = (v_{rear} - v_{ACSF}) * t_B + (v_{rear} - v_{ACSF})^2/(2 * a) + v_{ACSF} * t_G$
Where:	Where:	其中：	其中：
v_{rear} is The actual speed of the approaching vehicle or 130 km/h whatever value is lower	v_{rear} is The actual speed of the approaching vehicle or 130 km/h whatever value is lower	v_{rear}係指接近中車輛之實際速度或一百三十公里/小時(取兩者較小者)；	v_{rear}係指接近中車輛之實際速度或一百三十公里/小時(取兩者較小者)；
v_{ACSF} is The actual speed of the ACSF vehicle	v_{ACSF} is The actual speed of the ACSF vehicle	v_{ACSF}係指配備ACSF車輛之實際速度；	v_{ACSF}係指配備ACSF車輛之實際速度；
a = 3 m/s² (Deceleration of the approaching vehicle)	a = 3 m/s² (Deceleration of the approaching vehicle)	a=三公尺/秒平方(接近中車輛之減速度)；	a=三公尺/秒平方(接近中車輛之減速度)；
t_B = 0.4 s (Time after the start of the lane change manoeuvre at which the deceleration of the approaching vehicle starts)	t_B = 0.4 s (Time after the start of the lane change manoeuvre at which the deceleration of the approaching vehicle starts)	t_B=零點四秒(由變換車道操控開始至接近中車輛開始減速之時間)；	t_B=零點四秒(由變換車道操控開始至接近中車輛開始減速之時間)；
t_G = 1 s (Remaining gap of the vehicles after the deceleration of the approaching vehicle).	t_G = 1 s (Remaining gap of the vehicles after the deceleration of the approaching vehicle).	t_G=一秒(接近中車輛減速後之車輛剩餘間隔時間)；	t_G=一秒(接近中車輛減速後之車輛剩餘間隔時間)；
5.6.4.8. Minimum distance and minimum operation speed	5.6.4.8. Minimum distance and minimum operation speed	5.5.4.8 最短距離及最低運作速度	5.5.4.8 最短距離及最低運作速度
5.6.4.8.1. Rear detection and minimum operation speed		5.5.4.8.1 後方偵測及最低運作速度	
5.6.4.8.1.1.Specific requirements applicable to power-driven vehicles able to assist lane change in solo condition and to trailers of Category O3 or O4 supporting lane change function(s)		5.5.4.8.1.1 適用於具備輔助變換車道能力之動力驅動車輛，以及支援變更車道功能之O3及O4類車輛之特定要求。	
The ACSF of Category C shall be able to detect vehicles approaching from the rear in an adjacent lane up to a distance S_{rear} as specified below:		ACSF類型C應能偵測於相鄰車道自後方接近之車輛，最遠偵測距離S_{rear}如下述所定義：	

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
The minimum distance S_{rear} shall be declared by the vehicle manufacturer. The declared value shall not be less than 55 m. The declared distance shall be tested according to the relevant test in Annex 8 using a two-wheeled motor vehicle of Category L3[1] as the approaching vehicle. Additionally, for trailers supporting lane change function, the detection area specified in paragraph 5.6.4.8.2. shall be extended to the sides of the trailer including the coupling device. 5.6.4.8.1.2. Specific requirements applicable to power-driven vehicles of Category N2 and N3 able to assist lane change when coupled to a trailer of Category O3 or O4 supporting lane change functions: (a) The detection area specified in paragraph 5.6.4.8.2. shall apply to the sides of the power-driven vehicle, while the detection behind the rearmost point of the vehicle shall be deemed optional. (b) The vehicle shall fulfil the requirements of paragraph 5.6.4.9. (c) The ACSF of Category C shall be deactivated (off mode) if the coupled trailer of Category O3 or O4 is not fulfilling the requirements of paragraph 5.6.4.9. (Unless the power-driven vehicle is able to assist lane change when coupled to a trailer not supporting lane change functions, as specified in paragraph 5.6.4.8.1.3.). 5.6.4.8.1.3. Specific requirements applicable to		申請者應宣告S_{rear}之最短距離，且宣告數值不應小於五十五公尺。 宣告距離應以一L3類車輛(二輪機車)作為接近中車輛，並依照規定11.進行相關試驗。 另外對於支援變換車道功能之拖車，規定5.5.4.8.2所述之偵測區域應延伸至包含聯結裝置之拖車側方。 5.5.4.8.1.2 適用於與支援變更車道功能之O3及O4類車輛聯結時，具備輔助變換車道能力之N2及N3類動力驅動車輛之特定要求： (a)規定5.5.4.8.2所述之偵測區域應適用於動力驅動車輛之側方，惟可選擇是否偵測車輛最後點之後方處。 (b)車輛應滿足規定5.5.4.9之要求。 (c)除如規定5.5.4.8.1.3所述之動力驅動車輛具備於聯結至不支援變更車道功能之拖車仍可輔助變更車道外，於所聯結之O3或O4類車輛無法滿足規定5.5.4.9之要求時，ACSF類型C應被解除(關閉模式)。 5.5.4.8.1.3 適用於與不支援變更車道	

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
power-driven vehicles of Category N2 and N3 able to assist lane change when coupled to a trailer of Category O3 or O4 not supporting lane change functions: (a)The minimum distance S_{rear} shall be declared by the vehicle manufacturer. The declared value shall be specified from to the rearmost point of the trailer and shall not be less than 55 m. The declared distance S_{rear} shall be tested with a trailer not supporting lane change function(s) according to the relevant test in Annex 8 using a two-wheeled motor vehicle of Category L3[1] as the approaching vehicle. (b)The vehicle manufacturer shall also declare the maximum trailer length LT up to which the power-driven vehicle is able to perform a lane change manoeuvre. LT shall be specified as the distance between the coupling point of the trailer (e.g. the kingpin of a semi-trailer, the drawbar eye of a full-trailer) and its rearmost point. The power-driven vehicle shall use the relevant information(s) transmitted from the trailer (e.g. via the electric control line) to assess the actual length of the coupled trailer or alternatively from detection means belonging to the towing vehicle. In case the coupled trailer is longer than the maximum trailer length LT or if the information of the actual trailer length is not available, the ACSF-C shall be deactivated (off mode). The vehicle manufacturer shall demonstrate, to		功能之O3或O4類拖車聯結時，N2及N3類動力驅動車輛仍具備可輔助變更車道能力者之特定要求： (a)申請者應宣告S_{rear}之最短距離，且宣告數值應自拖車最後點描述且不應小於五十五公尺。 所宣告距離S_{rear}應使用一部L3類車輛(二輪機車)作為接近中車輛，並依照規定11.以未支援變更車道功能之拖車進行相關試驗。 (b)申請者亦應宣告動力驅動車輛可執行變更車道操作之最大拖車長度LT。LT應以介於拖車聯結點(如：半拖車之大王銷(kingpin)、全拖車之掛鉤孔)及其最後點間之距離進行描述。 動力驅動車輛應使用傳輸自拖車之相關資訊(如：經由電氣控制傳輸線)，或以屬於牽引車輛之偵測方法作為替代，評估受聯結之拖車的實際長度。於受聯結拖車之長度較最大拖車長度LT長，或若實際拖車長度資訊不可用時，ACSF類型C應被解除(關閉模式)。 為使檢測機構滿足(如：藉由模擬來自	

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 satisfaction of the technical services (e.g. by simulating the relevant messages from the trailer), that the ACSF-C is deactivated once the trailer length is higher than the specified value LT or the trailer length is not known by the power-driven vehicle.		拖車之相關訊息)，申請者應就ACSF類型C一遭遇拖車長度大於所述LT值，或動力驅動車輛無法識別拖車長度時解除乙項進行展演。	
(c)Additionally, the detection area specified in paragraph 5.6.4.8.2. shall be extended to the sides of the combination.		(c)另規定5.5.4.8.2所述之偵測區域應延伸至車輛組合之側方。	
5.6.4.8.1.4. The ACSF of Category C shall be able to detect vehicles approaching from the rear in an adjacent lane up to a distance Srear as specified below:	5.6.4.8.1. The ACSF of Category C shall be able to detect vehicles approaching from the rear in an adjacent lane up to a distance Srear as specified below:	5.5.4.8.1.4 ACSF類型C應能偵測於相鄰車道自後方接近之車輛，最遠偵測距離Srear如下述所定義：	5.5.4.8.1 ACSF類型C應能偵測於相鄰車道自後方接近之車輛，最遠偵測距離Srear如下述所定義：
The minimum distance Srear shall be declared by the vehicle manufacturer. The declared value shall not be less than 55 m.	The minimum distance Srear shall be declared by the vehicle manufacturer. The declared value shall not be less than 55 m.	申請者應宣告Srear之最短距離，且宣告數值不應小於五十五公尺。	申請者應宣告Srear之最短距離，且宣告數值不應小於五十五公尺。
The declared distance shall be tested according to the relevant test in Annex 8 using a two-wheeled motor vehicle of Category L31 as the approaching vehicle.	The declared distance shall be tested according to the relevant test in Annex 8 using a two-wheeled motor vehicle of Category L31 as the approaching vehicle.	宣告距離應以一L3類車輛(二輪機車)作為接近中車輛，並依照規定11.進行相關試驗。	宣告距離應以一L3類車輛(二輪機車)作為接近中車輛，並依照規定11.進行相關試驗。
The minimum operation speed V_{Smin} , down to which the ACSF of Category C is permitted to perform a lane change manoeuvre, shall be calculated with minimum distance Srear using the following formula:	The minimum operation speed V_{Smin} , down to which the ACSF of Category C is permitted to perform a lane change manoeuvre, shall be calculated with minimum distance Srear using the following formula:	最低運作速度V_{Smin}係指允許ACSF類型C執行變換車道操控之最低速度，應以最短距離Srear依下列公式進行計算：	最低運作速度V_{Smin}係指允許ACSF類型C執行變換車道操控之最低速度，應以最短距離Srear依下列公式進行計算：
V_{Smin}	V_{Smin}	V_{Smin}	V_{Smin}
$= a * (t_B - t_G) + v_{app}$	$= a * (t_B - t_G) + v_{app}$	$= a * (t_B - t_G) + v_{app}$	$= a * (t_B - t_G) + v_{app}$
$-\sqrt{a^2 * (t_B - t_G)^2 - 2 * a * (v_{app} * t_G - S_{re}$	$-\sqrt{a^2 * (t_B - t_G)^2 - 2 * a * (v_{app} * t_G - S_{re}$	$-\sqrt{a^2 * (t_B - t_G)^2 - 2 * a * (v_{app} * t_G - S_{rear})}$	$-\sqrt{a^2 * (t_B - t_G)^2 - 2 * a * (v_{app} * t_G - S_{rear})}$
Where:	Where:	其中：	其中：
Srear is The minimum distance declared by the manufacturer in [m];	S_{rear} is The minimum distance declared by the manufacturer in [m];	S_{rear}為申請者所宣告之最短距離(單位：公尺)；	S_{rear}為申請者所宣告之最短距離(單位：公尺)；
Vapp= 36.1 m/s (The speed of the	V_{app} = 36.1 m/s (The speed of the	v_{app}=三十六點一公尺/秒(接近中車輛	v_{app}=三十六點一公尺/秒(接近中車輛

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approaching vehicle is 130 km/h i.e. 36.1 m/s);	approaching vehicle is 130 km/h i.e. 36.1 m/s);	之速度為一百三十公里/小時，亦即三十六點一公尺/秒)；	之速度為一百三十公里/小時，亦即三十六點一公尺/秒)；
a = 3 m/s² (Deceleration of the approaching vehicle);	a = 3 m/s² (Deceleration of the approaching vehicle);	a=三公尺/秒平方(接近中車輛之減速度)；	a=三公尺/秒平方(接近中車輛之減速度)；
t_B = 0.4 s (Time after the start of the manoeuvre at which the deceleration of the approaching vehicle starts);	t_B = 0.4 s (Time after the start of the manoeuvre at which the deceleration of the approaching vehicle starts);	t_B=零點四秒(由變換車道操控開始至接近中車輛開始減速之時間)；	t_B=零點四秒(由變換車道操控開始至接近中車輛開始減速之時間)；
t_G = 1 s (Remaining gap of the vehicles after the deceleration of the approaching vehicle);	t_G = 1 s (Remaining gap of the vehicles after the deceleration of the approaching vehicle);	t_G=一秒(接近中車輛減速後車輛剩餘間隔時間)；	t_G=一秒(接近中車輛減速後車輛剩餘間隔時間)；
V_{Smin} in [m/s] is The resulting minimum activation speed of the ACSF of Category C. If the vehicle is operated in a country with a general maximum speed limit below 130 km/h, this speed limit may be used as an alternative for Vapp in the above formula to calculate the minimum operation speed V_{Smin}. In this case the vehicle shall be equipped with a means to detect the country of the operation and shall have information available on the general maximum speed limit of this country.	V_{Smin} in [m/s] is The resulting minimum activation speed of the ACSF of Category C. If the vehicle is operated in a country with a general maximum speed limit below 130 km/h, this speed limit may be used as an alternative for Vapp in the above formula to calculate the minimum operation speed V_{Smin}. In this case the vehicle shall be equipped with a means to detect the country of the operation and shall have information available on the general maximum speed limit of this country.	V_{Smin}為ACSF類型C最低實際致動速度(單位：公尺/秒)。 若車輛於一般最高速限低於一百三十公里/小時之地區行駛，則此速限可取代上述公式中v_{app}，以計算最低運作速度V_{Smin}。於此情況下，車輛應配備偵測該運作地區之方式，且應具備該地區一般最高速限之資訊。	V_{Smin}為ACSF類型C最低實際致動速度(單位：公尺/秒)。 若車輛於一般最高速限低於一百三十公里/小時之地區行駛，則此速限可取代上述公式中v_{app}，以計算最低運作速度V_{Smin}。於此情況下，車輛應配備偵測該運作地區之方式，且應具備該地區一般最高速限之資訊。
Notwithstanding the requirements above in this paragraph, the ACSF of Category C is permitted to perform a lane change manoeuvre at speeds lower than the calculated V_{Smin} provided that the following conditions are met:	Notwithstanding the requirements above in this paragraph, the ACSF of Category C is permitted to perform a lane change manoeuvre at speeds lower than the calculated V_{Smin} provided that the following conditions are met:	若符合下述條件，ACSF類型C可使用低於V_{Smin}計算值執行變換車道操控：	若符合下述條件，ACSF類型C可使用低於V_{Smin}計算值執行變換車道操控：
(a) The system has detected another vehicle in the adjacent lane into which the lane change is planned at a distance lower than Srear ; and	(a) The system has detected another vehicle in the adjacent lane into which the lane change is planned at a distance lower than Srear ; and	(a)系統已偵測到相鄰車道上另一車輛以小於S_{rear}之距離進入計畫中欲變換之車道；及	(a)系統已偵測到相鄰車道上另一車輛以小於S_{rear}之距離進入計畫中欲變換之車道；及
(b) The situation is not deemed to be critical	(b) The situation is not deemed to be critical	(b)依照規定5.5.4.7所述之非危險狀況(	(b)依照規定5.5.4.7所述之非危險狀況(

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according to paragraph 5.6.4.7. (e.g. at low speed differences and Vapp< 130 km/h); (c) The declared value Srear is greater than the calculated value Scritical from paragraph 5.6.4.7. above.	according to paragraph 5.6.4.7. (e.g. at low speed differences and Vapp< 130 km/h); (c) The declared value Srear is greater than the calculated value Scritical from paragraph 5.6.4.7. above.	例如處於不同低速度且Vapp小於一百三十公里/小時)； (c)宣告Srear值大於規定5.5.4.7所計算出之Scritical值。	例如處於不同低速度且Vapp小於一百三十公里/小時)； (c)宣告Srear值大於規定5.5.4.7所計算出之Scritical值。
5.6.4.8.2. Detection area on ground level The vehicle system detection area on ground level shall be at minimum as shown in the figure below. (圖片如頁末所示)	5.6.4.8.2. The vehicle system detection area on ground level shall be at minimum as shown in the figure below. (圖片如頁末所示)	5.5.4.8.2 於地面之偵測區域 車輛系統於地面之偵測區域應至少如下圖所示。 (圖片如頁末所示)	5.5.4.8.2 車輛系統於地面之偵測區域應至少如下圖所示。 (圖片如頁末所示)
5.6.4.8.3. After each vehicle new engine start/run cycle (other than when performed automatically, e.g. the operation of a stop/start systems), the ACSF of Category C function shall be prevented by the power-driven vehicle from performing a lane change manoeuvre until the system of the power driven vehicle or the trailer (as relevant) has detected, at least once, a moving object at a distance greater than the minimum distance S_{rear} declared by the manufacturer in paragraph 5.6.4.8.1. above.	5.6.4.8.3. After each vehicle new engine start/run cycle (other than when performed automatically, e.g. the operation of a stop/start systems), the ACSF of Category C function shall be prevented from performing a lane change manoeuvre until the system has detected, at least once, a moving object at a distance greater than the minimum distance Srear declared by the manufacturer in paragraph 5.6.4.8.1. above.	5.5.4.8.3於車輛每次新引擎啟動/運轉循環後(非自動執行，例如：怠速熄火系統之作動)，ACSF類型C功能應由動力驅動車輛禁止車輛進行變換車道操控，直到動力驅動車輛或拖車(如相關)之系統至少偵測到一次距離大於規定5.5.4.8.1申請者所宣告之最短距離Srear外之移動物體。	5.5.4.8.3 於車輛每次新引擎啟動/運轉循環後(非自動執行，例如：怠速熄火系統之作動)，ACSF類型C功能應禁止車輛進行變換車道操控，直到系統至少偵測到一次距離大於規定5.5.4.8.1申請者所宣告之最短距離Srear外之移動物體。
5.6.4.8.4. The ACSF of Category C shall be able to detect blindness of the sensor (e.g. due to accumulation of dirt, ice or snow). The ACSF of Category C shall be prevented, upon detection of blindness on the power-driven vehicle or on the trailer, as relevant, from performing the lane change manoeuvre. The status of the system shall be signalled to the driver no later than on the initiation of the lane change procedure. The same warning as the one specified in	5.6.4.8.4. The ACSF of Category C shall be able to detect blindness of the sensor (e.g. due to accumulation of dirt, ice or snow). The ACSF of Category C shall be prevented, upon detection of blindness, from performing the lane change manoeuvre. The status of the system shall be signalled to the driver no later than on the initiation of the lane change procedure. The same warning as the one specified in paragraph 5.6.4.5.5. (system failure warning) may be used.	5.5.4.8.4 ACSF類型C應能偵測感測器上之失效(例如：因灰塵、冰或雪堆積所造成)。ACSF類型C應避免如上述於動力驅動車輛或於拖車(如相關時)上偵測到失效後執行變換車道操控。系統狀態應於變換車道程序啟始前警示駕駛者。可使用與規定5.5.4.5.5(系統失效警告)相同之警告訊號。	5.5.4.8.4 ACSF類型C應能偵測感測器上之失效(例如：因灰塵、冰或雪堆積所造成)。ACSF類型C應避免如上述偵測到失效後執行變換車道操控。系統狀態應於變換車道程序啟始前警示駕駛者。可使用與規定5.5.4.5.5(系統失效警告)相同之警告訊號。

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paragraph 5.6.4.5.5. (system failure warning) may be used. 5.6.4.9. Connections, for ACSF between power-driven vehicle and trailer The following paragraphs apply to vehicles implementing lane change function(s) based on trailers supporting lane change function(s). 5.6.4.9.1. The data communication line shall conform to ISO 11992-1:2019 and ISO 11992-3:2021 and be a point-to-point type using: (a) The fifteen-pin connector according to ISO 12098; or, (b) In the case of systems where the connection of the electric control line is automated, the automated connector shall, as a minimum, provide the same number of pins as the abovementioned ISO 12098 connector. 5.6.4.9.1.1. The support of messages defined within ISO 11992-3:2021 is specified within Annex 9 to this Regulation for the power-driven vehicle and trailer as appropriate. 5.6.4.9.1.2. The functional compatibility of power-driven and towed vehicles equipped with electric control lines as defined above shall be assessed at the time of type approval by checking that the relevant provisions of ISO 11992-1:2019 and ISO 11992-3:2021 are fulfilled. Annex 10 of this Regulation provides an example of tests that may be used to perform this assessment.		5.5.4.9 對於動力驅動車輛及拖車間之ACSF連接 下述規定適用於基於具支援變更車道功能之拖車執行變更車道功能之車輛。 5.5.4.9.1 數據傳輸線應符合ISO 11992-1:2019及ISO 11992-3:2021，且為使用下述項目之點對點型： (a)依照ISO 12098之十五接腳連接器，或； (b)於系統為自動進行電氣控制傳輸線之連接時，自動化連接器最低應如上述ISO 12098連接器提供相同數量之接腳。 5.5.4.9.1.1 依實際情況，對動力驅動車輛及拖車就ISO 11992-3:2021定義之訊息支援性於規定12內進行描述。 5.5.4.9.1.2 如前述定義之配備有電氣控制傳輸線之動力驅動車輛及受牽引車輛之功能相容性，應於認證時藉由檢查是否符合ISO 11992-1:2019及ISO 11992-3:2021之相關規定進行評估；規定13提供可用於執行此評估之試驗範例。	

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5.6.4.9.1.3. When a power-driven vehicle is equipped with an electric control line connected to a trailer equipped with an electric control line, a continuous failure (> 40 ms) within the electric control line shall be detected in the power-driven vehicle and shall be signalled to the driver by the warning signal specified in Paragraph 5.6.4.5.5., when such vehicles are connected via the electric control line.		5.5.4.9.1.3 於配備有電力控制線路之動力驅動車輛透過電氣控制傳輸線連接至配備有電氣控制傳輸線之拖車時，於電氣控制傳輸線內之連續性故障(大於四十毫秒)應於動力驅動車輛端受到偵測，並藉由規定5.5.4.5.5所述之警示訊號向駕駛人警示。	
5.6.4.9.1.4. The Power-driven vehicles shall be able to use the data transmitted from a trailer to perform the functionality and the performance of an ACSF of Category C shall send the GPM 11 message to the trailer and receive the GPM 21 message prior to the enabling the ACSF-functionality of the motor vehicle if a trailer is coupled.		5.5.4.9.1.4 動力驅動車輛應能使用傳輸自拖車之數據以執行功能，且若聯結拖車時，ACSF類型C之效能應能於車輛啟用ACSF相關功能前傳送GPM11訊息至拖車，並接收GPM21訊息。	
5.6.4.9.2. Special provisions for trailers supporting lane change function(s).		5.5.4.9.2 支援變更車道功能之拖車特定要求	
5.6.4.9.2.1. The functionality shall be enabled only if GPM 11 message is received and GPM 21 messages are sent as defined in ISO 11992-3:2021.		5.5.4.9.2.1 僅能於如ISO 11992-3:2021所定義之接收GPM 11訊息且傳送GPM21訊息時應啟用功能。	
5.6.4.9.2.2. If a trailer provides data communication via the electric control line and is equipped with ACSF-sensors it shall be in conformance to ISO 11992-3:2021 and according to the Annex 9 of this Regulation. Failure warning signals required from the trailer by this Regulation shall be activated via the above connector. The requirement to be applied to trailers with respect to the		5.5.4.9.2.2 若拖車係藉由電氣控制傳輸線提供數據傳輸，且配備有ACSF感測器，其應符合ISO 11992-3:2021及規定12。本基準中拖車所需之故障警示訊號應藉由上述連接器啟動。適用於拖車之故障警示訊號之傳輸相關要求應依實際狀況適用前述規定5.5.4.5.5動力驅動車輛相關要求。	

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transmission of failure warning signals shall be those, as appropriate, which are prescribed for motor vehicles in paragraph 5.6.4.5.5.			
5.6.4.9.2.3. A system failure in the trailer shall be transmitted to the motor vehicle.		5.5.4.9.2.3 拖車中之系統故障應被傳輸至動力驅動車輛。	
5.6.4.10. System information data	5.6.4.9. System information data	5.5.4.10 系統資訊數據	5.5.4.9 系統資訊數據
5.6.4.10.1. The following data shall be provided, together with the documentation package required in Annex 6 of this Regulation, to the Technical Service at the time of type approval.	5.6.4.9.1. The following data shall be provided, together with the documentation package required in Annex 6 of this Regulation, to the Technical Service at the time of type approval.	5.5.4.10.1 下述數據資料應於申請測試時，併同規定9.之相關文件提供予檢測機構。	5.5.4.9.1 下述數據資料應於申請測試時，併同規定9.之相關文件提供予檢測機構。
5.6.4.10.1.1. The conditions under which the system can be activated and the boundaries for operation (boundary conditions). The vehicle manufacturer shall provide values for V_{smax} , V_{smin} and ay_{smax} for every speed range as mentioned in the table of paragraph 5.6.2.1.3. of this Regulation.	5.6.4.9.1.1. The conditions under which the system can be activated and the boundaries for operation (boundary conditions). The vehicle manufacturer shall provide values for V_{smax} , V_{smin} and ay_{smax} for every speed range as mentioned in the table of paragraph 5.6.2.1.3. of this Regulation.	5.5.4.10.1.1 系統致動條件及運作範圍(邊界條件)。申請者應提供規定5.5.2.1.3之表中所要求之每一速度範圍之V_{smax}、V_{smin} 及 ay_{smax}之數值。	5.5.4.9.1.1 系統致動條件及運作範圍(邊界條件)。申請者應提供規定5.5.2.1.3之表中所要求之每一速度範圍之V_{smax}、V_{smin} 及 ay_{smax}之數值。
5.6.4.10.1.2. Information about how the system detects that the driver is holding the steering control.	5.6.4.9.1.2. Information about how the system detects that the driver is holding the steering control.	5.5.4.10.1.2 系統偵測駕駛者手握轉向控制裝置之資訊。	5.5.4.9.1.2 系統偵測駕駛者手握轉向控制裝置之資訊。
5.6.4.10.1.3. The means to override and to suppress or cancel.	5.6.4.9.1.3. The means to override and to suppress or cancel.	5.5.4.10.1.3 取代、中斷或取消系統之方式。	5.5.4.9.1.3 取代、中斷或取消系統之方式。
5.6.4.10.1.4. Information about how the failure warning signal status and the confirmation of the valid software version related ACSF performance can be checked via the use of an electronic communication interface.[6]	5.6.4.9.1.4. Information about how the failure warning signal status and the confirmation of the valid software version related ACSF performance can be checked via the use of an electronic communication interface.[6]	5.5.4.10.1.4 系統透過電子交換介面檢查失效警告訊號狀態，以及ACSF性能相關有效軟體版本之確認。	5.5.4.9.1.4 系統透過電子交換介面檢查失效警告訊號狀態，以及ACSF性能相關有效軟體版本之確認。
5.6.4.10.1.5. Documentation about which system software version related ACSF performance is valid. This documentation shall be updated whenever a software	5.6.4.9.1.5. Documentation about which system software version related ACSF performance is valid. This documentation shall be updated whenever a software	5.5.4.10.1.5 ACSF性能相關系統軟體版本有效文件。應於軟體修改時更新文件。	5.5.4.9.1.5 ACSF性能相關系統軟體版本有效文件。應於軟體修改時更新文件。

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
version was amended.*	version was amended.[6]		
* This paragraph shall be reviewed once the Task Force on Cyber Security and Over the Air issues (TF CS/OTA) reporting to the World Forum for the Harmonization of Vehicle Regulations (WP.29) Informal Working Group on Intelligent Transport Systems / Automated Driving has finalized its work on measures for software identification and, if necessary, amended accordingly.	[6] This paragraph shall be reviewed once the Task Force on Cyber Security and Over the Air issues (TF CS/OTA) reporting to the World Forum for the Harmonization of Vehicle Regulations (WP.29) Informal Working Group on Intelligent Transport Systems / Automated Driving has finalized its work on measures for software identification and, if necessary, amended accordingly.		
5.6.4.10.1.6. Information on the sensor range over lifetime. The sensor range shall be specified in such way that any influence on deterioration of the sensor shall not affect the fulfilment of paragraphs 5.6.4.8.3. and 5.6.4.8.4. of this Regulation.	5.6.4.9.1.6. Information on the sensor range over lifetime. The sensor range shall be specified in such way that any influence on deterioration of the sensor shall not affect the fulfilment of paragraphs 5.6.4.8.3. and 5.6.4.8.4. of this Regulation.	5.5.4.10.1.6 感測器使用期限之感測範圍資訊。應以感測器劣化(Deterioration)之任何影響作用下，不應影響符合5.5.4.8.3及5.5.4.8.4之要求進行感測器範圍描述。	5.5.4.9.1.6 感測器使用期限之感測範圍資訊。應以感測器劣化(Deterioration)之任何影響作用下，不應影響符合5.5.4.8.3及5.5.4.8.4之要求進行感測器範圍描述。
5.6.4.11. The vehicle with ACSF of Category C shall be tested in accordance with relevant vehicle test(s) specified in Annex 8 to this Regulation. For driving situations not covered by the tests of Annex 8, the safe operation of the ACSF shall be demonstrated by the vehicle manufacturer on the base of Annex 6 of this Regulation.	5.6.4.10. The vehicle with ACSF of Category C shall be tested in accordance with relevant vehicle test(s) specified in Annex 8 to this Regulation. For driving situations not covered by the tests of Annex 8, the safe operation of the ACSF shall be demonstrated by the vehicle manufacturer on the base of Annex 6 of this Regulation.	5.5.4.11 配備 ACSF 類型 C 之車輛應依照規定 11.進行相關車輛試驗。對於未涵蓋於規定 11.試驗之駕駛狀況，申請者應依規定 9.展演 ACSF 之安全運作。	5.5.4.10 配備 ACSF 類型 C 之車輛應依照規定 11.進行相關車輛試驗。對於未涵蓋於規定 11.試驗之駕駛狀況，申請者應依規定 9.展演 ACSF 之安全運作。
5.7. Provisions for RCM fitted to vehicles of category M1 and N1. Any RCM shall be subject to the requirements of Annex 6. 5.7.1. Vehicles of category M1 and N1 meeting the requirements of Category G[7] may be equipped with RCM provided the system fulfils the following requirements.		5.6 M1及N1類車輛配備之遠端控制操控(RCM)規定 任何遠端控制操控應符合規定9.之相關要求 5.6.1 符合G類車輛要求之M1及N1類車輛可配備符合下列要求之遠端控制操控。	

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
[7] 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			
5.7.1.1. The RCM function shall consist of software and hardware on a vehicle that enables the vehicle to be manoeuvred remotely, and an actuator that operates the function located on a separate remote-control device.		5.6.1.1 遠端控制操控功能應由裝載於車輛之硬體及軟體組成，其應使車輛可遠端操控，且運作該功能之致動器位於獨立之遠端控制裝置上。	
5.7.1.2. The RCM function shall be active only after a deliberate action of the driver and if the conditions for operation of the system are fulfilled (all associated functions – e.g. brakes, accelerator, steering, camera/radar/lidar are working properly).		5.6.1.2 遠端控制操控功能應只能能於駕駛者致動後，且滿足系統作動條件（全部相關功能(例如：煞車、加速器、轉向、攝影機/雷達/光達(Lidar)等)均正常運作中）下啟動。	
5.7.1.3. The RCM function shall only operate if there is a continuous actuation of a dedicated button/switch on the remote-control device by the driver. Another button/switch on the remote-control device may be used to control the manoeuvring of the vehicle.		5.6.1.3 遠端控制操控功能僅於駕駛連續致動遠端控制裝置上之專用按鈕/開關時運作。遠端控制裝置上其他按鈕/開關可用於操控車輛。	
5.7.1.4. Whenever the RCM function is operated, this shall be indicated to the driver by an optical signal at least at the remote-control device.		5.6.1.4 無論遠端控制操控功能於何時致動，其應藉由遠端控制裝置上之一光學訊號指示駕駛。	
5.7.1.5. The RCM function shall only operate until 5 km/h (+1 km/h tolerance).		5.6.1.5 遠端控制操控功能應只能作動至五公里/小時（容許誤差：正一公里/小時）。	
5.7.1.6. At any time during a manoeuvre that		5.6.1.6 於操控車輛靜止不動之任意時	

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 becomes stationary, the RCM function shall prevent the vehicle from rolling away.		間時，遠端控制操控功能應防止車輛移動。	
5.7.1.7. If the continuous actuation is interrupted or the distance between the vehicle and the remote control device exceeds the specified maximum RCM operating range (S_{RCMmax}) or the secure connection between the remote control device and the vehicle is lost, the vehicle shall stop immediately.		5.6.1.7若連續致動被中斷，或車輛與遠端控制裝置間距離超過設定最大遠端控制操控作動範圍(S_{RCMmax})，或車輛與遠端控制裝置間失去連結信號，則車輛應立即停止。	
5.7.1.8. The specified maximum RCM operating range (S_{RCMmax}) shall not exceed 6 m.		5.6.1.8 RCM之最大設定作動距離(S_{RCMmax})，不應逾六公尺。	
5.7.1.9. It shall be possible for the driver to deactivate the RCM function at any time.		5.6.1.9駕駛者應能隨時解除遠端控制操作功能。	
5.7.1.10. If a door or trunk of the vehicle is opened during the manoeuvre, the vehicle shall stop immediately, and the RCM function shall be deactivated.		5.6.1.10 操控期間，若車輛之車門或行李廂被開啟情況下，則車輛應立即停止，且應解除遠端控制操控功能。	
5.7.1.11. Security		5.6.1.11 安全性	
5.7.1.11.1 The RCM function shall be protected against unauthorized activation or operation of the RCM function and interventions into the function.		5.6.1.11.1 遠端控制操控功能應有防止未授權RCM功能致動或操作，以及系統被介入之防護。	
5.7.1.11.2 The connection between the remote-control device and the vehicle shall be secured and encrypted. It shall be ensured by technical means that the RCM function can only be operated by an authorised remote-control device.		5.6.1.11.2 遠端控制裝置及車輛間之連接應保護且受到加密。其應藉由技術方式確認其僅能由經過授權之遠端控制裝置進行運作。	
5.7.1.12. System information data The Following data shall be provided together		5.6.1.12 系統資訊數據 下述數據資料應於申請認證測試時併	

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 the documentation package required in Annex 6 of this Regulation to the Technical Service at the time of type approval: 5.7.1.12.1. The value for the specified maximum RCM operating range (S_{RCMmax}); 5.7.1.12.2. The conditions under which the RCM function can be activated, i.e. when the conditions for operation of the system are fulfilled; 5.7.1.12.3. The Manufacturer shall provide the technical authorities with an explanation of how the function is protected against unauthorized activation or operation. 5.7.1.13. The RCM function shall be so designed that its activation can only be achieved provided the vehicle is not in any of the following locations: (a) A public road/highway; (b) A public car park; (c) An area designated exclusively for use by pedestrians and/or pedal cyclists. The vehicle shall be capable of confirming that it is not located in any of the above locations whilst the RCM function is active and this shall be achieved by at least two independent technical means.[8] If navigation maps are used for this purpose, the RCM function shall be disabled if the map data has not been updated in the previous 12 months. [8] Two different types of map (e.g. navigation and topographical) supplied by two different suppliers are satisfactory for this requirement.		同規定9.之相關文件提供予檢測機構。 5.6.1.12.1 設定最大RCM作動範圍(S_{RCMmax})之數值。 5.6.1.12.2 RCM功能能被致動之條件，亦即符合系統運作之條件。 5.6.1.12.3 申請者應提供關於未授權致動或運作之系統防護說明文件予檢測機構。 5.6.1.13 RCM功能之設計應使其僅於未處於下述任一位置時才能啟動： (a)公共道路/高速公路 (b)公共停車場 (c)行人及/或自行車專用區域 車輛應能於RCM功能啟動時確認其是否位於上述地點，並藉由至少兩個獨立之技術方法達成(由兩個不同供應商所提供之兩種不同類型之地圖(例如：導航地圖及地形地圖)滿足此要求)。若為此目的使用導航地圖，則地圖於過去十二個月內未進行更新之狀況下， 應解除RCM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
5.7.1.14. The vehicle shall be equipped with a means to detect an obstacle (e.g. vehicles, pedestrian) in the manoeuvring area and to bring the vehicle immediately to a stop to avoid a collision.		5.6.1.14 車輛於操控區域內應配備有偵測障礙物（例如：其他車輛、行人）之裝置，並立即將車輛停止以避免碰撞。	
5.7.1.15. If the vehicle stops having detected an obstacle in the manoeuvring area, subsequent operation shall only be possible following confirmation from the driver. The vehicle shall respond to any subsequent objects detected in the manoeuvring area as prescribed in paragraph 5.7.1.14.		5.6.1.15 若車輛於操控區域偵測到障礙並停止，應只能可由駕駛進行後續確認後，才能進行運作。車輛應對任何於規定5.6.1.14所述之操控區域所偵測到之後續物件產生反應。	
5.7.1.16. It shall only be possible to operate the RCM function when drive is provided to at least one front axle and one rear axle simultaneously.		5.6.1.16 其應只能可於驅動由至少一前軸及一後軸同時提供時運作RCM功能。	
5.7.1.17. The vehicle shall detect if, while the RCM function is active, the vehicle enters any of the locations listed under paragraph 5.7.1.13. In such a case, the vehicle shall stop immediately, and the RCM function shall be deactivated.		5.6.1.17 於RCM功能啟動時，車輛應能偵測其是否進入條列於規定5.6.1.13下之任一地點。若有前述狀況，則車輛應立即停止，且應解除RCM功能。	
5.7.1.18. The RCM function shall only operate for a maximum total distance travelled of 100m. This distance may be reset if there is no input on the remote control device for at least 1 minute or if the system has been deactivated and a time period of at least 1 minute has elapsed. The distance shall be subsequently measured from the next point at which the RCM function is operated.		5.6.1.18 RCM功能應只能運作至多一百公尺之最大行駛距離。若未對遠端控制裝置進行輸入至少一分鐘或系統解除後已至少經過一分鐘時，則此距離可重置。此距離應於RCM功能運作後進行下一點後續量測。	
5.7.1.19. The driver shall be issued with a warning signal when the total distance		5.6.1.19 當總行駛距離到達七十五公尺(容許誤差：正五公尺)時應向駕	

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
travelled is 75m (+5m tolerance). This shall be fulfilled by the provision of an optical warning signal and either a haptic or acoustic warning signal at least at the remote control device. 5.7.1.20. If the vehicle reaches or exceeds the maximum total distance travelled defined in paragraph 5.7.1.18., the vehicle shall stop immediately and the RCM function shall be deactivated. It shall not be possible to subsequently activate the RCM function until a time period of at least 1 minute has elapsed. This shall be indicated to the driver at least at the remote control device. 5.7.1.21. The manufacturer shall provide the Technical Service with documentation and supporting evidence to demonstrate compliance with the provisions of paragraphs 5.7.1.13., 5.7.1.14., 5.7.1.15 and 5.7.1.17. This information shall be subject to discussion and agreement between the Technical Service and vehicle manufacturer.		駛發出一警告訊號。應藉由遠端控制裝置上一光學警告訊號，加上觸覺或聲音警告訊號兩項中至少選擇一種以符合此規定。 5.6.1.20 若車輛到達或超過規定5.6.1.18所述之最大總行駛距離時，車輛應立即停止且RCM功能應解除。其應無法啟動RCM功能直至系統解除後至少經過一分鐘後。應至少於遠端控制裝置向駕駛指示。 5.6.1.21 申請者應提供檢測機構文件及證明以展演符合規定5.6.1.13、5.6.1.14、5.6.1.15及5.6.1.17。檢附相關資訊應由檢測機構與申請者討論。	
6. Test provisions 6.1. General provisions 6.1.1. The test shall be conducted on a level surface affording good adhesion. 6.1.2. During the test(s), the vehicle shall be loaded to its technically permissible maximum mass and its technically permissible maximum load on the steered axle(s). In the case of axles fitted with ASE, this test shall be repeated with the vehicle loaded to	**6. Test provisions** 6.1. General provisions 6.1.1. The test shall be conducted on a level surface affording good adhesion. 6.1.2. During the test(s), the vehicle shall be loaded to its technically permissible maximum mass and its technically permissible maximum load on the steered axle(s). In the case of axles fitted with ASE, this test shall be repeated with the vehicle loaded to	6. 檢測要求： 6.1 通則： 6.1.1 試驗應於抓地力良好之乾燥路面執行。 6.1.2 在測試時，應依車輛之技術允許最大重量裝載，且最大負載重量裝載至其轉向軸上。 若輪軸配備有 ASE，則應在車輛承受最大允許重量，以及配備有 ASE 之	6. 檢測要求： 6.1 通則： 6.1.1 試驗應於抓地力良好之乾燥路面執行。 6.1.2 在測試時，應依車輛之技術允許最大重量裝載，且最大負載重量裝載至其轉向軸上。 若輪軸配備有 ASE，則應在車輛承受最大允許重量，以及配備有 ASE 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
its technically permissible maximum mass and the axle equipped with ASE loaded to its maximum permissible mass.	its technically permissible maximum mass and the axle equipped with ASE loaded to its maximum permissible mass.	輪軸承受最大允許負載之狀態下，重覆進行測試。	輪軸承受最大允許負載之狀態下，重覆進行測試。
6.1.3. Before the test begins, the tyre pressures shall be as prescribed by the manufacturer for the mass specified in paragraph 6.1.2. when the vehicle is stationary.	6.1.3. Before the test begins, the tyre pressures shall be as prescribed by the manufacturer for the mass specified in paragraph 6.1.2. when the vehicle is stationary.	6.1.3 在開始測試前，車輛應依 6.1.2 所規定之負載，維持申請者所宣告之胎壓。	6.1.3 在開始測試前，車輛應依 6.1.2 所規定之負載，維持申請者所宣告之胎壓。
6.1.4. In the case of any systems that use electrical energy for part or all of the energy supply, all performance tests shall be carried out under conditions of actual or simulated electrical load of all essential systems or systems components which share the same energy supply. Essential systems shall comprise at least lighting systems, windscreen wipers, engine management and braking systems.	6.1.4. In the case of any systems that use electrical energy for part or all of the energy supply, all performance tests shall be carried out under conditions of actual or simulated electrical load of all essential systems or systems components which share the same energy supply. Essential systems shall comprise at least lighting systems, windscreen wipers, engine management and braking systems.	6.1.4 系統的能源供應係使用一部份的電力或全使用電力時，所有的性能測試需在下述條件下執行：實際或模擬共用相同能量供應的必要系統或系統零件之電力負載狀況。此必要系統需至少包含燈光系統、雨刷、引擎管理和煞車系統。	6.1.4 系統的能源供應係使用一部份的電力或全使用電力時，所有的性能測試需在下述條件下執行：實際或模擬共用相同能量供應的必要系統或系統零件之電力負載狀況。此必要系統需至少包含燈光系統、雨刷、引擎管理和煞車系統。
6.2. Provisions for motor vehicles	6.2. Provisions for motor vehicles	6.2 動力驅動車輛相關規定	6.2 動力驅動車輛相關規定
6.2.1. It shall be possible to leave a curve with a radius of 50 m at a tangent without unusual vibration in the steering equipment at the following speed:	6.2.1. It shall be possible to leave a curve with a radius of 50 m at a tangent without unusual vibration in the steering equipment at the following speed:	6.2.1 須能以下列車速，在轉向系統無異常振動狀態下，劃出半徑五十公尺的曲線，並沿其正切方向離開。	6.2.1 須能以下列車速，在轉向系統無異常振動狀態下，劃出半徑五十公尺的曲線，並沿其正切方向離開。
Category M1 vehicles: 50 km/h;	Category M1 vehicles: 50 km/h;	M1 類車輛：五十公里/小時。	6.2.1.1 M1 類車輛：五十公里/小時。
Category M2, M3, N1, N2 and N3 vehicles: 40 km/h or the maximum design speed if this is below the speeds given above.	Category M2, M3, N1, N2 and N3 vehicles: 40 km/h or the maximum design speed if this is below the speeds given above.	M2、M3 及 N 類車輛：四十公里/小時，或最大設計車速(若最大設計車速低於四十公里/小時)。	6.2.1.2 M2、M3 及 N 類車輛：四十公里/小時，或最大設計車速(若最大設計車速低於四十公里/小時)。
6.2.2. When the vehicle is driven in a circle with its steered wheels at approximately half lock and a constant speed of at least 10 km/h, the turning circle shall remain the same or become larger if the steering control is released.	6.2.2. When the vehicle is driven in a circle with its steered wheels at approximately half lock and a constant speed of at least 10 km/h, the turning circle shall remain the same or become larger if the steering control is released.	6.2.2 當車輛在轉向輪近乎半鎖定狀態下以十公里/小時以上的定速劃圓行駛時，若釋放轉向控制裝置，則迴轉圓圈必須保持相同或變得較大。	6.2.2 當車輛在轉向輪近乎半鎖定狀態下以十公里/小時以上的定速劃圓行駛時，若釋放轉向控制裝置，則迴轉圓圈必須保持相同或變得較大。
6.2.3. During the measurement of control	6.2.3. During the measurement of control	6.2.3 量測控制力時，小於零點二秒	6.2.3 量測控制力時，小於零點二秒

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
effort, forces with a duration of less than 0.2 seconds shall not be taken into account.	effort, forces with a duration of less than 0.2 seconds shall not be taken into account.	之力量不列入考量。	之力量不列入考量。
6.2.4. The measurement of steering efforts on motor vehicles with intact steering equipment.	6.2.4. The measurement of steering efforts on motor vehicles with intact steering equipment.	6.2.4 量測轉向系統功能完整之轉向力：	6.2.4 量測轉向系統功能完整之轉向力：
6.2.4.1. The vehicle shall be driven from straight ahead into a spiral at a speed of 10 km/h. The steering wheel control effort shall be measured at the nominal radius of the steering control until the position of the steering control corresponds to turning radius given in the table below for the particular category of vehicle with intact steering. One steering movement shall be made to the right and one to the left.	6.2.4.1. The vehicle shall be driven from straight ahead into a spiral at a speed of 10 km/h. The steering wheel control effort shall be measured at the nominal radius of the steering control until the position of the steering control corresponds to turning radius given in the table below for the particular category of vehicle with intact steering. One steering movement shall be made to the right and one to the left.	6.2.4.1 車輛應以十公里/小時的車速自直行方向進入螺旋彎(Spiral)，且應於轉向控制裝置之額定半徑處量測轉向力，直到轉向控制裝置位置和表三所對應車輛種類之功能完整轉向系統之迴轉半徑相對應為止，並應各向左、右側轉向一次。	6.2.4.1 車輛應以十公里/小時的車速自直行方向進入螺旋彎(Spiral)，且應於轉向控制裝置之額定半徑處量測轉向力，直到轉向控制裝置位置和表三所對應車輛種類之功能完整轉向系統之迴轉半徑相對應為止，並應各向左、右側轉向一次。
6.2.4.2. The maximum permitted steering time and the maximum permitted steering control effort with intact steering equipment are given in the table below for each category of vehicle.	6.2.4.2. The maximum permitted steering time and the maximum permitted steering control effort with intact steering equipment are given in the table below for each category of vehicle.	6.2.4.2 轉向系統於功能完整時，各類車輛之最大允許轉向時間，以及最大允許轉向控制力如表三所示。	6.2.4.2 轉向系統於功能完整時，各類車輛之最大允許轉向時間，以及最大允許轉向控制力如表三所示。
6.2.5. The measurement of steering efforts on motor vehicles with a failure in the steering equipment.	6.2.5. The measurement of steering efforts on motor vehicles with a failure in the steering equipment.	6.2.5 量測轉向系統失效時之轉向力：	6.2.5 量測轉向系統失效時之轉向力：
6.2.5.1. The test described in paragraph 6.2.4. shall be repeated with a failure in the steering equipment. The steering effort shall be measured until the position of the steering control corresponds to the turning radius given in the table below for the particular category of vehicle with a failure in the steering equipment.	6.2.5.1. The test described in paragraph 6.2.4. shall be repeated with a failure in the steering equipment. The steering effort shall be measured until the position of the steering control corresponds to the turning radius given in the table below for the particular category of vehicle with a failure in the steering equipment.	6.2.5.1 應以功能失效之轉向系統重覆進行 6.2.4 之測試，且應持續量測轉向力，直到轉向控制裝置位置和表三所對應車輛種類之失效轉向系統之迴轉半徑相對應為止。	6.2.5.1 應以功能失效之轉向系統重覆進行 6.2.4 之測試，且應持續量測轉向力，直到轉向控制裝置位置和表三所對應車輛種類之失效轉向系統之迴轉半徑相對應為止。
6.2.5.2. The maximum permitted steering time and the maximum permitted steering control	6.2.5.2. The maximum permitted steering time and the maximum permitted steering control	6.2.5.2 轉向系統於失效時，各類車輛之最大允許轉向時間，以及最大允	6.2.5.2 轉向系統於失效時，各類車輛之最大允許轉向時間，以及最大允

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
effort with a failure in the steering equipment are given in the table below for each category of vehicle.	effort with a failure in the steering equipment are given in the table below for each category of vehicle.	許轉向控制力如表三所示。	許轉向控制力如表三所示。
(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)
6.3.1. The trailer shall travel without excessive deviation or unusual vibration in its steering equipment when the towing vehicle is travelling in a straight line on a flat and horizontal road at a speed of 80 km/h or the technically permissible maximum speed indicated by the trailer manufacturer if this is less than 80 km/h.	6.3.1. The trailer shall travel without excessive deviation or unusual vibration in its steering equipment when the towing vehicle is travelling in a straight line on a flat and horizontal road at a speed of 80 km/h or the technically permissible maximum speed indicated by the trailer manufacturer if this is less than 80 km/h.	6.3 處於聯結狀態拖車之相關規定： 6.3.1 當牽引車輛以八十公里/小時車速或拖車製造廠規定之最大允許車速(若最高車速低於八十公里/小時)，於平坦及水平的道路上直行時，拖車須能在無過度偏差及其轉向系統無異常振動的狀態下行駛。	6.3 處於聯結狀態拖車之相關規定： 6.3.1 當牽引車輛以八十公里/小時車速或拖車製造廠規定之最大允許車速(若最高車速低於八十公里/小時)，於平坦及水平的道路上直行時，拖車須能在無過度偏差及其轉向系統無異常振動的狀態下行駛。
		(以下規定 6.3.2 至規定 6.3.5 為待公告規劃表內容)	(以下規定 6.3.2 至規定 6.3.5 為待公告規劃表內容)
6.3.2. With the towing vehicle and trailer having adopted a steady state turn corresponding to a turning circle radius of 25 m (see paragraph 2.4.6.) at a constant speed of 5 km/h, the circle described by the rearmost outer edge of the trailer shall be measured. This manoeuvre shall be repeated under the same conditions but at a speed of 25 km/h ±1 km/h. During these manoeuvres, the rearmost outer edge of the trailer travelling at a speed of 25 km/h ±1 km/h shall not move outside the circle described at a constant speed of 5 km/h by more than 0.7 m.	6.3.2. With the towing vehicle and trailer having adopted a steady state turn corresponding to a turning circle radius of 25 m (see paragraph 2.4.6.) at a constant speed of 5 km/h, the circle described by the rearmost outer edge of the trailer shall be measured. This manoeuvre shall be repeated under the same conditions but at a speed of 25 km/h ±1 km/h. During these manoeuvres, the rearmost outer edge of the trailer travelling at a speed of 25 km/h ±1 km/h shall not move outside the circle described at a constant speed of 5 km/h by more than 0.7 m.	~~6.3.2 牽引車輛及拖車以定速五公里小時車速行駛於半徑二十五公尺之圓圈（參見規定 2.2.6），測量拖車最後端外緣所形成之圓形；於相同條件下以二十五公里小時正負一公里小時之速度再度進行量測，且其不應超出以定速五公里小時車速行駛時圓圈路徑以外零點七公尺。~~	~~6.3.2 牽引車輛及拖車以定速五公里小時車速行駛於半徑二十五公尺之圓圈（參見規定 2.2.6），測量拖車最後端外緣所形成之圓形；於相同條件下以二十五公里小時正負一公里小時之速度再度進行量測，且其不應超出以定速五公里小時車速行駛時圓圈路徑以外零點七公尺。~~
6.3.3. No part of the trailer shall move more than 0.5 m beyond the tangent to a circle with a radius of 25 m when towed by a vehicle leaving the circular path described in paragraph 6.3.2. along the tangent and	6.3.3. No part of the trailer shall move more than 0.5 m beyond the tangent to a circle with a radius of 25 m when towed by a vehicle leaving the circular path described in paragraph 6.3.2. along the tangent and	~~6.3.3 當牽引車輛以二十五公里 小時之速度沿切線行駛離開繞圓路線（依規定 6.3.2 規定），拖車之任何部分均不應超出半徑二十五公尺圓之切線路徑以外零點五公尺。從切~~	~~6.3.3 當牽引車輛以二十五公里 小時之速度沿切線行駛離開繞圓路線（依規定 6.3.2 規定），拖車之任何部分均不應超出半徑二十五公尺圓之切線路徑以外零點五公尺。從切~~

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
travelling at a speed of 25 km/h. This requirement shall be met from the point the tangent meets the circle to a point 40 m along the tangent. After that point the trailer shall fulfil the condition specified in paragraph 6.3.1.	travelling at a speed of 25 km/h. This requirement shall be met from the point the tangent meets the circle to a point 40 m along the tangent. After that point the trailer shall fulfil the condition specified in paragraph 6.3.1.	~~點位置至沿切線四十公尺處之間應符合本項規定；從該處後，拖車應符合規定 6.3.1 規定。~~	~~點位置至沿切線四十公尺處之間應符合本項規定；從該處後，拖車應符合規定 6.3.1 規定。~~
6.3.4. The annular ground area swept by the towing vehicle/trailer combination with an intact steering system, driving at no more than 5 km/h in a constant radius circle with the front outer corner of the towing vehicle describing a radius of 0.67 x vehicle combination length but not less than 12.5 m is to be measured.	6.3.4. The annular ground area swept by the towing vehicle/trailer combination with an intact steering system, driving at no more than 5 km/h in a constant radius circle with the front outer corner of the towing vehicle describing a radius of 0.67 x vehicle combination length but not less than 12.5 m is to be measured.	~~6.3.4 具完整功能轉向系統 (I ntact steering system)之牽引車輛拖車組合，以不超過五公里小時之速度行駛於固定半徑之圓圈，其牽引車輛前外側邊角所劃出圓圈路徑之半徑為零點六十七乘以車輛組合總長，惟不應小於十二點五公尺。測量牽引車輛拖車組合行駛所劃出圓圈路徑於地面之環形區域。~~	~~6.3.4 具完整功能轉向系統 (I ntact steering system)之牽引車輛拖車組合，以不超過五公里小時之速度行駛於固定半徑之圓圈，其牽引車輛前外側邊角所劃出圓圈路徑之半徑為零點六十七乘以車輛組合總長，惟不應小於十二點五公尺。測量牽引車輛拖車組合行駛所劃出圓圈路徑於地面之環形區域。~~
6.3.4.1. If, with a fault in the steering system, the measured swept annular width is > 8.3 m, then this shall not be an increase of more than 15 per cent compared with the corresponding value measured with the intact steering system. There shall not be any increase in the outer radius of the swept annular width.	6.3.4.1. If, with a fault in the steering system, the measured swept annular width is > 8.3 m, then this shall not be an increase of more than 15 per cent compared with the corresponding value measured with the intact steering system. There shall not be any increase in the outer radius of the swept annular width.	~~6.3.4.1 於轉向系統故障之情況下，若所測量得之環形區域之寬度大於八點三公尺，則該值不應逾轉向系統正常作動時之對應量測值百分之十五。~~	~~6.3.4.1 於轉向系統故障之情況下，若所測量得之環形區域之寬度大於八點三公尺，則該值不應逾轉向系統正常作動時之對應量測值百分之十五。~~
6.3.5. The tests described in paragraphs 6.3.2., 6.3.3. and 6.3.4. shall be conducted in both clockwise and anti-clockwise directions.	6.3.5. The tests described in paragraphs 6.3.2., 6.3.3. and 6.3.4. shall be conducted in both clockwise and anti-clockwise directions.	~~6.3.5 於 6.3.2、6.3.3 及 6.3.4 規定之試驗，應以順時針及逆時針兩個方向個別執行。~~	~~6.3.5 於 6.3.2、6.3.3 及 6.3.4 規定之試驗，應以順時針及逆時針兩個方向個別執行。~~
(EU) No 3/2014, Annex XIV	**(EU) No 3/2014, Annex XIV**	6.4 具密閉式車身之 L2 或 L5 類車輛特殊規定	6.4 具密閉式車身之 L2 或 L5 類車輛特殊規定
...	**...**		
2. Test provisions	2. Test provisions		
2.1. The tests shall be conducted on a level surface affording good adhesion.	2.1. The tests shall be conducted on a level surface affording good adhesion.	6.4.1 試驗應於抓地力良好之水平路面上執行。	6.4.1 試驗應於抓地力良好之水平路面上執行。
2.2. During the tests, the vehicle shall be loaded to its technically permissible	2.2. During the tests, the vehicle shall be loaded to its technically permissible	6.4.2 試驗期間，車輛應裝載至其技術允許最大重量。	6.4.2 試驗期間，車輛應裝載至其技術允許最大重量。

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 mass.	maximum mass.		
2.3. The tyre pressures shall be adjusted to the values specified by the vehicle manufacturer for the relevant load condition.	2.3. The tyre pressures shall be adjusted to the values specified by the vehicle manufacturer for the relevant load condition.	6.4.3 胎壓應調整至申請者指定對應相關負載條件之數值。	6.4.3 胎壓應調整至申請者指定對應相關負載條件之數值。
2.4. It shall be possible to steer a vehicle from a straight ahead direction into a spiral with a final turning circle radius of 12 m at a speed of at least 6 km/h. In order to demonstrate compliance, one steering movement shall be made to the right and one to the left.	2.4. It shall be possible to steer a vehicle from a straight ahead direction into a spiral with a final turning circle radius of 12 m at a speed of at least 6 km/h. In order to demonstrate compliance, one steering movement shall be made to the right and one to the left.	6.4.4 車輛應能以至少六公里/小時之車速自直行方向轉向進入螺旋彎(Spiral)，其最終迴轉圓圈半徑為十二公尺。為展示車輛符合此規定，應向右側及向左側各執行一次轉向。	6.4.4 車輛應能以至少六公里/小時之車速自直行方向轉向進入螺旋彎(Spiral)，其最終迴轉圓圈半徑為十二公尺。為展示車輛符合此規定，應向右側及向左側各執行一次轉向。
2.5. It shall be possible to leave a curve with a turning circle radius of ≤ 50 m at a tangent without unusual vibration in the steering equipment at 50 km/h or at the maximum design vehicle speed, if this is lower. In order to demonstrate compliance, one steering movement shall be made to the left and one to the right.	2.5. It shall be possible to leave a curve with a turning circle radius of ≤ 50 m at a tangent without unusual vibration in the steering equipment at 50 km/h or at the maximum design vehicle speed, if this is lower. In order to demonstrate compliance, one steering movement shall be made to the left and one to the right.	6.4.5 於轉向系統無異常振動狀態下，應能以五十公里/小時之車速或最大設計車速(若低於五十公里/小時)，劃出半徑小於或等於五十公尺的曲線，並沿其正切方向離開。為展示車輛符合此規定，應向右側及向左側各執行一次轉向。	6.4.5 於轉向系統無異常振動狀態下，應能以五十公里/小時之車速或最大設計車速(若低於五十公里/小時)，劃出半徑小於或等於五十公尺的曲線，並沿其正切方向離開。為展示車輛符合此規定，應向右側及向左側各執行一次轉向。
2.5.1. The test speed may be reduced to 45 km/h if the radius is 40 m, 39 km/h if the radius is 30 m, 32 km/h if the radius is 20 m and 23 km/h if the radius is 10 m.	2.5.1. The test speed may be reduced to 45 km/h if the radius is 40 m, 39 km/h if the radius is 30 m, 32 km/h if the radius is 20 m and 23 km/h if the radius is 10 m.	6.4.5.1 若迴轉圓圈半徑為四十公尺，則試驗速度可降至四十五公里/小時；若迴轉圓圈半徑為三十公尺，則試驗速度可降至三十九公里/小時；若迴轉圓圈半徑為二十公尺，則試驗速度可降至三十二公里/小時；若迴轉圓圈半徑為十公尺，則試驗速度可降至二十三公里/小時	6.4.5.1 若迴轉圓圈半徑為四十公尺，則試驗速度可降至四十五公里/小時；若迴轉圓圈半徑為三十公尺，則試驗速度可降至三十九公里/小時；若迴轉圓圈半徑為二十公尺，則試驗速度可降至三十二公里/小時；若迴轉圓圈半徑為十公尺，則試驗速度可降至二十三公里/小時
2.6. It shall be possible to travel along a straight section of road surface without unusual steering corrections by the rider or driver and without unusual vibration in the steering system at 160 km/h for vehicles with a maximum design speed ≥ 200 km/h, at 0,8 × Vmax for vehicles with a maximum design	2.6. It shall be possible to travel along a straight section of road surface without unusual steering corrections by the rider or driver and without unusual vibration in the steering system at 160 km/h for vehicles with a maximum design speed ≥ 200 km/h, at 0,8 × Vmax for vehicles with a maximum design	6.4.6 對於最大設計車速大於或等於二百公里/小時之車輛，於騎士或駕駛者無異常轉向修正行為且轉向系統無異常振動之狀態下，應能以一百六十公里/小時之車速於道路上直行；對於最大設計車速低於二百公里/小時之車輛，應能以零點八倍之	6.4.6 對於最大設計車速大於或等於二百公里/小時之車輛，於騎士或駕駛者無異常轉向修正行為且轉向系統無異常振動之狀態下，應能以一百六十公里/小時之車速於道路上直行；對於最大設計車速低於二百公里/小時之車輛，應能以零點八倍之

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
speed < 200 km/h or the actual maximum speed which the vehicle can attain in the test load condition, if this is lower.	speed < 200 km/h or the actual maximum speed which the vehicle can attain in the test load condition, if this is lower.	V_{max} 於道路上直行，若車輛於試驗負載狀態下，可達到之實際最高車速低於零點八倍之 V_{max}，則應能以實際最高車速於道路上直行。	V_{max} 於道路上直行，若車輛於試驗負載狀態下，可達到之實際最高車速低於零點八倍之 V_{max}，則應能以實際最高車速於道路上直行。
2.7. When a vehicle of category L2e, L4e, L5e, L6e or L7e is driven in a circle with its steered wheels at approximately half lock and a constant speed of at least 6 km/h, the turning circle shall remain the same or become larger if the steering control is released.	2.7. When a vehicle of category L2e, L4e, L5e, L6e or L7e is driven in a circle with its steered wheels at approximately half lock and a constant speed of at least 6 km/h, the turning circle shall remain the same or become larger if the steering control is released.	6.4.7 當車輛於轉向輪近乎半鎖定狀態下以至少六公里/小時之定速劃圓行駛時，若釋放轉向控制裝置，則迴轉圓圈應保持相同或變得較大。	6.4.7 當車輛於轉向輪近乎半鎖定狀態下以至少六公里/小時之定速劃圓行駛時，若釋放轉向控制裝置，則迴轉圓圈應保持相同或變得較大。
2.8. Vehicles of category L4e from which the side-car can be detached so that the motorcycle can be used without it shall fulfil the requirements for solo motorcycles in point 1.1 as well as those in point 1.2.	2.8. Vehicles of category L4e from which the side-car can be detached so that the motorcycle can be used without it shall fulfil the requirements for solo motorcycles in point 1.1 as well as those in point 1.2.	(相關規定僅適用 L3 及 L5 類封閉式車體車輛)	(相關規定僅適用 L3 及 L5 類封閉式車體車輛)
7. Conformity of production	**7. Conformity of production**		
The Conformity of Production Procedures shall comply with those set out in the 1958 Agreement, Schedule 1 (E/ECE/TRANS/505/Rev.3) with the following requirements:	The Conformity of Production Procedures shall comply with those set out in the 1958 Agreement, Schedule 1 (E/ECE/TRANS/505/Rev.3) with the following requirements:		
7.1. The holder of the approval shall ensure that results of the conformity of production tests are recorded and that the annexed documents remain available for a period determined in agreement with the Type Approval Authority or Technical Service. This period shall not exceed 10 years counted from the time when production is definitively discontinued;	7.1. The holder of the approval shall ensure that results of the conformity of production tests are recorded and that the annexed documents remain available for a period determined in agreement with the Type Approval Authority or Technical Service. This period shall not exceed 10 years counted from the time when production is definitively discontinued;		
7.2. The Type Approval Authority or Technical Service which has granted type	7.2. The Type Approval Authority or Technical Service which has granted type		

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 may at any time verify the conformity control methods applied in each production facility. The normal frequency of these verifications shall be once every two years.	approval may at any time verify the conformity control methods applied in each production facility. The normal frequency of these verifications shall be once every two years.		
8. Penalties for non-conformity of production 8.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirement laid down in paragraph 7.1. is not complied with or if sample vehicles fail to comply with the requirements of paragraph 6. of this Regulation. 8.2. If a Contracting Party to the Agreement applying this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation, by means of a communication form conforming to the model in Annex 1 to this Regulation.	**8. Penalties for non-conformity of production** 8.1. The approval granted in respect of a vehicle type pursuant to this Regulation may be withdrawn if the requirement laid down in paragraph 7.1. is not complied with or if sample vehicles fail to comply with the requirements of paragraph 6. of this Regulation. 8.2. If a Contracting Party to the Agreement applying this Regulation withdraws an approval it has previously granted, it shall forthwith so notify the other Contracting Parties applying this Regulation, by means of a communication form conforming to the model in Annex 1 to this Regulation.		
9. Modification and extension of approval of the vehicle type 9.1. Every modification of the vehicle type shall be notified to the Type Approval Authority which granted the approval. The Type Approval Authority may then either: 9.1.1. Consider that the modifications made are unlikely to have an appreciable adverse effect and that in any case the vehicle still complies with the requirements; or 9.1.2. Require a further test report from the Technical Service responsible for	**9. Modification and extension of approval of the vehicle type** 9.1. Every modification of the vehicle type shall be notified to the Type Approval Authority which granted the approval. The Type Approval Authority may then either: 9.1.1. Consider that the modifications made are unlikely to have an appreciable adverse effect and that in any case the vehicle still complies with the requirements; or 9.1.2. Require a further test report from the Technical Service responsible for		

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
conducting the tests. 9.2. Confirmation or extension or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3. to the Parties to this Regulation. 9.3. The Type Approval Authority issuing the extension of approval shall assign a series number for such an extension and inform there of the other Parties to the 1958 Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.	conducting the tests. 9.2. Confirmation or extension or refusal of approval, specifying the alterations, shall be communicated by the procedure specified in paragraph 4.3. to the Parties to this Regulation. 9.3. The Type Approval Authority issuing the extension of approval shall assign a series number for such an extension and inform there of the other Parties to the 1958 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. Upon receiving the relevant communication that Type Approval Authority shall inform thereof the other Parties to the 1958 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. Upon receiving the relevant communication that Type Approval Authority shall inform thereof the other Parties to the 1958 Agreement applying this Regulation by means of a communication form conforming to the model in Annex 1 to this Regulation.		
11. Names and addresses of technical series responsible for conducting approval tests and of Type Approval Authorities 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	**11. Names and addresses of technical series responsible for conducting approval tests and of Type Approval Authorities** 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		

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 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 sent.	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 sent.		
12. Transitional provisions 12.1. Transitional Provisions applicable to the 02 series of amendments: 12.1.1. As from the official date of entry into force of the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept UN type approvals under this Regulation as amended by the 02 series of amendments unless otherwise specified below. 12.1.2. As from 1 April 2018, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to any preceding series of amendments, first issued after 1 April 2018. 12.1.3. Until 1 April 2021, Contracting Parties applying this Regulation shall continue to accept UN type approvals to the preceding series (01) of amendments to this Regulation, first issued before 1 April 2018. 12.1.4. As from 1 April 2021, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals issued to the preceding series of amendments to this Regulation. 12.1.5. Notwithstanding paragraph 12.1.4., UN type approvals to the preceding series of amendments to this Regulation, which are	**12. Transitional provisions** 12.1. Transitional Provisions applicable to the 02 series of amendments: 12.1.1. As from the official date of entry into force of the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept UN type approvals under this Regulation as amended by the 02 series of amendments unless otherwise specified below. 12.1.2. As from 1 April 2018, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to any preceding series of amendments, first issued after 1 April 2018. 12.1.3. Until 1 April 2021, Contracting Parties applying this Regulation shall continue to accept UN type approvals to the preceding series (01) of amendments to this Regulation, first issued before 1 April 2018. 12.1.4. As from 1 April 2021, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals issued to the preceding series of amendments to this Regulation. 12.1.5. Notwithstanding paragraph 12.1.4., UN type approvals to the preceding series of amendments to this Regulation, which are		

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 affected by the 02 series of amendments shall remain valid and Contracting Parties applying this Regulation shall continue to accept them.	not affected by the 02 series of amendments shall remain valid and Contracting Parties applying this Regulation shall continue to accept them.		
12.1.6. Until 1 April 2020, type approvals according to the 02 series of amendment to this Regulation may be granted to new vehicle types not complying with the red colour for the hands-off warning signal, mandated in paragraph 5.6.2.2.5., and having multi information displays installed in the instrument cluster not capable of indicating red waning signals or using standalone tell-tales only.	12.1.6. Until 1 April 2020, type approvals according to the 02 series of amendment to this Regulation may be granted to new vehicle types not complying with the red colour for the hands-off warning signal, mandated in paragraph 5.6.2.2.5., and having multi information displays installed in the instrument cluster not capable of indicating red waning signals or using standalone tell-tales only.		
12.2. Transitional Provisions applicable to the 03 series of amendments:	12.2. Transitional Provisions applicable to the 03 series of amendments:		
12.2.1. 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 UN type approvals under this Regulation as amended by the 03 series of amendments.	12.2.1. 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 UN type approvals under this Regulation as amended by the 03 series of amendments.		
12.2.2. As from 1 September 2019, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to the preceding series (02) of amendments, first issued after 1 September 2019.	12.2.2. As from 1 September 2019, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to the preceding series (02) of amendments, first issued after 1 September 2019.		
12.2.3. Until 1 September 2021, Contracting Parties applying this Regulation shall continue to accept UN type approvals to the preceding series (02) of amendments to this Regulation, first issued before 1 September	12.2.3. Until 1 September 2021, Contracting Parties applying this Regulation shall continue to accept UN type approvals to the preceding series (02) of amendments to this Regulation, first issued before 1 September		

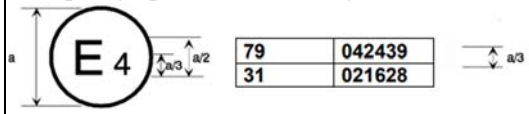
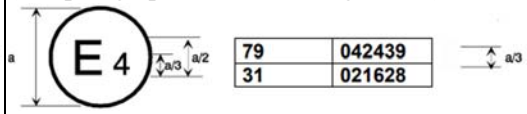
修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
2019. 12.2.4. As from 1 September 2021, Contracting Parties applying this Regulation shall not be obliged to accept type approval issued to the preceding series of amendments to this Regulation. 12.2.5. Notwithstanding paragraph and 12.2.4., Contracting Parties applying this Regulation shall continue to accept UN type approvals issued according to a preceding series of amendments to this Regulation, for vehicles which are not affected by the provisions introduced with the 03 series of amendments. 12.3. Transitional Provisions applicable to the 04 series of amendments: 12.3.1. As from the official date of entry into force of the 04 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept UN type approvals under this Regulation as amended by the 04 series of amendments. 12.3.2. As from 1 September 2023, Contracting Parties applying this Regulation shall not be obliged to accept UN type approvals to the preceding series of amendments, first issued after 1 September 2023. 12.3.3. Until 1 September 2025, Contracting Parties applying this Regulation shall continue to accept UN type approvals to the preceding series of amendments to this Regulation, first issued before 1 September	2019. 12.2.4. As from 1 September 2021, Contracting Parties applying this Regulation shall not be obliged to accept type approval issued to the preceding series of amendments to this Regulation. 12.2.5. Notwithstanding paragraph and 12.2.4., Contracting Parties applying this Regulation shall continue to accept UN type approvals issued according to a preceding series of amendments to this Regulation, for vehicles which are not affected by the provisions introduced with the 03 series of amendments.		

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
2023. 12.3.4. 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. 12.3.5. Notwithstanding paragraph 12.3.2. and 12.3.4., Contracting Parties applying this Regulation shall continue to accept UN type approvals issued according to a preceding series of amendments to this Regulation, for vehicles which are not affected by the provisions of paragraph 5.1.6.3.9. introduced with the 04 series of amendments. 12.4. General transitional provisions: 12.4.1. Contracting Parties applying this Regulation shall not refuse to grant UN type approvals according to any preceding series of amendments to this Regulation or extensions thereof.	12.3. General transitional provisions 12.3.1. Contracting Parties applying this Regulation shall not refuse to grant UN Type approvals according to any preceding series of amendments to this regulation or extensions thereof.		
Annex 1 Communication (Maximum format: A4 (210 x 297 mm)  [1] Distinguishing number of the country which has granted/extended/refused/withdrawn approval (see approval provisions in this Regulation). Concerning:[2] [2] Strike out what does not apply.	**Annex 1 Communication** (Maximum format: A4 (210 x 297 mm)  [1] Distinguishing number of the country which has granted/extended/refused/withdrawn approval (see approval provisions in this Regulation). Concerning:[2] [2] Strike out what does not apply.		

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 granted	Approval granted		
Approval extended	Approval extended		
Approval refused	Approval refused		
Approval withdrawn	Approval withdrawn		
Production definitively discontinued	Production definitively discontinued		
of a vehicle type with regard to steering equipment pursuant to UN Regulation No. 79	of a vehicle type with regard to steering equipment pursuant to UN Regulation No. 79		
Approval No.	Approval No.		
1. Trade name or mark of vehicle	1. Trade name or mark of vehicle		
2. Vehicle type	2. Vehicle type		
3. Manufacturer's name and address	3. Manufacturer's name and address		
4. If applicable, name and address of manufacturer's representative	4. If applicable, name and address of manufacturer's representative		
5. Brief description of the steering equipment	5. Brief description of the steering equipment		
5.1. Type of steering equipment	5.1. Type of steering equipment		
5.2. Steering control	5.2. Steering control		
5.3. Steering transmission	5.3. Steering transmission		
5.4. Steered wheels	5.4. Steered wheels		
5.5. Energy source	5.5. Energy source		
6. Results of tests, vehicle characteristics	6. Results of tests, vehicle characteristics		
6.1. Steering effort required to achieve a turning circle of 12 m radius with an intact system and 20 m radius with a system in the failed condition	6.1. Steering effort required to achieve a turning circle of 12 m radius with an intact system and 20 m radius with a system in the failed condition		
6.1.1. Under normal conditions	6.1.1. Under normal conditions		
6.1.2. After failure of special equipment	6.1.2. After failure of special equipment		
6.2. Other tests required by this Regulation pass/fail[2]	6.2. Other tests required by this Regulation pass/fail[2]		
[2] Strike out what does not apply.	[2] Strike out what does not apply.		
6.3. Adequate documentation in accordance with Annex 6 was supplied in respect of the following parts of the steering system:	6.3. Adequate documentation in accordance with Annex 6 was supplied in respect of the following parts of the steering system:		

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
7. Applicable only to towing vehicles 7.1. The towing vehicle is/is not[2] equipped with an electrical connector fulfilling the relevant requirements of Annex 7 [2] Strike out what does not apply. 7.2. The maximum current available is ... A[3] [3] As defined by the vehicle manufacturer – see paragraphs 2.3. and 3.1. of Annex 7 as appropriate. 7.3. The power-driven vehicle is equipped with an ACSF of Category C (yes/no). If yes: 7.3.1. The power-driven vehicle supports lane changes according to paragraph 5.6.4.8.1.1. system in solo condition (i.e. without being coupled to a trailer of Category O3 or O4) (yes/no) 7.3.2. The power-driven vehicle supports lane changes when coupled to a trailer supporting lane change function(s) according to paragraph 5.6.4.8.1.2. and 5.6.4.9.2. (yes/no) 7.3.3. The power-driven vehicle supports lane changes when coupled to a trailer by fulfilling paragraph 5.6.4.8.1.3. without support of the trailer. This also includes the case, if the power-driven vehicle does not use the support of a trailer supporting lane change function(s) according to paragraph 5.6.4.8.1.1. and 5.6.4.9.2. (yes/no) 8. Applicable only to trailers 8.1. The steering system of the trailer fulfils the relevant provisions of Annex 7 to UN	7. Applicable only to towing vehicles 7.1. The towing vehicle is/is not[2] equipped with an electrical connector fulfilling the relevant requirements of Annex 7 [2] Strike out what does not apply. 7.2. The maximum current available is ... A[3] [3] As defined by the vehicle manufacturer – see paragraphs 2.3. and 3.1. of Annex 7 as appropriate. 8. Applicable only to trailers 8.1. The steering system of the trailer fulfils the relevant provisions of Annex 7 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. 79 Yes/No[2] [2] Strike out what does not apply. 8.2. The maximum current required for the trailer steering system is ... A[3] [3] As defined by the vehicle manufacturer – see paragraphs 2.3. and 3.1. of Annex 7 as appropriate. 8.3. The trailer steering system is/is not[2] able to supply auxiliary equipment on the trailer with electrical energy. 8.4. The trailer is equipped with an ACSF of Category C supporting lane change function(s) according to paragraph 5.6.4.8.1.1. and 5.6.4.9.2. and the Annex 9 (yes/no) 9. Vehicle submitted for approval on 10. Technical Service responsible for conducting approval tests 11. Date of report issued by that service 12. Number of report issued by that service 13. Approval granted/extended/refused/withdrawn[2] [2] Strike out what does not apply. 14. Position of approval mark on vehicle 15. Place 16. Date 17. Signature 18. 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 upon request.	Regulation No. 79 Yes/No[2] [2] Strike out what does not apply. 8.2. The maximum current required for the trailer steering system is ... A[3] [3] As defined by the vehicle manufacturer – see paragraphs 2.3. and 3.1. of Annex 7 as appropriate. 8.3. The trailer steering system is/is not[2] able to supply auxiliary equipment on the trailer with electrical energy. 9. Vehicle submitted for approval on 10. Technical Service responsible for conducting approval tests 11. Date of report issued by that service 12. Number of report issued by that service 13. Approval granted/extended/refused/withdrawn[2] [2] Strike out what does not apply. 14. Position of approval mark on vehicle 15. Place 16. Date 17. Signature 18. 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 upon request.		
Annex 2 Arrangements of approval marks	**Annex 2 Arrangements of approval marks**		

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
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 steering equipment, been approved in the Netherlands (E 4) pursuant to UN Regulation No. 79 under approval No. 042439. The approval number indicates that the approval was granted in accordance with the requirements of UN Regulation No. 79 incorporating the 04 series of amendments. Model B (See paragraph 4.5. 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 the Netherlands (E 4) pursuant to Regulations Nos. 79 and 31.[1] The approval numbers indicate that, at the dates when the respective approvals were given, UN Regulation No. 79 incorporating the 04 series of amendments and UN Regulation No. 31 included the 02 series of amendments. [1] The second number is given merely as an	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 steering equipment, been approved in the Netherlands (E 4) pursuant to UN Regulation No. 79 under approval No. 042439. The approval number indicates that the approval was granted in accordance with the requirements of UN Regulation No. 79 incorporating the 04 series of amendments. Model B (See paragraph 4.5. 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 the Netherlands (E 4) pursuant to Regulations Nos. 79 and 31.[1] The approval numbers indicate that, at the dates when the respective approvals were given, UN Regulation No. 79 incorporating the 04 series of amendments and UN Regulation No. 31 included the 02 series of amendments. [1] The second number is given merely as an		

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
example.	example.		
Annex 3 Braking performance for vehicles using the same energy source to supply steering equipment and braking device 1. For tests carried out in accordance with this annex the following vehicle conditions shall be met: 1.1. The vehicle shall be loaded to its technically permissible maximum mass distributed between the axles as declared by the vehicle manufacturer. Where provision is made for several arrangements of the mass on the axles, the distribution of the maximum mass between the axles shall be such that the mass on each axle is proportional to the maximum permissible mass for each axle. In the case of tractors for semi-trailers, the mass may be repositioned approximately half way between the kingpin position resulting from the above loading conditions and the centreline of the rear axle(s); 1.2. The tyres shall be inflated to the cold inflation pressure prescribed for the mass to be borne by the tyres when the vehicle is stationary; 1.3. Before the start of the tests the brakes shall be cold, that is, with a disc or outer brake drum surface temperature less than 100 oC. 2. If an energy source failure occurs, service braking performance on the first brake application shall achieve the values given in the table below.	**Annex 3 Braking performance for vehicles using the same energy source to supply steering equipment and braking device** 1. For tests carried out in accordance with this annex the following vehicle conditions shall be met: 1.1. The vehicle shall be loaded to its technically permissible maximum mass distributed between the axles as declared by the vehicle manufacturer. Where provision is made for several arrangements of the mass on the axles, the distribution of the maximum mass between the axles shall be such that the mass on each axle is proportional to the maximum permissible mass for each axle. In the case of tractors for semi-trailers, the mass may be repositioned approximately half way between the kingpin position resulting from the above loading conditions and the centreline of the rear axle(s); 1.2. The tyres shall be inflated to the cold inflation pressure prescribed for the mass to be borne by the tyres when the vehicle is stationary; 1.3. Before the start of the tests the brakes shall be cold, that is, with a disc or outer brake drum surface temperature less than 100 oC. 2. If an energy source failure occurs, service braking performance on the first brake application shall achieve the values given in the table below.		

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) 3. After any failure in the steering equipment, or the energy supply, it shall be possible after eight full stroke actuations of the service brake control, to achieve at the ninth application, at least the performance prescribed for the secondary (emergency) braking system (see table below). In the case where secondary performance requiring the use of stored energy is achieved by a separate control, it shall still be possible after eight full stroke actuations of the service brake control to achieve at the ninth application, the residual performance (see table below). (表格如頁末所示)	(表格如頁末所示) 3. After any failure in the steering equipment, or the energy supply, it shall be possible after eight full stroke actuations of the service brake control, to achieve at the ninth application, at least the performance prescribed for the secondary (emergency) braking system (see table below). In the case where secondary performance requiring the use of stored energy is achieved by a separate control, it shall still be possible after eight full stroke actuations of the service brake control to achieve at the ninth application, the residual performance (see table below). (表格如頁末所示)		
Annex 4 Additional provisions for vehicles equipped with Auxiliary Steering Equipment	**Annex 4 Additional provisions for vehicles equipped with Auxiliary Steering Equipment**	7. 車輛配備輔助轉向系統(ASE)之規定 規定 7.2.1 及 7.2.3 可由申請者確保及聲明符合此規定。	7. 車輛配備輔助轉向系統(ASE)之規定 規定 7.2.1 及 7.2.3 可由申請者確保及聲明符合此規定。
1. General Provisions Vehicles fitted with Auxiliary Steering Equipment (ASE) in addition to the requirements given in the body of this Regulation shall also comply with the provisions of this annex.	1. General Provisions Vehicles fitted with Auxiliary Steering Equipment (ASE) in addition to the requirements given in the body of this Regulation shall also comply with the provisions of this annex.	7.1 通則 車輛若配備輔助轉向系統(ASE)，應符合下列規定：	7.1 通則 車輛若配備輔助轉向系統(ASE)，應符合下列規定：
2. Specific Provisions	2. Specific Provisions	7.2 規格規定	7.2 規格規定
2.1. Transmission	2.1. Transmission	7.2.1 傳動裝置	7.2.1 傳動裝置
2.1.1. Mechanical steering transmissions Paragraph 5.3.1.1. of this Regulation applies.	2.1.1. Mechanical steering transmissions Paragraph 5.3.1.1. of this Regulation applies.	7.2.1.1 機械式轉向傳輸裝置，適用本法規之 5.3.1.1。	7.2.1.1 機械式轉向傳輸裝置，適用本法規之 5.3.1.1。
2.1.2. Hydraulic steering transmissions	2.1.2. Hydraulic steering transmissions	7.2.1.2 液壓式轉向傳輸裝置須被保護	7.2.1.2 液壓式轉向傳輸裝置須被保護

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 hydraulic steering transmission shall be protected from exceeding the maximum permitted service pressure T.	The hydraulic steering transmission shall be protected from exceeding the maximum permitted service pressure T.	不超過最大允許工作壓力(T)。	不超過最大允許工作壓力(T)。
2.1.3. Electric steering transmissions	2.1.3. Electric steering transmissions	7.2.1.3 電動式轉向傳輸裝置須被保護免於動力供給過度。	7.2.1.3 電動式轉向傳輸裝置須被保護免於動力供給過度。
The electric steering transmission shall be protected from excess energy supply.	The electric steering transmission shall be protected from excess energy supply.		
2.1.4. Combination of steering transmissions	2.1.4. Combination of steering transmissions	7.2.1.4 融合機械式、液壓式及電動式傳輸裝置之混合式轉向傳動裝置，應符合上述 7.2.1.1 至 7.2.1.3 之規定。	7.2.1.4 融合機械式、液壓式及電動式傳輸裝置之混合式轉向傳動裝置，應符合上述 7.2.1.1 至 7.2.1.3 之規定。
A combination of mechanical, hydraulic and electric transmissions shall comply with the requirements specified in paragraphs 2.1.1., 2.1.2. and 2.1.3. above.	A combination of mechanical, hydraulic and electric transmissions shall comply with the requirements specified in paragraphs 2.1.1., 2.1.2. and 2.1.3. above.		
2.2. Testing requirements for failure	2.2. Testing requirements for failure	7.2.2 失效試驗要求	7.2.2 失效試驗要求
2.2.1. Malfunction or failure of any part of the ASE (except for parts not considered to the susceptible to breakdown as specified in paragraph 5.3.1.1. of this Regulation) shall not result in a sudden significant change in vehicle behaviour and the relevant requirements of paragraph 6. of this Regulation shall still be met. Furthermore, it shall be possible to control the vehicle without abnormal steering correction. This shall be verified by the following tests:	2.2.1. Malfunction or failure of any part of the ASE (except for parts not considered to the susceptible to breakdown as specified in paragraph 5.3.1.1. of this Regulation) shall not result in a sudden significant change in vehicle behaviour and the relevant requirements of paragraph 6. of this Regulation shall still be met. Furthermore, it shall be possible to control the vehicle without abnormal steering correction. This shall be verified by the following tests:	7.2.2.1 任何 ASE 之零組件故障或失效等(除了 5.3.1.1 所述之不易破損的零件外)，均不應造成車輛行為突然發生重大改變，且仍應符合 6.2.1 至 6.2.3 及 6.2.5 之規定。此外，須能在無異常轉向修正的狀態下控制車輛，並藉由下列測試來確認：	7.2.2.1 任何 ASE 之零組件故障或失效等(除了 5.3.1.1 所述之不易破損的零件外)，均不應造成車輛行為突然發生重大改變，且仍應符合 6.2.1 至 6.2.3 及 6.2.5 之規定。此外，須能在無異常轉向修正的狀態下控制車輛，並藉由下列測試來確認：
2.2.1.1. Circular test	2.2.1.1. Circular test		
The vehicle shall be driven into a test circle with a radius "R" m and a speed "v" km/h corresponding to its category and the values given in the table below:	The vehicle shall be driven into a test circle with a radius "R" m and a speed "v" km/h corresponding to its category and the values given in the table below:		
(表格如頁末所示)	(表格如頁末所示)		
The failure shall be introduced when the specified test speed has been reached. The test shall include driving in a clockwise direction, and in a counter-clockwise	The failure shall be introduced when the specified test speed has been reached. The test shall include driving in a clockwise direction, and in a counter-clockwise		

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.	direction.		
2.2.1.2. Transient test	2.2.1.2. Transient test	7.2.2.1.1 瞬時測試。	7.2.2.1.1 瞬時測試。
2.2.1.2.1. Until uniform test procedures have been agreed, the vehicle manufacturer shall provide the Technical Services with their test procedures and results for transient behaviour of the vehicle in the case of failure.	2.2.1.2.1. Until uniform test procedures have been agreed, the vehicle manufacturer shall provide the Technical Services with their test procedures and results for transient behaviour of the vehicle in the case of failure.	7.2.2.1.1.1 申請者應提供檢測機構其車輛失效時之瞬時行為測試步驟及結果，否則應依另行協議之統一測試步驟。	7.2.2.1.1.1 申請者應提供檢測機構其車輛失效時之瞬時行為測試步驟及結果，否則應依另行協議之統一測試步驟。
2.3. Warning signals in case of failure.	2.3. Warning signals in case of failure.	7.2.3 失效警告訊號	7.2.3 失效警告訊號
2.3.1. Except for parts of ASE not considered susceptible to breakdown as specified in paragraph 5.3.1.1. of this Regulation, the following failure of ASE shall be clearly brought to the attention of the driver.	2.3.1. Except for parts of ASE not considered susceptible to breakdown as specified in paragraph 5.3.1.1. of this Regulation, the following failure of ASE shall be clearly brought to the attention of the driver.	7.2.3.1 除了 5.3.1.1 所述之不易破損的 ASE 零組件外，下列 ASE 失效狀況應能清楚引起駕駛者注意：	7.2.3.1 除了 5.3.1.1 所述之不易破損的 ASE 零組件外，下列 ASE 失效狀況應能清楚引起駕駛者注意：
2.3.1.1. A general cut-off of the ASE electrical or hydraulic control.	2.3.1.1. A general cut-off of the ASE electrical or hydraulic control.	7.2.3.1.1 ASE 電路或液壓控制裝置之一般切斷。	7.2.3.1.1 ASE 電路或液壓控制裝置之一般切斷。
2.3.1.2. Failure of the ASE energy supply.	2.3.1.2. Failure of the ASE energy supply.	7.2.3.1.2 ASE 動力供給失效。	7.2.3.1.2 ASE 動力供給失效。
2.3.1.3. A break in the external wiring of the electrical control if fitted.	2.3.1.3. A break in the external wiring of the electrical control if fitted.	7.2.3.1.3 對於配接有外部接線之電路控制裝置，其外部接線訊號斷訊時。	7.2.3.1.3 對於配接有外部接線之電路控制裝置，其外部接線訊號斷訊時。
Annex 5 Provisions for trailers having hydraulic steering transmissions	**Annex 5 Provisions for trailers having hydraulic steering transmissions**	8. 配備純液壓轉向傳輸裝置之拖車之規定 本項可由申請者確保及聲明符合此規定。	8. 配備純液壓轉向傳輸裝置之拖車之規定 本項可由申請者確保及聲明符合此規定。
1. General provisions	1. General provisions	8.1 通則	8.1 通則
Vehicles fitted with hydraulic steering transmission, in addition to the requirements given in the body of this Regulation shall also comply with the provisions of this annex.	Vehicles fitted with hydraulic steering transmission, in addition to the requirements given in the body of this Regulation shall also comply with the provisions of this annex.	配備純液壓轉向傳輸裝置之拖車，應同時符合下列規定：	配備純液壓轉向傳輸裝置之拖車，應同時符合下列規定：
2. Specific provisions	2. Specific provisions	8.2 規格規定	8.2 規格規定
2.1. Performance of hydraulic lines and hose assemblies.	2.1. Performance of hydraulic lines and hose assemblies.		

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
2.1.1. The hydraulic lines of hydraulic transmission shall be capable of a burst pressure at least four times the maximum normal service pressure (T) specified by the vehicle manufacturer. Hose assemblies shall comply with ISO Standards 1402:1994, 6605:1986 and 7751:1991.	2.1.1. The hydraulic lines of hydraulic transmission shall be capable of a burst pressure at least four times the maximum normal service pressure (T) specified by the vehicle manufacturer. Hose assemblies shall comply with ISO Standards 1402:1994, 6605:1986 and 7751:1991.	8.2.1 純液壓轉向傳動裝置的液壓管線，必須能夠承受至少四倍於申請者宣告之最大工作壓力(T)。軟管總成應符合 ISO 1402-1994、ISO 6605-1986，以及 ISO 7751-1991 的標準。	8.2.1 純液壓轉向傳動裝置的液壓管線，必須能夠承受至少四倍於申請者宣告之最大工作壓力(T)。軟管總成應符合 ISO 1402-1994、ISO 6605-1986，以及 ISO 7751-1991 的標準。
2.2. In systems dependent on an energy supply;	2.2. In systems dependent on an energy supply;	8.2.2 依靠能量供給之系統須利用一組於最大工作壓力時運作之限壓閥來保護動力供給，以避免壓力過高。	8.2.2 依靠能量供給之系統須利用一組於最大工作壓力時運作之限壓閥來保護動力供給，以避免壓力過高。
2.2.1. The energy supply shall be protected from excess pressure by a pressure limiting valve which operates at the pressure T.	2.2.1. The energy supply shall be protected from excess pressure by a pressure limiting valve which operates at the pressure T.		
2.3. Protection of steering transmission;	2.3. Protection of steering transmission;		
2.3.1. The steering transmission shall be protected from excess pressure by a pressure limiting valve which operates at between 1.1 T and 2.2 T. The operating pressure of the pressure limiting valve shall be of a value that is compatible with the operating characteristics of the steering system installed on the vehicle. This shall be confirmed by the vehicle manufacturer at the time of type approval.	2.3.1. The steering transmission shall be protected from excess pressure by a pressure limiting valve which operates at between 1.1 T and 2.2 T. The operating pressure of the pressure limiting valve shall be of a value that is compatible with the operating characteristics of the steering system installed on the vehicle. This shall be confirmed by the vehicle manufacturer at the time of type approval.	8.2.3 轉向傳輸裝置之防護須利用一組於一點一倍 T 及二點二倍 T 間運作之限壓閥來保護轉向傳動裝置，以避免壓力過高。申請者應確保限壓閥之工作壓力值(Operating pressure)與車輛上轉向系統之作動特性兼容。	8.2.3 轉向傳輸裝置之防護須利用一組於一點一倍 T 及二點二倍 T 間運作之限壓閥來保護轉向傳動裝置，以避免壓力過高。申請者應確保限壓閥之工作壓力值(Operating pressure)與車輛上轉向系統之作動特性兼容。
Annex 6 Special requirements to be applied to the safety aspects of electronic control systems	**Annex 6 Special requirements to be applied to the safety aspects of electronic control systems**	9. 複合式電子車輛控制系統之安全性特殊要求	9. 複合式電子車輛控制系統之安全性特殊要求
1. General	1. General	9.1 通則 本項可由申請者確保及聲明符合此規定。	9.1 通則 本項可由申請者確保及聲明符合此規定。
This annex defines the special requirements for documentation, fault strategy and verification with respect to the safety aspects of Electronic System(s) (paragraph 2.3.) and Complex Electronic Vehicle Control	This annex defines the special requirements for documentation, fault strategy and verification with respect to the safety aspects of Complex Electronic Vehicle Control System(s) (paragraph 2.4. below) as far as	此要求涉及本項規定中關於電子系統及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。

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(s) (paragraph 2.4. below) as far as this Regulation is concerned.	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.	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9.2.3)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2.6.3)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。
The applicant (e.g. the manufacturer) may provide evidence that an Auxiliary Steering Equipment (ASE) (if fitted) has previously been assessed as part of an approval in accordance with the requirements of Annex 4 of this Regulation (as required under the original version of this Regulation, its 01 or its 02 series of amendments). In this case, the requirements of this Annex shall not be applied to that ASE for the purposes of an approval in accordance with the 03 series of amendments.	The applicant (e.g. the manufacturer) may provide evidence that an Auxiliary Steering Equipment (ASE) (if fitted) has previously been assessed as part of an approval in accordance with the requirements of Annex 4 of this Regulation (as required under the original version of this Regulation, its 01 or its 02 series of amendments). In this case, the requirements of this Annex shall not be applied to that ASE for the purposes of an approval in accordance with the 03 series of amendments.	申請者可提出配備符合規定 7.要求之輔助轉向系統(ASE)(依實際安裝狀況)之證明。在此情況下，該輔助轉向系統不適用規定 9.之要求。 (配合聯合國法規排版調整相關順序)	申請者可提出配備符合規定 7.要求之輔助轉向系統(ASE)(依實際安裝狀況)之證明。在此情況下，該輔助轉向系統不適用規定 9.之要求。 (配合聯合國法規排版調整相關順序)

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. Definitions For the purposes of this annex,	2. Definitions For the purposes of this annex,	9.2 名詞釋義	2.6 複合式電子車輛控制系統安全性觀念之名詞釋義
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 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."	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 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."	9.2.1 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。	2.6.1 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.	9.2.2 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。	2.6.2 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, 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-pneumatic or electro-hydraulic	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-pneumatic or electro-hydraulic	9.2.3 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、電子控制單元和作動器，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。	2.6.3 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、電子控制單元和作動器，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。

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
elements.	elements.		
2.4. "Complex Electronic Vehicle Control Systems" are those electronic control systems in which a function controlled by an 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.	2.4. "Complex Electronic Vehicle Control Systems" are those electronic control systems in which a function controlled by an 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.	9.2.4 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駛者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適用範圍之系統/功能者亦同。	2.6.4 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駛者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.	9.2.5 高層次電子控制系統/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。	2.6.5 高層次電子控制系統/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.	9.2.6 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。	2.6.6 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	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	9.2.7 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	2.6.7 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

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mechanical, pneumatic or hydraulic.	mechanical, pneumatic or hydraulic.	式。	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.	9.2.8 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。	2.6.8 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.	9.2.9 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。	2.6.9 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.	9.2.10 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。	2.6.10 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 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.).	2.11. "Control strategy" means a strategy to 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.).	9.2.11 控制策略(Control strategy)：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)	
3. Documentation	3. Documentation	9.3 文件提供	9.2 文件提供
3.1. Requirements	3.1. Requirements	9.3.1 要求	9.2.1 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	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	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包含控制策略之「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	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

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System", including the control strategies, 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.	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.	及領域於設計及開發時所受益的專業技術。	開發時所受益的專業技術。
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 and that this includes at least the steps listed in paragraph 3.4.4.	(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/步驟進行開發且至少包含條列於規定 9.2.3.4 之步驟。	(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:	9.3.1.1 相關文件應包括兩部分：	9.2.1.1 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.	(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.	(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	(a)認證測試申請之正式文件，包括規定 9.2 所列資料(除規定 9.2.4.4 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 9.3 驗證程序之基本引用。檢測機構應確保將此份文件

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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 years counted from the time when production of the vehicle is definitely discontinued.	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 years counted from the time when production of the vehicle is definitely discontinued.	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。	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) 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 9.3.4.4 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 9.2.4.4 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" including control strategies	3.2. Description of the functions of "The System"	9.3.2 包含控制策略之系統功能說明文件	9.2.2 系統功能說明文件
A description shall be provided which gives a simple explanation of all the functions 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.	A description shall be provided which gives a simple explanation of all the 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。
Any enabled or disabled safety related		任何如本基準規定 2.1.4 所定義	

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functions providing assistance to the driver as defined in paragraph 2.3.4. of this 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.		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 9.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.	9.3.2.1 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。	9.2.2.1 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 case, of whether the control is direct or via another vehicle system. The range of control (paragraph 2.7.) 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 indication given, in each case, of whether the control is direct or via another vehicle system. The range of control (paragraph 2.7.) exercised on each such variable shall be defined.	9.3.2.2 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(規定 9.2.7)。	9.2.2.2 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(規定 2.6.7)。
3.2.3. Limits defining the boundaries of functional operation (paragraph 2.8.) shall be stated where appropriate to system performance.	3.2.3. Limits defining the boundaries of functional operation (paragraph 2.8.) shall be stated where appropriate to system performance.	9.3.2.3 應說明適用於系統性能之功能性作動範圍(規定 9.2.8)之界限值。	9.2.2.3 應說明適用於系統性能之功能性作動範圍(規定 2.6.8)之界限值。
3.3. System layout and schematics	3.3. System layout and schematics	9.3.3 系統佈線圖及示意圖	9.2.3 系統佈線圖及示意圖
3.3.1 Inventory of components.	3.3.1 Inventory of components.	9.3.3.1 組件清單	9.2.3.1 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	9.3.3.2 單元功能說明文件	9.2.3.2 單元功能說明文件

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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	9.3.3.3 內部連接	9.2.3.3 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	9.3.3.4 信號流程、運作資料與優先順序	9.2.3.4 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 between Units. Priorities of signals on multiplexed data paths shall be stated wherever priority may be an issue affecting performance or safety.	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	9.3.3.5 單元識別	9.2.3.5 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	Where functions are combined within a single	為能清楚並簡易說明而以多方塊形式	為能清楚並簡易說明而以多方塊形式

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
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.	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.	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。	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.	9.3.3.5.1 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。	9.2.3.5.1 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	9.3.4 申請者之安全性概念說明文件	9.2.4 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.	9.3.4.1 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。	9.2.4.1 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.	9.3.4.2 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。	9.2.4.2 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	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	9.3.4.3 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：	9.2.4.3 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：

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
failure in "The System" are for example: (a) Fall-back to operation using a partial system. (b) Change-over to a separate back-up 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.	failure in "The System" are for example: (a) Fall-back to operation using a partial system. (b) Change-over to a separate back-up 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.	(a)使用部分系統運作之備用機制(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。 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。	(a)使用部分系統運作之備用機制(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。 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.	9.3.4.3.1 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。	9.2.4.3.1 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.	9.3.4.3.2 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。	9.2.4.3.2 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	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	9.3.4.3.3 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)。	9.2.4.3.3 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)。

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 transition disturbance.	the 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 of those hazards or faults 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 of those hazards or faults which will have a bearing on vehicle control performance or safety.	9.3.4.4 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。	9.2.4.4 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，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。
		(此段及後續刪除之 03 版增修內容為 109 年 6 月 23 日討論刪除)	(此段及後續刪除之 03 版增修內容為 109 年 6 月 23 日討論刪除)
The Technical Service shall perform an assessment of the application of the analytical approach(es). The assessment shall include:	The Technical Service shall perform an audit 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，~~包含與其他車輛系統互動之考量進行確認。
(i) Interactions with other vehicle systems;.	(i) Interactions with other vehicle systems;.	~~(i)與其他車輛系統之互動；~~	
(ii) Malfunctions of the system, within the scope of this Regulation;	(ii) Malfunctions of the system, within the scope of this Regulation;	~~(ii)本基準適用範圍內之系統故障；~~	
(iii) For functions defined in paragraph 2.3.4. of this Regulation:	(iii) For functions defined in paragraph 2.3.4. of this Regulation:	~~(iii)對本基準規定 2.1.4 所定義之相關功能而言：~~	
a. 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);	a. 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);	~~a. 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)；~~	
b. Reasonably foreseeable misuse by the driver;	b. Reasonably foreseeable misuse by the driver;	~~b. 可合理預見之駕駛誤用；~~	
c. Intentional modification of the system.	c. Intentional modification of the system.	~~c. 系統之刻意改裝。~~	

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 approach shall be based on a Hazard / Risk analysis appropriate to system safety.	This approach shall be based on a Hazard / Risk analysis appropriate to system safety.	~~此方法應基於系統安全合適之危險/風險分析。~~	~~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 may 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 shall 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 use, for example, Hardware in the Loop (HIL) testing, vehicle on-road operational testing, or any means appropriate for validation.	~~(c)驗證計畫及結果檢查，此應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之驗證方法。~~
The assessment shall consist of spot checks of selected hazards and faults to establish that argumentation supporting the safety concept is understandable and logical and 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.	~~此評估應包含危險及錯誤檢查之抽樣檢查，以證實安全性觀念之說明可理解、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觀念之說明可理解、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9.4之試驗以驗證安全性觀念。~~	~~檢測機構可執行或可要求執行規定9.3之試驗以驗證安全性觀念。~~
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.	9.3.4.4.1 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。	9.2.4.4.1 此文件應詳列所監測之參數，且依照規定9.2.4.4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	3.4.4.2. This documentation shall describe the measures in place to ensure the "The	~~9.3.4.4.2 此文件應描述所採取之措施，以確保「系統」之性能受環境影~~	~~9.2.4.4.2 此文件應描述所採取之措施，以確保「系統」之性能受環境影~~

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" 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.	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.	~~響下(例如：氣候、溫度、灰塵侵入、進水及堆冰(Ice packing)之下，不會損害車輛之安全運作。~~	~~響下(例如：氣候、溫度、灰塵侵入、進水及堆冰(Ice packing)之下，不會損害車輛之安全運作。~~
4. Verification and test	4. Verification and test	9.4 驗證及試驗	9.3 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:	9.4.1 系統之功能運作，應依規定 9.3 要求之相關文件內容，進行下列條件試驗：	9.3.1 系統之功能運作，應依規定 9.2 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"	9.4.1.1 系統功能之驗證	9.3.1.1 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 described 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 described 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 9.3.2 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 9.2.2 所宣告功能中選擇)驗證無故障狀態下之「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.	對複合式電子車輛控制系統而言，此測試應包含一宣告功能受到取代之場景。	對複合式電子車輛控制系統而言，此測試應包含一宣告功能受到取代之場景。
4.1.1.1. The verification results shall correspond with the description, including the control strategies, provided by the manufacturer in paragraph 3.2.		9.3.1.1.1 驗證結果應與說明互相對應，包含於規定 9.2.2 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.	9.4.1.2 系統安全性概念(依規定 9.3.4)之驗證	9.3.1.2 系統安全性概念(依規定 9.2.4)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	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	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~~	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~~

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 at least one individual unit, but shall not check the reaction of "The System" to multiple simultaneous failures of individual units.	for at least one individual unit, but shall not check the reaction of "The System" to multiple simultaneous failures of individual units.	~~失效之反應。~~	~~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 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.	9.4.1.2.1 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。	9.3.1.2.1 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。
5. Reporting by Technical Service	5. Reporting by Technical Service	9.5 ~~檢測機構之報告~~	9.4 ~~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 6 - Appendix 1 Model assessment form for electronic systems	**Annex 6 - Appendix 1 Model assessment form for electronic systems**		
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:	1.3.1. Location of that marking:		
1.5. Manufacturer’s name and address:	1.4. Manufacturer’s name and address:		

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
1.6. If applicable, name and address of manufacturer’s representative: 1.7. Manufacturer’s formal documentation package: Documentation reference No: Date of original issue: 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	1.5. If applicable, name and address of manufacturer’s representative: 1.6. Manufacturer’s formal documentation package: Documentation reference No: Date of original issue: 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		

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 of "The System": 3.8. Results of "The System" verification test, as per para. 4.1.1. of Annex 6 to UN Regulation No. 79: 3.9. Results of safety concept verification test, as per para. 4.1.2. of Annex 6 to UN Regulation No. 79: 3.10. Date of test: 3.11. This test has been carried out and the results reported in accordance with ….. to UN Regulation No. 79 as last amended by the ..... series of amendments. Technical Service[1] carrying out the test [1] To be signed by different persons even when the Technical Service and Type Approval Authority are the same or alternatively, a separate Type Approval Authority authorization is issued with the report. Signed: Date: 3.12. Comments:	inspection of "The System": 3.8. Results of "The System" verification test, as per para. 4.1.1. of Annex 6 to UN Regulation No. 79: 3.9. Results of safety concept verification test, as per para. 4.1.2. of Annex 6 to UN Regulation No. 79: 3.10. Date of test: 3.11. This test has been carried out and the results reported in accordance with ….. to UN Regulation No. 79 as last amended by the ..... series of amendments. 3.12. Type Approval Authority [1/] [1] To be signed by different persons even when the Technical Service and Type Approval Authority are the same or alternatively, a separate Type Approval Authority authorization is issued with the report. Signed: Date: 3.12. Comments:		
Annex 7 Special provisions for the powering of trailer steering systems from the towing vehicle 1. General The requirements of this annex shall apply to towing vehicles and trailers where electrical energy is supplied from the towing vehicle to facilitate operation of the steering system installed on the trailer. 2. Requirements for towing vehicles 2.1. Energy Supply 2.1.1. The vehicle manufacturer shall define	**Annex 7 Special provisions for the powering of trailer steering systems from the towing vehicle** 1. General The requirements of this annex shall apply to towing vehicles and trailers where electrical energy is supplied from the towing vehicle to facilitate operation of the steering system installed on the trailer. 2. Requirements for towing vehicles 2.1. Energy Supply 2.1.1. The vehicle manufacturer shall define	10. 拖車轉向系統連接之牽引車輛電力供給特別規定 10.1 拖車規定	10. 拖車轉向系統連接之牽引車輛電力供給特別規定 10.1 拖車規定

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
the capacity of the energy source that will enable the current defined in paragraph 2.3. below to be available for the trailer during normal operation of the vehicle.	the capacity of the energy source that will enable the current defined in paragraph 2.3. below to be available for the trailer during normal operation of the vehicle.		
2.1.2. The driver's manual shall include information to advise the driver on the electrical energy available for the trailer steering system and that the electrical interface shall not be connected when the current requirement marked on the trailer exceeds that which can be supplied by the towing vehicle.	2.1.2. The driver's manual shall include information to advise the driver on the electrical energy available for the trailer steering system and that the electrical interface shall not be connected when the current requirement marked on the trailer exceeds that which can be supplied by the towing vehicle.		
2.1.3. The power supply provided by the connector referenced in paragraph 2.5. below shall be used for the powering of the trailer steering system. However, in all cases the provisions of paragraph 3.3. below shall apply.	2.1.3. The power supply provided by the connector referenced in paragraph 2.5. below shall be used for the powering of the trailer steering system. However, in all cases the provisions of paragraph 3.3. below shall apply.		
2.2. The nominal operating voltage is 24V.	2.2. The nominal operating voltage is 24V.		
2.3. The maximum current supply available at the connector referenced in paragraph 2.5.2. below shall be defined by the towing vehicle manufacturer.	2.3. The maximum current supply available at the connector referenced in paragraph 2.5.2. below shall be defined by the towing vehicle manufacturer.		
2.4. Protection of the electrical system	2.4. Protection of the electrical system		
2.4.1. The electrical system of the towing vehicle shall be protected from an overload or short circuit in the supply to the trailer steering system.	2.4.1. The electrical system of the towing vehicle shall be protected from an overload or short circuit in the supply to the trailer steering system.		
2.5. Wiring and Connectors	2.5. Wiring and Connectors		
2.5.1. The cables used to supply the trailer electrical energy shall have a conductor cross-sectional area compatible with the continuous current defined in paragraph 2.3.	2.5.1. The cables used to supply the trailer electrical energy shall have a conductor cross-sectional area compatible with the continuous current defined in paragraph 2.3.		

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
above. 2.5.2. Until a uniform standard has been defined the connector used to connect to the trailer shall fulfil the following: (a) The pins shall have a current carrying capacity compatible with the maximum continuous current defined in paragraph 2.3. above; (b) Until uniform standards have been agreed the environmental protection of the connector shall be appropriate to the application and included in the Annex 6 assessment; and (c) The connector shall not be interchangeable with an existing electrical connector currently used on the towing vehicle i.e. ISO 7638, ISO 12098, etc. 2.6. Marking 2.6.1. The towing vehicle shall be marked to indicate the maximum current available for the trailer as defined in paragraph 2.3. above. The marking shall be indelible and positioned so that it is visible when connecting the electrical interface referenced in paragraph 2.5.2. above. 3. Requirements for trailers 3.1. The maximum current requirement of the trailer steering system shall be defined by the vehicle manufacturer. 3.2. The nominal operating voltage is 24V. 3.3. The electrical energy available from the towing vehicle shall only be used as follows:	above. 2.5.2. Until a uniform standard has been defined the connector used to connect to the trailer shall fulfil the following: (a) The pins shall have a current carrying capacity compatible with the maximum continuous current defined in paragraph 2.3. above; (b) Until uniform standards have been agreed the environmental protection of the connector shall be appropriate to the application and included in the Annex 6 assessment; and (c) The connector shall not be interchangeable with an existing electrical connector currently used on the towing vehicle i.e. ISO 7638, ISO 12098, etc. 2.6. Marking 2.6.1. The towing vehicle shall be marked to indicate the maximum current available for the trailer as defined in paragraph 2.3. above. The marking shall be indelible and positioned so that it is visible when connecting the electrical interface referenced in paragraph 2.5.2. above. 3. Requirements for trailers 3.1. The maximum current requirement of the trailer steering system shall be defined by the vehicle manufacturer. 3.2. The nominal operating voltage is 24V. 3.3. The electrical energy available from the towing vehicle shall only be used as follows:		

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) Exclusively for use by the trailer steering system; or (b) For the trailer steering system and to power auxiliary systems on the trailer provided the steering system has priority and is protected from an overload external to the steering system. This protection shall be a function of the trailer steering system. 3.4. Wiring and Connectors 3.4.1. The cables used to supply the trailer steering system with electrical energy shall have a conductor cross sectional area compatible with the energy requirements of the steering system installed on the trailer. 3.4.2. Until a uniform standard has been defined the connector used to connect to the trailer shall fulfil the following: (a) The pins shall have a current carrying capacity compatible with the maximum current defined by the vehicle manufacturer in paragraph 3.1. above; (b) Until uniform standards have been agreed the environmental protection of the connector shall be appropriate to the application and included in the Annex 6 assessment; (c) The connector shall not be interchangeable with an existing electrical connector currently used on the towing vehicle, i.e. ISO 7638, ISO 12098, etc. 3.5. Failure warning: Failures within the electric control	(a) Exclusively for use by the trailer steering system; or (b) For the trailer steering system and to power auxiliary systems on the trailer provided the steering system has priority and is protected from an overload external to the steering system. This protection shall be a function of the trailer steering system. 3.4. Wiring and Connectors 3.4.1. The cables used to supply the trailer steering system with electrical energy shall have a conductor cross sectional area compatible with the energy requirements of the steering system installed on the trailer. 3.4.2. Until a uniform standard has been defined the connector used to connect to the trailer shall fulfil the following: (a) The pins shall have a current carrying capacity compatible with the maximum current defined by the vehicle manufacturer in paragraph 3.1. above; (b) Until uniform standards have been agreed the environmental protection of the connector shall be appropriate to the application and included in the Annex 6 assessment; (c) The connector shall not be interchangeable with an existing electrical connector currently used on the towing vehicle, i.e. ISO 7638, ISO 12098, etc. 3.5. Failure warning: Failures within the electric control		

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
transmission of the steering system shall be directly displayed to the driver.	transmission of the steering system shall be directly displayed to the driver.		
3.6. Demonstration of the operation of the steering system	3.6. Demonstration of the operation of the steering system	10.1.1 轉向系統之作動展演(Demonstration)	10.1.1 轉向系統之作動展演(Demonstration)
3.6.1.At the time of type approval the trailer manufacturer shall demonstrate to the Technical Service the functionality of the steering system by fulfilling the relevant performance requirements specified within the Regulation.	3.6.1.At the time of type approval the trailer manufacturer shall demonstrate to the Technical Service the functionality of the steering system by fulfilling the relevant performance requirements specified within the Regulation.	10.1.1.1 拖車申請者應於認證測試時，向檢測機構展演轉向系統功能符合本項法規之相關規定。	10.1.1.1 拖車申請者應於認證測試時，向檢測機構展演轉向系統功能符合本項法規之相關規定。
3.6.2. Failure Conditions:	3.6.2. Failure Conditions:	10.1.1.2 故障條件	10.1.1.2 故障條件
3.6.2.1. Under steady state conditions:	3.6.2.1. Under steady state conditions:	10.1.1.2.1 穩態條件下：	10.1.1.2.1 穩態條件下：
In the event of the trailer being coupled to a towing vehicle that does not have an electrical supply for the trailer steering system, or there is a break in the electrical supply to the trailer steering system or there is a failure in the electric control transmission of the trailer steering control system it shall be demonstrated that the trailer fulfils all relevant requirements of paragraph 6.3. of this Regulation for the intact system.	In the event of the trailer being coupled to a towing vehicle that does not have an electrical supply for the trailer steering system, or there is a break in the electrical supply to the trailer steering system or there is a failure in the electric control transmission of the trailer steering control system it shall be demonstrated that the trailer fulfils all relevant requirements of paragraph 6.3. of this Regulation for the intact system.	與無拖車轉向系統電力供給之牽引車輛聯結者，或拖車轉向系統電力供給已損壞，或拖車轉向控制系統之電力控制傳輸裝置已故障，則應展演該拖車符合規定 6.3 之完整系統規定。	與無拖車轉向系統電力供給之牽引車輛聯結者，或拖車轉向系統電力供給已損壞，或拖車轉向控制系統之電力控制傳輸裝置已故障，則應展演該拖車符合規定 6.3 之完整系統規定。
3.6.2.2. Under transient conditions The transient behaviour of the vehicle in the case of failure within the electric control transmission of the steering system shall be evaluated to ensure vehicle stability is maintained during the transition following the failure and shall be assessed by fulfilling the following:	3.6.2.2. Under transient conditions The transient behaviour of the vehicle in the case of failure within the electric control transmission of the steering system shall be evaluated to ensure vehicle stability is maintained during the transition following the failure and shall be assessed by fulfilling the following:	10.1.1.2.2 瞬態條件下：	10.1.1.2.2 瞬態條件下：
(a) By applying the test procedure and requirements defined within paragraph	(a) By applying the test procedure and requirements defined within paragraph	10.1.1.2.2.1 規定 6.3.1 之試驗程序及規定。	10.1.1.2.2.1 規定 6.3.1 之試驗程序及規定。

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
6.3.1. of this Regulation.[1]	6.3.1. of this Regulation.[1]		
(b) By applying the test procedure and requirements defined within paragraph 6.3.3. of this Regulation.[1]	(b) By applying the test procedure and requirements defined within paragraph 6.3.3. of this Regulation.[1]	10.1.1.2.2.2 規定 6.3.1 之試驗程序及規定。	10.1.1.2.2.2 規定 6.3.1 之試驗程序及規定。
[1] The Technical Service may accept the test results supplied by the trailer manufacturer to demonstrate compliance with the transient tests	[1] The Technical Service may accept the test results supplied by the trailer manufacturer to demonstrate compliance with the transient tests		
3.6.3. If the trailer steering system utilises hydraulic transmission to operate the steering, the requirements of Annex 5 shall apply.	3.6.3. If the trailer steering system utilises hydraulic transmission to operate the steering, the requirements of Annex 5 shall apply.	10.1.1.3 若拖車之轉向系統係使用液壓式傳動裝置以作動轉向系統，其應符合規定 8.之要求。	10.1.1.3 若拖車之轉向系統係使用液壓式傳動裝置以作動轉向系統，其應符合規定 8.之要求。
3.7. Marking	3.7. Marking	10.1.2 標示	10.1.2 標示
3.8.1. Trailers equipped with a connector for the supply of electrical energy to the trailer steering system shall be marked to include the following information:	3.8.1. Trailers equipped with a connector for the supply of electrical energy to the trailer steering system shall be marked to include the following information:	10.1.2.1 拖車配備拖車轉向系統電力供給之連接器，其應有包含下述資訊之標示：	10.1.2.1 拖車配備拖車轉向系統電力供給之連接器，其應有包含下述資訊之標示：
(a) The maximum current requirement for the trailer steering system as defined in paragraph 3.1. above.	(a) The maximum current requirement for the trailer steering system as defined in paragraph 3.1. above.	10.1.2.1.1 申請者宣告之拖車轉向系統最大電流需求。	10.1.2.1.1 申請者宣告之拖車轉向系統最大電流需求。
(b) The functionality of the trailer steering system including the impact on manoeuvrability when the connector is connected and disconnected.	(b) The functionality of the trailer steering system including the impact on manoeuvrability when the connector is connected and disconnected.	10.1.2.1.2 拖車轉向系統之功能性，包含連接器連接及未連接時之操控性能影響。	10.1.2.1.2 拖車轉向系統之功能性，包含連接器連接及未連接時之操控性能影響。
The marking shall be in indelible form and positioned so that it is visible when connecting to the electrical interface referenced in paragraph 3.3.2. above.	The marking shall be in indelible form and positioned so that it is visible when connecting to the electrical interface referenced in paragraph 3.3.2. above.	標示不應被輕易除去，且應位於電力介面連接時清晰可見處。	標示不應被輕易除去，且應位於電力介面連接時清晰可見處。
Annex 8 Test requirements for corrective and automatically commanded steering functions	**Annex 8 Test requirements for corrective and automatically commanded steering functions**	11. 修正及自動控制轉向功能之試驗要求	11. 修正及自動控制轉向功能之試驗要求
1. General provisions	1. General provisions	11.1 通則	11.1 通則
Vehicles fitted with CSF and/or ACSF systems	Vehicles fitted with CSF and/or ACSF systems	配備修正轉向功能(CSF)及/或自動控	配備修正轉向功能(CSF)及/或自動控

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
shall fulfil the appropriate tests requirements of this annex.	shall fulfil the appropriate tests requirements of this annex.	制轉向功能(ACSF)系統之車輛，其應符合本項試驗規定。 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。	制轉向功能(ACSF)系統之車輛，其應符合本項試驗規定。 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。
2. Testing conditions	2. Testing conditions	11.2 試驗條件	11.2 試驗條件
The tests shall be performed on a flat, dry asphalt or concrete surface affording good adhesion. The ambient temperature shall be between 0 °C and 45 °C.	The tests shall be performed on a flat, dry asphalt or concrete surface affording good adhesion. The ambient temperature shall be between 0 °C and 45 °C.	試驗場地應為平坦且具有良好摩擦係數之乾燥柏油或水泥路面。試驗環境溫度應介於攝氏零度至四十五度間。	試驗場地應為平坦且具有良好摩擦係數之乾燥柏油或水泥路面。試驗環境溫度應介於攝氏零度至四十五度間。
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.		於申請者要求及與檢測機構協議下，試驗可於偏離試驗條件下進行(次優條件，例如於非乾燥表面上、低於前述最低環境溫度)，同時效能要求仍應滿足。	
2.1. Lane markings	2.1. Lane markings	11.2.1 車道標線	11.2.1 車道標線
The lane markings on the road used for the tests shall be in line with one of those described in Annex 3 of UN Regulation No. 130. The markings shall be in good condition and of a material conforming to the standard for visible lane markings. The lane-marking layout used for the tests shall be recorded in the test report.	The lane markings on the road used for the tests shall be in line with one of those described in Annex 3 of UN Regulation No. 130. The markings shall be in good condition and of a material conforming to the standard for visible lane markings. The lane-marking layout used for the tests shall be recorded in the test report.	道路上之車道標線，應符合本基準中「車道偏離輔助警示系統」規定 6. 之要求。標線狀態應維持良好且其材料應符合可見車道標線標準。試驗用車道標線之配置應記載於試驗報告。	道路上之車道標線，應符合本基準中「車道偏離輔助警示系統」規定 6. 之要求。標線狀態應維持良好且其材料應符合可見車道標線標準。試驗用車道標線之配置應記載於試驗報告。
The width of the lane shall be minimum 3.5 m, for the purpose of the tests of this annex. At the manufacturer's discretion and with the agreement of the Technical Service, a lane with a width of less than 3.5 m may be used, if the correct function of the system on roads	The width of the lane shall be minimum 3.5 m, for the purpose of the tests of this annex.	本試驗用之最小車道寬度應為三點五公尺。於申請者要求且經檢測機構同意，若可於車道較寬之道路上展演系統之修正功能，則可使用寬度小於三點五公尺之車道。	本試驗用之最小車道寬度應為三點五公尺。

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with wider lanes can be demonstrated.			
The test shall be performed under visibility conditions that allow safe driving at the required test speed.	The test shall be performed under visibility conditions that allow safe driving at the required test speed.	應於能見度條件能讓車輛於所要求之試驗速度下安全行駛之狀況下執行本試驗。	應於能見度條件能讓車輛於所要求之試驗速度下安全行駛之狀況下執行本試驗。
The vehicle manufacturer shall demonstrate, through the use of documentation, compliance with all other lane markings identified in Annex 3 of UN Regulation No. 130. Any of such documentation shall be appended to the test report.	The vehicle manufacturer shall demonstrate, through the use of documentation, compliance with all other lane markings identified in Annex 3 of UN Regulation No. 130. Any of such documentation shall be appended to the test report.	申請者應提供佐證文件並展演(Demonstrate)其符合本基準中「車道偏離輔助警示系統」規定 6.規定之車道標線。應將該佐證文件檢附於試驗報告。	申請者應提供佐證文件並展演(Demonstrate)其符合本基準中「車道偏離輔助警示系統」規定 6.規定之車道標線。應將該佐證文件檢附於試驗報告。
2.2. Tolerances	2.2. Tolerances	11.2.2 容許誤差	11.2.2 容許誤差
All vehicle speeds specified for the tests described in this annex shall be met within a tolerance of ±2 km/h.	All vehicle speeds specified for the tests described in this annex shall be met within a tolerance of ±2 km/h.	本試驗規定之所有車輛速度，其容許誤差應為正/負二公里/小時。	本試驗規定之所有車輛速度，其容許誤差應為正/負二公里/小時。
2.3. Vehicle conditions	2.3. Vehicle conditions	11.2.3 受驗車輛條件	11.2.3 受驗車輛條件
2.3.1.Test mass	2.3.1.Test mass	11.2.3.1 試驗重量	11.2.3.1 試驗重量
The vehicle shall be tested in a load condition agreed between the manufacturer and the Technical Service. No load alteration shall be made once the test procedure has begun. The vehicle manufacturer shall demonstrate, through the use of documentation, that the system works at all load conditions.	The vehicle shall be tested in a load condition agreed between the manufacturer and the Technical Service. No load alteration shall be made once the test procedure has begun. The vehicle manufacturer shall demonstrate, through the use of documentation, that the system works at all load conditions.	申請者應提供負載條件說明文件，經檢測機構確認並同意後執行試驗。試驗程序開始執行後，不應調整車輛之任何負載。申請者應提供佐證文件並展演其系統於所有負載條件下均能正常作動。	申請者應提供負載條件說明文件，經檢測機構確認並同意後執行試驗。試驗程序開始執行後，不應調整車輛之任何負載。申請者應提供佐證文件並展演其系統於所有負載條件下均能正常作動。
2.3.2. The vehicle shall be tested at the tyre pressures recommended by the vehicle manufacturer.	2.3.2. The vehicle shall be tested at the tyre pressures recommended by the vehicle manufacturer.	11.2.3.2 應依申請者建議之胎壓進行試驗。	11.2.3.2 應依申請者建議之胎壓進行試驗。
2.4. Lateral acceleration	2.4. Lateral acceleration	11.2.4 側向加速度	11.2.4 側向加速度
The lateral acceleration and the lateral jerk at vehicle's centre of gravity shall be determined. The raw lateral acceleration data shall be measured closest as possible to the position of the vehicle's centre of gravity. The position at which the lateral acceleration	The position representing the centre of gravity, at which the lateral acceleration shall be measured, shall be determined in agreement between the vehicle manufacturer and the Technical Service. This position shall be identified in the test report.	應量測車輛重心位置處之側向加速度及側向急動量。側向加速度原始資料應盡可能於接近車輛重心位置進行量測。側向加速度量測觸及車輛重心應紀錄於試驗報告上。取樣率應至少為一百赫茲。	應於獲取申請者與檢測機構雙方同意後，進行量測並確認側向加速度代表重心位置。該位置應記載於試驗報告。應於不考慮車體移動（例如：跳動質量之滾動）之額外影響下，測量側向加速度。

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
is measured, and the centre of gravity of the vehicle shall be identified in the test report. The sampling rate shall be at least 100 Hz. To determine the lateral acceleration, the raw data shall be filtered by applying a fourth order Butterworth filter with a cut-off frequency of 0.5 Hz. To determine the lateral jerk, the 500ms moving average of the time derivation of the filtered lateral acceleration shall be considered. The lateral acceleration data at the vehicle centre of gravity shall be determined by removing additional effects due to the movements of the vehicle body (e.g. roll of sprung mass) and by correcting for sensor placement via the use of coordinate transformation. As reference, the intermediate axis system as described in ISO 8855:2011 shall be used. 2.5. Overriding force The measurement of the overriding force during the test can be performed by two methods: either through the internal driver torque signal or by an external measurement device fitted, which doesn't induce any deactivation of the system. Prior to performing the overriding force test by the internal driver torque signal, it shall be verified by an external measurement device that there are no relevant differences between the both measured values. Differences shall be less than or equal to 3	The lateral acceleration shall be measured without taking into account the additional effects due to the movements of the vehicle body (e.g. roll of sprung mass).	為量測側向加速度，原始資料應經過截止頻率為零點五赫茲之四階巴特沃思濾波器進行濾波。 為量測側向急動，應考量經濾波側向加速度之時間導數的五百毫秒移動平均值。 車輛重心處之側向加速度資料量測時應排除車體移動所造成之額外影響(例如：跳動質量之滾動)並藉由使用座標轉換修正感測器定位。應使用 ISO 8855:2011 所述之中間軸系統做為參考。 11.2.5 取代力 試驗過程中所進行之取代力量測可藉由兩種方式擇一執行：透過內部駕駛扭力信號或透過安裝外部量測裝置，前述裝置將不導致系統之任何解除。 於實施擷取內部駕駛扭力信號之取代力試驗之前，其應藉由外部量測裝置驗證此兩量測值之間並無相關差異。差異應小於或等於三牛頓。若內部駕駛扭力信號值及外部量測裝置值之關聯經測定且施加於取代力試	

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
N. This requirement is deemed to be fulfilled if the correlation between the values of the internal driver torque signal and the external measurement device was determined and is applied in the overriding force test.		驗時，則視為符合本規定之要求。	
3. Tests procedures	3. Tests procedures	11.3 試驗程序	11.3 試驗程序
3.1. Tests for CSF	3.1. Tests for CSF	11.3.1 CSF 試驗	11.3.1 CSF 試驗
The following test applies to CSF functions defined in subparagraph (c) of CSF definition in paragraph 2.3.4.2. of this Regulation.	The following test applies to CSF functions defined in subparagraph (c) of CSF definition in paragraph 2.3.4.2. of this Regulation.	下述試驗適用於規定 2.1.4.2 所定義之 CSF。	下述試驗適用於規定 2.1.4.2 所定義之 CSF。
3.1.1. Warning test for CSF	3.1.1. Warning test for CSF	11.3.1.1 CSF 之警示試驗	11.3.1.1 CSF 之警示試驗
3.1.1.1. The vehicle shall be driven with an activated CSF on a road with lane markings on each side of the lane. In case of a CSF whose interventions are solely based on the evaluation of the presence and location of lane boundaries, the vehicle shall be driven on a road delimited by the boundaries as declared by the manufacturer (e.g. road edge).	3.1.1.1. The vehicle shall be driven with an activated CSF on a road with lane markings on each side of the lane. In case of a CSF whose interventions are solely based on the evaluation of the presence and location of lane boundaries, the vehicle shall be driven on a road delimited by the boundaries as declared by the manufacturer (e.g. road edge).	11.3.1.1.1 CSF 被致動條件下，將車輛行駛至兩側設有車道標線之車道。若 CSF 之介入係僅依車道邊界之存在及位置進行評估，則車輛應行駛於依申請者宣告邊界(例如：道路邊緣)所劃定之道路。	11.3.1.1.1 CSF 被致動條件下，將車輛行駛至兩側設有車道標線之車道。若 CSF 之介入係僅依車道邊界之存在及位置進行評估，則車輛應行駛於依申請者宣告邊界(例如：道路邊緣)所劃定之道路。
The test conditions and the vehicle test speed shall be within the operating range of the system.	The test conditions and the vehicle test speed shall be within the operating range of the system.	試驗條件及車輛試驗速度於系統之運作範圍內。	試驗條件及車輛試驗速度於系統之運作範圍內。
During the test, the duration of the CSF interventions and of the optical and acoustic or haptic warning signal, as relevant, shall be recorded.	During the test, the duration of the CSF interventions and of the optical and acoustic warning signal, as relevant, shall be recorded.	應記錄試驗過程中 CSF 介入、光學及聲音或觸覺警告訊號作動之持續時間。	應記錄試驗過程中 CSF 介入、光學及聲音警告訊號作動之持續時間。
In the case of paragraph 5.1.6.1.2.1. of this Regulation, the vehicle shall be driven such that it attempts to leave the lane and causes CSF intervention to be maintained for a period longer than 10s (for M1, N1) or 30s	In the case of paragraph 5.1.6.1.2.1. of this Regulation, the vehicle shall be driven such that it attempts to leave the lane and causes CSF intervention to be maintained for a period longer than 10s (for M1, N1) or 30s	11.3.1.1.2 於 5.1.6.1.2.1 規定狀況下，車輛應以試圖離開車道方式行駛並使 CSF 介入期間維持超過十秒(M1、N1 類車輛)或三十秒(M2、M3、N2 及 N3 類車輛)。若因試驗	11.3.1.1.2 於 5.1.6.1.2.1 規定狀況下，車輛應以試圖離開車道方式行駛並使 CSF 介入期間維持超過十秒(M1、N1 類車輛)或三十秒(M2、M3、N2 及 N3 類車輛)。若因試驗

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
(for M2, M3, N2, N3). If such a test cannot be practically achieved due to e.g. the limitations of the test facilities, with the consent of the type approval authority this requirement may be fulfilled through the use of documentation.	(for M2, M3, N2, N3). If such a test cannot be practically achieved due to e.g. the limitations of the test facilities, with the consent of the type approval authority this requirement may be fulfilled through the use of documentation.	設施之限制而無法實際完成試驗，則經檢測機構同意後亦可以佐證文件驗證符合本項規定。	設施之限制而無法實際完成試驗，則經檢測機構同意後亦可以佐證文件驗證符合本項規定。
The test requirements are fulfilled if:	The test requirements are fulfilled if:	符合試驗要求之條件：	符合試驗要求之條件：
(a) The acoustic or haptic warning, as relevant, is provided no later than 10s (for M1, N1) or 30s (for M2, M3, N2, N3) after the beginning of the intervention.	(a) The acoustic warning is provided no later than 10s (for M1, N1) or 30s (for M2, M3, N2, N3) after the beginning of the intervention.	(a)應於介入開始之後十秒內(M1、N1類車輛)或三十秒內(M2、M3、N2及N3類車輛)發出聲音或觸覺相關之警示。	(a)應於介入開始之後十秒內(M1、N1類車輛)或三十秒內(M2、M3、N2及N3類車輛)發出聲音警示。
In the case of paragraph 5.1.6.1.2.2. of this Regulation, the vehicle shall be driven such that it attempts to leave the lane and causes at least three interventions of the system within a rolling interval of 180 s.	In the case of paragraph 5.1.6.1.2.2. of this Regulation, the vehicle shall be driven such that it attempts to leave the lane and causes at least three interventions of the system within a rolling interval of 180 s.	11.3.1.1.3 於 5.1.6.1.2.2 規定條件下，車輛應以試圖離開車道方式行駛並使系統於一百八十秒運轉期間內介入至少三次。	11.3.1.1.3 於 5.1.6.1.2.2 規定條件下，車輛應以試圖離開車道方式行駛並使系統於一百八十秒運轉期間內介入至少三次。
The test requirements are fulfilled if:	The test requirements are fulfilled if:	符合試驗要求之條件：	符合試驗要求之條件：
(a) An optical warning signal is provided for each intervention, as long as the intervention exists, and	(a) An optical warning signal is provided for each intervention, as long as the intervention exists, and	(a)只要有介入，每次介入應發出光學警告訊號；及	(a)只要有介入，每次介入應發出光學警告訊號；及
(b) An acoustic or haptic warning signal, as relevant, is provided at the second and third intervention, and	(b) An acoustic or haptic warning signal, as relevant, is provided at the second and third intervention, and	(b)於第二次及第三次介入時，應發出聲音或觸覺相關之警告訊號；及	(b)於第二次及第三次介入時，應發出聲音警告訊號；及
(c) The acoustic or haptic warning signal, as relevant, at the third intervention is at least 10 s longer than the one at the second intervention.	(c) The acoustic or haptic warning signal, as relevant, at the third intervention is at least 10 s longer than the one at the second intervention.	(c)於第三次介入時所發出聲音警告訊號應較第二次介入時至少多十秒。	(c)於第三次介入時所發出聲音警告訊號應較第二次介入時至少多十秒。
3.1.1.2. In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraphs 5.1.6.1.1. and 5.1.6.1.2. are fulfilled in the whole range of	3.1.1.2. In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraphs 5.1.6.1.1. and 5.1.6.1.2. are fulfilled in the whole range of	11.3.1.1.4 申請者應向檢測機構展演(Demonstrate)並讓檢測機構確認其CSF之整個運作範圍符合 5.1.6.1.1 及 5.1.6.1.2 之規定。為符合此規定亦可於試驗報告檢附適當佐證文	11.3.1.1.4 申請者應向檢測機構展演(Demonstrate)並讓檢測機構確認其CSF之整個運作範圍符合 5.1.6.1.1 及 5.1.6.1.2 之規定。為符合此規定亦可於試驗報告檢附適當佐證文

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
CSF operation. This may be achieved on the basis of appropriate documentation appended to the test report.	CSF operation. This may be achieved on the basis of appropriate documentation appended to the test report.	件。	件。
3.1.2. Overriding force test	3.1.2. Overriding force test	11.3.1.2 取代力試驗(Overriding force test)	11.3.1.2 取代力試驗(Overriding force test)
3.1.2.1. The vehicle shall be driven with an activated CSF on a road with lane markings on each side of the lane.	3.1.2.1. The vehicle shall be driven with an activated CSF on a road with lane markings on each side of the lane.	11.3.1.2.1 CSF 被致動條件下，將車輛行駛於兩側設有車道標線之車道。	11.3.1.2.1 CSF 被致動條件下，將車輛行駛於兩側設有車道標線之車道。
The test conditions and the vehicle test speed shall be within the operating range of the system.	The test conditions and the vehicle test speed shall be within the operating range of the system.	試驗狀況及車輛試驗速度於系統之運作範圍內。	試驗狀況及車輛試驗速度於系統之運作範圍內。
The vehicle shall be driven such that it attempts to leave the lane and causes CSF intervention. During the intervention, the driver shall apply a force on the steering control to override the intervention.	The vehicle shall be driven such that it attempts to leave the lane and causes CSF intervention. During the intervention, the driver shall apply a force on the steering control to override the intervention.	車輛應以試圖離開車道方式行駛並使 CSF 介入，於介入期間，駕駛者應於轉向控制裝置上施力以取代該介入操控。	車輛應以試圖離開車道方式行駛並使 CSF 介入，於介入期間，駕駛者應於轉向控制裝置上施力以取代該介入操控。
The force applied by the driver on the steering control to override the intervention shall be recorded.	The force applied by the driver on the steering control to override the intervention shall be recorded.	應記錄駕駛者施加於轉向控制裝置上以取代介入操控之施力值。	應記錄駕駛者施加於轉向控制裝置上以取代介入操控之施力值。
3.1.2.2. The test requirements are fulfilled if the force applied by the driver on the steering control to override the intervention does not exceed 50 N.	3.1.2.2. The test requirements are fulfilled if the force applied by the driver on the steering control to override the intervention does not exceed 50 N.	11.3.1.2.2 若駕駛者施加於轉向控制裝置上以取代介入操控之施力值未逾五十牛頓，則視為符合試驗要求。	11.3.1.2.2 若駕駛者施加於轉向控制裝置上以取代介入操控之施力值未逾五十牛頓，則視為符合試驗要求。
3.1.2.3. In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraph 5.1.6.1.3. are fulfilled in the whole range of CSF operation. This may be achieved on the basis of appropriate documentation appended to the test report.	3.1.2.3. In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraph 5.1.6.1.3. are fulfilled in the whole range of CSF operation. This may be achieved on the basis of appropriate documentation appended to the test report.	11.3.1.2.3 申請者應向檢測機構展演並讓檢測機構確認其 CSF 之整個運作範圍符合 5.1.6.1.3 之規定。為符合此規定亦可於試驗報告檢附適當佐證文件。	11.3.1.2.3 申請者應向檢測機構展演並讓檢測機構確認其 CSF 之整個運作範圍符合 5.1.6.1.3 之規定。為符合此規定亦可於試驗報告檢附適當佐證文件。
3.2. Tests for ACSF Category B1 Systems	3.2. Tests for ACSF Category B1 Systems	11.3.2 ACSF 類型 B1 系統之試驗	11.3.2 ACSF 類型 B1 系統之試驗
3.2.1. Lane keeping functional test	3.2.1. Lane keeping functional test	11.3.2.1 車道維持功能試驗	11.3.2.1 車道維持功能試驗
3.2.1.1. The vehicle speed shall remain in the	3.2.1.1. The vehicle speed shall remain in the	11.3.2.1.1 車輛速度應維持於最小設	11.3.2.1.1 車輛速度應維持於最小設

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range from V_{Smin} up to V_{Smax}.	range from V_{Smin} up to V_{Smax}.	定速度 V_{Smin} 至最大設定速度 V_{Smax} 範圍內。	定速度 V_{Smin} 至最大設定速度 V_{Smax} 範圍內。
The test shall be carried out for each speed range specified in paragraph 5.6.2.1.3. of this Regulation separately or within contiguous speed ranges where the ay_{Smax} is identical.	The test shall be carried out for each speed range specified in paragraph 5.6.2.1.3. of this Regulation separately or within contiguous speed ranges where the ay_{Smax} is identical.	試驗應各別執行規定 5.5.2.1.3 要求之每一速度範圍或保持同一 ay_{smax} 之連續速度範圍內。	試驗應各別執行規定 5.5.2.1.3 要求之每一速度範圍或保持同一 ay_{smax} 之連續速度範圍內。
The vehicle 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 or with a predefined initial speed when using an embedded vehicle speed control system (e.g. for vehicles automatically decelerating in curves) on a curved track with lane markings at each side.	The vehicle 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 or with a predefined initial speed when using an embedded vehicle speed control system (e.g. for vehicles automatically decelerating in curves) on a curved track with lane markings at each side.	於駕駛者未施加任何力量於轉向控制裝置(例如：雙手不在轉向控制裝置上)之條件下，以恆定速度或當使用內嵌車輛速度控制系統時(例如：車輛進入彎道自動減速)以預定義初始速度行駛車輛於兩側標示有車道標線之彎曲車道上。	於駕駛者未施加任何力量於轉向控制裝置（例如：雙手不在轉向控制裝置上）之條件下，以恆定速度行駛車輛於兩側標示有車道標線之彎曲車道上。
The necessary lateral acceleration to follow the curve shall be between 80 and 90 per cent of the maximum lateral acceleration specified by the vehicle manufacturer ay_{smax}. The measured lateral acceleration during the test execution can be outside of the above-mentioned limits.	The necessary lateral acceleration to follow the curve shall be between 80 and 90 per cent of the maximum lateral acceleration specified by the vehicle manufacturer ay_{Smax}.	沿著彎道行駛所必要之側向加速度，應介於申請者之最大設定側向加速度 ay_{smax} 之百分之八十至百分之九十間。試驗過程中所測得之側向加速度可超出上述限制值。	沿著彎道行駛所必要之側向加速度，應介於申請者之最大設定側向加速度 ay_{smax} 之百分之八十至百分之九十間。
The lateral acceleration and the lateral jerk shall be recorded during the test.	The lateral acceleration and the lateral jerk shall be recorded during the test.	應記載側向加速度及側向急動(Jerk)於試驗報告。	應記載側向加速度及側向急動(Jerk)於試驗報告。
3.2.1.2. The test requirements are fulfilled if:	3.2.1.2. The test requirements are fulfilled if:	11.3.2.1.2 符合試驗之條件：	11.3.2.1.2 符合試驗之條件：
No outside edge of the tyre tread of the vehicle's front wheel does cross the outside edge of any lane marking;	The vehicle does not cross any lane marking.	車輛前輪之胎面外緣未越過任何車道標線之外緣。	車輛未越過任何車道標線。
The moving average over half a second of the lateral jerk does not exceed 5 m/s^3.	The moving average over half a second of the lateral jerk does not exceed 5 m/s^3.	側向急動 (Jerk)於零點五秒期間之移動平均值不應超過五公尺/秒立方。	側向急動 (Jerk)於零點五秒期間之移動平均值不應超過五公尺/秒立方。
3.2.1.3. The vehicle manufacturer shall demonstrate to the satisfaction of the	3.2.1.3. The vehicle manufacturer shall demonstrate to the satisfaction of the	11.3.2.1.3 申請者應向檢測機構展演並讓檢測機構確認其整個側向加速	11.3.2.1.3 申請者應向檢測機構展演並讓檢測機構確認其整個側向加速

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
Technical Service that the requirements for the whole lateral acceleration and speed range are fulfilled. This may be achieved on the basis of appropriate documentation appended to the test report.	Technical Service that the requirements for the whole lateral acceleration and speed range are fulfilled. This may be achieved on the basis of appropriate documentation appended to the test report.	度及速度範圍內符合規定。為符合此規定亦可於試驗報告檢附適當佐證文件。	度及速度範圍內符合規定。為符合此規定亦可於試驗報告檢附適當佐證文件。
3.2.2. Maximum lateral acceleration test	3.2.2. Maximum lateral acceleration test	11.3.2.2 最大側向加速度試驗	11.3.2.2 最大側向加速度試驗
3.2.2.1. The vehicle speed shall remain in the range from V_{Smin} up to V_{Smax}.	3.2.2.1. The vehicle speed shall remain in the range from V_{Smin} up to V_{Smax}.	11.3.2.2.1 車輛速度應維持於 V_{Smin} 至 V_{Smax} 範圍內。	11.3.2.2.1 車輛速度應維持於 V_{Smin} 至 V_{Smax} 範圍內。
The test shall be carried out for each speed range specified in paragraph 5.6.2.1.3. of this Regulation separately or within contiguous speed ranges where the ay_{Smax} is identical.	The test shall be carried out for each speed range specified in paragraph 5.6.2.1.3. of this Regulation separately or within contiguous speed ranges where the ay_{Smax} is identical.	試驗應各別執行規定 5.5.2.1.3 要求之每一速度範圍或保持同一 ay_{smax} 之連續速度範圍內。	試驗應各別執行規定 5.5.2.1.3 要求之每一速度範圍或保持同一 ay_{smax} 之連續速度範圍內。
The vehicle 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 vehicle 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.	於駕駛者未施加任何力量於轉向控制裝置（例如：雙手不在轉向控制裝置上）之條件下，以恆定速度行駛車輛於兩側標示有車道標線之彎曲車道上。	於駕駛者未施加任何力量於轉向控制裝置（例如：雙手不在轉向控制裝置上）之條件下，以恆定速度行駛車輛於兩側標示有車道標線之彎曲車道上。
If an embedded vehicle speed control system will automatically decelerate the vehicle in the curve, it shall be inhibited.		若一內嵌車輛速度控制系統將於車輛進入彎道時自動減速，則應禁止。	
The Technical Service defines a test speed and a radius which would provoke a higher acceleration than ay_{Smax} + 0.3 m/s^2 (e.g. by travelling with a higher speed through a curve with a given radius).	The Technical Service defines a test speed and a radius which would provoke a higher acceleration than ay_{Smax} + 0.3 m/s^2 (e.g. by travelling with a higher speed through a curve with a given radius).	檢測機構指定試驗速度及半徑，以產生比 ay_{smax} 數值高零點三公尺/秒平方（例如：以較高速度運行於指定半徑之彎道）之加速度。	檢測機構指定試驗速度及半徑，以產生比 ay_{smax} 數值高零點三公尺/秒平方（例如：以較高速度運行於指定半徑之彎道）之加速度。
The lateral acceleration and the lateral jerk shall be recorded during the test.	The lateral acceleration and the lateral jerk shall be recorded during the test.	應記載側向加速度及側向急動(Jerk)於試驗報告。	應記載側向加速度及側向急動(Jerk)於試驗報告。
3.2.2.2. The test requirements are fulfilled if:	3.2.2.2. The test requirements are fulfilled if:	11.3.2.2.2 符合試驗之條件：	11.3.2.2.2 符合試驗之條件：
The recorded acceleration is within the limits specified in paragraph 5.6.2.1.1. of this Regulation.	The recorded acceleration is within the limits specified in paragraph 5.6.2.1.3. of this Regulation.	記載之加速度不應大於規定 5.5.2.1.1 要求之限制範圍。	記載之加速度不應大於規定 5.5.2.1.3 要求之限制範圍。
The moving average over half a second of the	The moving average over half a second of the	系統所產生側向急動 (Jerk)於零點五	系統所產生側向急動 (Jerk)於零點五

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
lateral jerk does not exceed 5 m/s³.	lateral jerk does not exceed 5 m/s³.	秒期間之移動平均值不應超過五公尺/秒立方。	秒期間之移動平均值不應超過五公尺/秒立方。
3.2.3. Overriding force test	3.2.3. Overriding force test	11.3.2.3 取代力試驗	11.3.2.3 取代力試驗
3.2.3.1. The vehicle speed shall remain in the range from V_{Smin} up to V_{Smax}.	3.2.3.1. The vehicle speed shall remain in the range from V_{Smin} up to V_{Smax}.	11.3.2.3.1 車輛速度應維持於 V_{Smin} 至 V_{Smax} 範圍內。	11.3.2.3.1 車輛速度應維持於 V_{Smin} 至 V_{Smax} 範圍內。
The vehicle 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 vehicle 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.	於駕駛者未施加任何力量於轉向控制裝置（例如：雙手不在轉向控制裝置上）之條件下，以恆定速度行駛車輛於兩側標示有車道標線之彎曲車道上。	於駕駛者未施加任何力量於轉向控制裝置（例如：雙手不在轉向控制裝置上）之條件下，以恆定速度行駛車輛於兩側標示有車道標線之彎曲車道上。
The necessary lateral acceleration to follow the curve shall be between 80 and 90 per cent of the maximum lateral acceleration specified by the vehicle manufacturer ay_{smax}.	The necessary lateral acceleration to follow the curve shall be between 80 and 90 % of the minimum value specified in the table of paragraph 5.6.2.1.3. of this Regulation.	沿著彎道行駛所必要之側向加速度，應為申請者所述ay_{smax}之最大側向加速度之百分之八十至百分之九十間。	沿著彎道行駛所必要之側向加速度，應在規定5.5.2.1.3表列之最小值之百分之八十至百分之九十間。
The driver shall then apply a force on the steering control to override the system intervention and leave the lane.	The driver shall then apply a force on the steering control to override the system intervention and leave the lane.	然後，駕駛者應施力於轉向控制裝置，以取代系統之介入操控並行駛車輛離開車道。	然後，駕駛者應施力於轉向控制裝置，以取代系統之介入操控並行駛車輛離開車道。
The force applied by the driver on the steering control during the overriding manoeuvre shall be recorded.	The force applied by the driver on the steering control during the overriding manoeuvre shall be recorded.	應記載取代操控期間，駕駛者施加於轉向控制裝置之力量。	應記載取代操控期間，駕駛者施加於轉向控制裝置之力量。
3.2.3.2. The test requirements are fulfilled if the force applied by the driver on the steering control during the overriding manoeuvre is less than 50N.	3.2.3.2. The test requirements are fulfilled if the force applied by the driver on the steering control during the overriding manoeuvre is less than 50N.	11.3.2.3.2 符合試驗之條件：於取代操控期間，駕駛者施加於轉向控制裝置之力量，不應超過五十牛頓。	11.3.2.3.2 符合試驗之條件：於取代操控期間，駕駛者施加於轉向控制裝置之力量，不應超過五十牛頓。
The manufacturer shall demonstrate through appropriate documentation that this condition is fulfilled throughout the ACSF operation range.	The manufacturer shall demonstrate through appropriate documentation that this condition is fulfilled throughout the ACSF operation range.	申請者應提供適用之佐證文件，並證明其於整個 ACSF 作動範圍符合此要求。	申請者應提供適用之佐證文件，並證明其於整個 ACSF 作動範圍符合此要求。
3.2.4. Transition test; hands-on test	3.2.4. Transition test; hands-on test	~~11.3.2.4 轉換試驗及操作試驗~~ ~~若檢測機構因認可之測試場地限制而無法到達規定試驗速度時，得使用其他合適場域進行試驗。~~	~~11.3.2.4 轉換試驗及操作試驗~~ ~~若檢測機構因認可之測試場地限制而無法到達規定試驗速度時，得使用其他合適場域進行試驗。~~
3.2.4.1. The vehicle shall be driven with	3.2.4.1. The vehicle shall be driven with	~~11.3.2.4.1 ACSF 被致動情形下，行駛~~	~~11.3.2.4.1 ACSF 被致動情形下，行駛~~

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
activated ACSF with a vehicle test speed between V_{Smin} + 10 km/h and V_{Smin} + 20 km/h on a track with lane markings at each side of the lane.	activated ACSF with a vehicle test speed between V_{smin} + 10 km/h and V_{smin} + 20 km/h on a track with lane markings at each side of the lane.	~~車輛於兩側設有車道標線之車道，其試驗速度應介於(V_{Smin} 加十公里/小時)及(V_{Smin} 加三十公里/小時)之間。~~	~~車輛於兩側設有車道標線之車道，其試驗速度應介於(V_{Smin} 加十公里/小時)及(V_{Smin} 加三十公里/小時)之間。~~
The driver shall release the steering control and continue to drive until the ACSF is deactivated by the system. The track shall be selected such that it allows driving with activated ACSF for at least 65 s without any driver intervention.	The driver shall release the steering control and continue to drive until the ACSF is deactivated by the system. The track shall be selected such that it allows driving with activated ACSF for at least 65 s without any driver intervention.	~~駕駛者應釋放(Release)轉向控制裝置，以及持續行駛直到 ACSF 被系統解除。應選擇車輛於 ACSF 被致動且駕駛者未有任何介入情形下，持續行駛至少六十五秒之試驗車道。~~	~~駕駛者應釋放(Release)轉向控制裝置，以及持續行駛直到 ACSF 被系統解除。應選擇車輛於 ACSF 被致動且駕駛者未有任何介入情形下，持續行駛至少六十五秒之試驗車道。~~
The test shall be repeated with a vehicle test speed between V_{Smax} - 20 km/h and V_{Smax} - 10 km/h or 130 km/h whichever is lower and may be stopped upon the start of the optical warning.	The test shall be repeated with a vehicle test speed between V_{smax} - 20 km/h and V_{smax} - 10 km/h or 130 km/h whichever is lower.	~~應以(V_{Smax} 減三十公里/小時)及(V_{Smax} 減十公里/小時) 或一百三十公里/小時間之車輛試驗速度，取較低者重複進行試驗~~，且可於光學警示啟動時停止試驗。	~~應以(V_{Smax} 減三十公里/小時)及(V_{Smax} 減十公里/小時) 或一百三十公里/小時間之車輛試驗速度，取較低者重複進行試驗。~~
Additionally, the vehicle manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements for the whole speed range are fulfilled. This may be achieved on the basis of appropriate documentation appended to the test report.	Additionally, the vehicle manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements for the whole speed range are fulfilled. This may be achieved on the basis of appropriate documentation appended to the test report.	~~且申請者應向檢測機構展演並讓檢測機構確認其整個速度範圍符合規定。為符合此規定亦可於試驗報告檢附適當佐證文件。~~	~~且申請者應向檢測機構展演並讓檢測機構確認其整個速度範圍符合規定。為符合此規定亦可於試驗報告檢附適當佐證文件。~~
3.2.4.2. The test requirements are fulfilled if:	3.2.4.2. The test requirements are fulfilled if:	~~11.3.2.4.2 符合試驗之條件：~~	~~11.3.2.4.2 符合試驗之條件：~~
During both tests, the optical warning signal was given at the latest 15 s after the steering control has been released and remains until ACSF is deactivated.	The optical warning signal was given at the latest 15 s after the steering control has been released and remains until ACSF is deactivated.	~~於此兩試驗期間，於釋放轉向控制系統後一段期間(至多十五秒)，應提供光學警告訊號，且光學警告訊號應持續作動直至 ACSF 被解除。~~	~~於釋放轉向控制系統後一段期間(至多十五秒)，應提供光學警告訊號，且光學警告訊號應持續作動直至 ACSF 被解除。~~
During the lower speed test the acoustic warning signal was given at the latest 30 s after the steering control has been released and remains until ACSF is deactivated.	The acoustic warning signal was given at the latest 30 s after the steering control has been released and remains until ACSF is deactivated.	~~於較低速度之試驗期間，於釋放轉向控制系統後一段期間(至多三十秒)，應提供聲音警告訊號，且聲音警告訊號應持續作動直至 ACSF 被解除。~~	~~於釋放轉向控制系統後一段期間(至多三十秒)，應提供聲音警告訊號，且聲音警告訊號應持續作動直至 ACSF 被解除。~~
During the lower speed test the ACSF is deactivated at the latest 30 s after the	The ACSF is deactivated at the latest 30 s after the acoustic warning signal has started, with	~~於較低速度之試驗期間，於聲音警告訊號啟動後一段期間(至多三十~~	~~於聲音警告訊號啟動後一段期間(至多三十秒)，ACSF 被解除，隨之提~~

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
acoustic warning signal has started, with an acoustic emergency signal of at least 5 s, which is different from the previous acoustic warning signal.	an acoustic emergency signal of at least 5 s, which is different from the previous acoustic warning signal.	~~秒)，ACSF 被解除，隨之提供至少五秒之不同於先前聲音警告訊號之聲音緊急訊號。~~	~~供至少五秒之不同於先前聲音警告訊號之聲音緊急訊號。~~
3.2.5. Lane Crossing Warning Test for M1 N1 and for M2 M3 N2 and N3, if not equipped with a Lane Departure Warning System (LDWS) fulfilling the technical requirements of UN Regulation No. 130.		11.3.2.4 M1及N1類車輛，以及M2、M3、N2及N3若未配備符合「七十、車道偏離警示系統」LDWS者之車道越線警示試驗	
3.2.5.1. The vehicle shall be driven with activated ACSF with a vehicle test speed between V_{Smin} and V_{Smax}.		11.3.2.4.1 車輛應啟動ACSF，且車速介於V_{smin}至V_{smax}之間。	
The vehicle shall be driven without any force applied by the driver on the steering control (e.g. by removing the hands from the steering control) on a curved track with lane markings at each side.		車輛於兩側具備車道標線之彎道行駛時，駕駛不應於轉向控制上施加任何力(例如：將手部從轉向控制上移開)。	
The technical service defines a test speed and a radius which would provoke a lane crossing. The test speed and radius shall be defined such that the necessary lateral acceleration to follow the curve is in between ay_{Smax} + 0.1 m/s² and ay_{Smax} + 0.4 m/s².		為促成車道越線試驗，檢測機構應定義試驗速度及半徑。此定義之試驗速度及半徑應使沿著彎道行進必須之側向加速度介於ay_{smax}正零點一公尺/秒平方至ay_{smax}正零點四公尺/秒平方之間。	
3.2.5.2. The test requirements are fulfilled if:		11.3.4.2符合試驗之條件：	
The optical warning signal and additionally the acoustic or haptic warning signal was given at the latest when the outside edge of the tyre tread of the vehicle's front wheel has crossed the outside edge of the lane marking. The system continues to provide assistance as required in paragraph 5.6.2.2.3.		最晚應於車輛前輪之胎面外緣通過車道標線外緣時提供光學警示訊號及額外之聲音或觸覺警示訊號。	
3.3. Tests for ESF	3.3. Tests for ESF	11.3.3 ESF 試驗	11.3.3 ESF 試驗
The vehicle shall be driven with an activated	The vehicle shall be driven with an activated	於 ESF 被致動下，將車輛行駛至兩側	於 ESF 被致動下，將車輛行駛至兩側

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
ESF on a road with lane markings on each side and positioned within those lane markings.	ESF on a road with lane markings on each side and positioned within those lane markings.	設有車道標線之車道。	設有車道標線之車道。
The test conditions and the vehicle speeds shall be within the operating range of the system as declared by the manufacturer.	The test conditions and the vehicle speeds shall be within the operating range of the system as declared by the manufacturer.	試驗條件及車輛試驗速度應於申請者宣告之系統運作範圍內。	試驗條件及車輛試驗速度應於申請者宣告之系統運作範圍內。
Specific details of the mandatory tests described below shall be discussed and agreed between the vehicle manufacturer and the Technical Service to adapt the required testing to the declared use case(s) for which the ESF is designed to operate.	Specific details of the mandatory tests described below shall be discussed and agreed between the vehicle manufacturer and the Technical Service to adapt the required testing to the declared use case(s) for which the ESF is designed to operate.	應由申請者與檢測機構討論下述試驗之特定細節，將所需試驗調整至申請者宣告之 ESF 設計使用案例。	應由申請者與檢測機構討論下述試驗之特定細節，將所需試驗調整至申請者宣告之 ESF 設計使用案例。
In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraph 5.1.6.2.1. to 5.1.6.2.6. are fulfilled in the whole range of the ESF operation (specified by the vehicle manufacturer in the system information data) This may be achieved on the basis of appropriate documentation appended to the test report.	In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraph 5.1.6.2.1. to 5.1.6.2.6. are fulfilled in the whole range of the ESF operation (specified by the vehicle manufacturer in the system information data) This may be achieved on the basis of appropriate documentation appended to the test report.	申請者應向檢測機構展演(Demonstrate)並讓檢測機構確認其 ESF 之整個運作範圍符合 5.1.6.2.1 至 5.1.6.2.6 之規定(由申請者於系統資訊數據中描述)。為符合此規定亦可於試驗報告檢附適當佐證文件。	申請者應向檢測機構展演(Demonstrate)並讓檢測機構確認其 ESF 之整個運作範圍符合 5.1.6.2.1 至 5.1.6.2.6 之規定(由申請者於系統資訊數據中描述)。為符合此規定亦可於試驗報告檢附適當佐證文件。
3.3.1. Test for ESF Type a i/ii: (unintentional lateral manoeuvre)	3.3.1. Test for ESF Type a i/ii: (unintentional lateral manoeuvre)	11.3.3.1 ESF 類型(a)(i)/(a)(ii)之試驗(非刻意側向操控)	11.3.3.1 ESF 類型(a)(i)/(a)(ii)之試驗(非刻意側向操控)
A target vehicle driving in the adjacent lane shall approach the vehicle under test and one of the vehicles shall minimize their lateral separation distance until an ESF intervention is started.	A target vehicle driving in the adjacent lane shall approach the vehicle under test and one of the vehicles shall minimize their lateral separation distance until an ESF intervention is started.	一部行駛於相鄰車道之目標車輛應接近受驗車輛，且其中一部車輛應縮短兩車間之側向間距直到 ESF 開始介入。	一部行駛於相鄰車道之目標車輛應接近受驗車輛，且其中一部車輛應縮短兩車間之側向間距直到 ESF 開始介入。
The tests requirements are fulfilled if:	The tests requirements are fulfilled if:	應符合下列試驗條件：	應符合下列試驗條件：
(a) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts, and	(a) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts, and	(a) 於 ESF 介入開始前，提供規定 5.1.6.2.6 所述之警示；及	(a) 於 ESF 介入開始前，提供規定 5.1.6.2.6 所述之警示；及
(b) The ESF intervention does not lead the	(b) The ESF intervention does not lead the	(b)ESF 之介入不應引導車輛偏離原行	(b)ESF 之介入不應引導車輛偏離原行

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
vehicle to leave its original lane.	vehicle to leave its original lane.	駛車道。	駛車道。
3.3.2. Test for ESF Type a iii: (intentional lateral manoeuvre)	3.3.2. Test for ESF Type a iii: (intentional lateral manoeuvre)	11.3.3.2 ESF 類型(a)(iii)之試驗(刻意側向操控)	11.3.3.2 ESF 類型(a)(iii)之試驗(刻意側向操控)
The vehicle under test starts a lane change while another vehicle is driving in the adjacent lane such that no intervention of the ESF system would lead to a collision.	The vehicle under test starts a lane change while another vehicle is driving in the adjacent lane such that no intervention of the ESF system would lead to a collision.	當另一車輛行駛於相鄰車道上，受驗車輛以若 ESF 未介入則將導致碰撞之方式變換車道。	當另一車輛行駛於相鄰車道上，受驗車輛以若 ESF 未介入則將導致碰撞之方式變換車道。
The test requirements are fulfilled if:	The test requirements are fulfilled if:	應符合下列試驗條件：	應符合下列試驗條件：
(a) An ESF intervention is started, and	(a) An ESF intervention is started, and	(a)ESF 介入；及	(a)ESF 介入；及
(b) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts, and	(b) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts, and	(b)於 ESF 開始介入前提供規定 5.1.6.2.6 所述之警示；及	(b)於 ESF 開始介入前提供規定 5.1.6.2.6 所述之警示；及
(c) The ESF intervention does not lead the vehicle to leave its original lane.	(c) The ESF intervention does not lead the vehicle to leave its original lane.	(c)ESF 之介入不應引導車輛偏離原行駛車道。	(c)ESF 之介入不應引導車輛偏離原行駛車道。
3.3.3. Test for ESF Type b:	3.3.3. Test for ESF Type b:	11.3.3.3 ESF 類型(b)之試驗	11.3.3.3 ESF 類型(b)之試驗
The vehicle under test shall approach an object positioned within its trajectory. The object shall be of such size and positioned in a way that the vehicle can pass the object without crossing the lane markings.	The vehicle under test shall approach an object positioned within its trajectory. The object shall be of such size and positioned in a way that the vehicle can pass the object without crossing the lane markings.	受驗車輛應接近位於行駛路徑之物體。物體之大小及位置應可使車輛經過該物體但不越過車道標線。	受驗車輛應接近位於行駛路徑之物體。物體之大小及位置應可使車輛經過該物體但不越過車道標線。
The tests requirements are fulfilled if:	The tests requirements are fulfilled if:	應符合下列試驗條件：	應符合下列試驗條件：
(a) The ESF intervention avoids or mitigates the collision, and	(a) The ESF intervention avoids or mitigates the collision, and	(a)ESF 之介入可避免或減輕碰撞；及	(a)ESF 之介入可避免或減輕碰撞；及
(b) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts, and	(b) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts, and	(b)於 ESF 開始介入前提供規定 5.1.6.2.6 所述之警示；及	(b)於 ESF 開始介入前提供規定 5.1.6.2.6 所述之警示；及
(c) The ESF intervention does not lead the vehicle to leave its lane.	(c) The ESF intervention does not lead the vehicle to leave its lane.	(c)ESF 之介入不應引導車輛偏離原行駛車道。	(c)ESF 之介入不應引導車輛偏離原行駛車道。
3.3.4.Tests for systems able to operate in the absence of lane markings	3.3.4.Tests for systems able to operate in the absence of lane markings	11.3.3.4 可運作於無標線車道之系統試驗	11.3.3.4 可運作於無標線車道之系統試驗
In case any system works in absence of lane markings the corresponding tests from paragraphs 3.3.1. to 3.3.3. need to be	In case any system works in absence of lane markings the corresponding tests from paragraphs 3.3.1. to 3.3.3. need to be	若任何系統可於無車道標線運作，則應以無車道標線之狀況下，於試驗道路上重複進行前述 11.3.3.1 至	若任何系統可於無車道標線運作，則應以無車道標線之狀況下，於試驗道路上重複進行前述 11.3.3.1 至

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 on a test track without lane markings.	repeated on a test track without lane markings.	11.3.3.3 之試驗。	11.3.3.3 之試驗。
These test requirements are fulfilled if,	These test requirements are fulfilled if,	應符合下列試驗條件：	應符合下列試驗條件：
(a) An ESF intervention is started; and	(a) An ESF intervention is started; and	(a)ESF 介入；及	(a)ESF 介入；及
(b) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts; and	(b) The warnings specified in paragraph 5.1.6.2.6. of this Regulation are provided no later than the ESF intervention starts; and	(b)於 ESF 開始介入前提供規定 5.1.6.2.6 所述之警示；及	(b)於 ESF 開始介入前提供規定 5.1.6.2.6 所述之警示；及
(c) The lateral offset during the manoeuvre is 0.75 m, as specified in paragraph 5.1.6.2.3.2., at maximum or if exceeded in case of an intervention below 20 km/h, the lateral offset rate does not exceed 2 m/s; and	(c) The lateral offset during the manoeuvre is 0.75 m, as specified in paragraph 5.1.6.2.2., at maximum; and	(c) 依規定 5.1.6.2.3.2 所述，操控期間之側向偏移量最大值為零點七五公尺，或者若於低於二十公里/小時之介入超過時，則側向偏移率不超過二公尺/秒；及	(c)依規定 5.1.6.2.2 所述，操控期間之側向偏移量最大值為零點七五公尺；及
(d) The vehicle has not left the road due to the ESF intervention, if applicable for the specified use case.	(d) The vehicle has not left the road due to the ESF intervention.	(d)若適用於所述使用案例，則 ESF 不應引導車輛偏離原行駛車道。	(d)ESF 不應引導車輛偏離原行駛車道。
3.3.5.False reaction test for ESF Type b	3.3.5.False reaction test for ESF Type b	11.3.3.5 ESF 類型(b)之錯誤反應試驗	11.3.3.5 ESF 類型(b)之錯誤反應試驗
The vehicle under test shall approach a plastic sheet having a colour contrast to the road surface, a thickness less than 3 mm, a width of 0.8 m and a length of 2 m positioned between the lane markings in the trajectory of the vehicle. The plastic sheet shall be positioned in a way that the vehicle could pass the sheet without crossing the lane markings.	The vehicle under test shall approach a plastic sheet having a colour contrast to the road surface, a thickness less than 3 mm, a width of 0.8 m and a length of 2 m positioned between the lane markings in the trajectory of the vehicle. The plastic sheet shall be positioned in a way that the vehicle could pass the sheet without crossing the lane markings.	受驗車輛應接近顏色與路面對比鮮豔之塑膠片，其厚度小於三公釐、寬度為零點八公尺且長度為二公尺，置於受驗車輛行駛路徑之車道標線間。塑膠片之放置位置應位於可使該車輛經過塑膠片但不越過車道標線。	受驗車輛應接近顏色與路面對比鮮豔之塑膠片，其厚度小於三公釐、寬度為零點八公尺且長度為二公尺，置於受驗車輛行駛路徑之車道標線間。塑膠片之放置位置應位於可使該車輛經過塑膠片但不越過車道標線。
The test requirements are fulfilled, if the ESF does not start any intervention.	The test requirements are fulfilled, if the ESF does not start any intervention.	若 ESF 無任何介入，則符合試驗要求。	若 ESF 無任何介入，則符合試驗要求。
3.4. (Reserved for ACSF of Category B2)	3.4. (Reserved for ACSF of Category B2)	11.3.4 (保留以供後續制定 ACSF 類型 B2 之規定)	11.3.4 (保留以供後續制定 ACSF 類型 B2 之規定)
3.5. Tests for ACSF of Category C Systems	3.5. Tests for ACSF of Category C Systems	11.3.5 ACSF 類型 C 系統試驗	11.3.5 ACSF 類型 C 系統試驗
If not specified otherwise all vehicle test speeds shall be based on V_{app} = 130 km/h.	If not specified otherwise all vehicle test speeds shall be based on V_{app} = 130 km/h.	若無特別規定，則所有車輛之試驗速度應以 V_{app}=一百三十公里/小時為基礎。	若無特別規定，則所有車輛之試驗速度應以 v_{app}=一百三十公里/小時為基礎。

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
If not specified otherwise, the approaching vehicle shall be a type-approved high volume series production vehicle. A “vehicle under test” or “a test vehicle” normally driven as single vehicle/unit may be a part of a combination. In case the power-driven vehicle supports lane changes according to paragraph 5.6.4.8.1.1. (system in solo condition), the power-driven vehicle shall be tested according to paragraphs 3.5.1. to 3.5.7. of this annex. In case the power-driven vehicle supports lane changes when coupled to a trailer supporting lane change function (“yes” in paragraph 7.3.2. in Annex 1), the power-driven vehicle shall be tested with a trailer supporting lane change function (“yes” in paragraph 8.4 in Annex 1) coupled during the test according to paragraphs 3.5.1. to 3.5.8.1. of this annex. In case the power-driven vehicle supports lane changes when coupled to a trailer without support of the trailer (“yes” in paragraph 7.3.3 in Annex 1), the power-driven vehicle shall be tested with a trailer not supporting lane change function (“no” in paragraph 8.4 in Annex 1) coupled during the test according to paragraphs 3.5.1. to 3.5.8.2. of this annex. A trailer supporting lane change function (“yes” in paragraph 8.4 in Annex 1) shall fulfil the test of paragraphs 3.5.6. and 3.5.9. The tests according to paragraphs 3.5.1. to 3.5.5. and 3.5.7. are dedicated to the power-	If not specified otherwise, the approaching vehicle shall be a type-approved high volume series production vehicle.	若無特別規定，接近中車輛應為通過型式認證之車輛。 通常做為單一車輛/單元行駛之一部「受驗車輛」或「試驗車輛」可為一車輛組合之一部分。 於動力驅動車輛依照規定5.5.4.8.1.1(單一系統狀況)支援變更車道時，動力驅動車輛應依照規定11.3.5.1至規定11.3.5.7進行測試。 於動力驅動車輛與支援變更車道功能之拖車進行聯結的狀況下支援變更車道時，動力驅動車輛應於測試期間與支援變更車道功能之拖車進行聯結，並依照規定11.3.5.1至規定11.3.5.8.1進行測試。 於動力驅動車輛與拖車進行聯結且拖車未進行支援的狀況下支援變更車道時，動力驅動車輛應於測試期間與不支援變更車道功能之拖車進行聯結，並依照規定11.3.5.1至規定11.3.5.8.2進行測試。 一部支援變更車道功能之拖車應滿足規定11.3.5.6及規定11.3.5.9之測試。依照規定11.3.5.1至規定11.3.5.5，以及規定11.3.5.7之測試專屬動力驅動車輛執行。	若無特別規定，接近中車輛應為通過型式認證之車輛。

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
driven vehicle.			
The vehicle manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements are fulfilled for the whole speed range. This may be achieved on the basis of appropriate documentation appended to the test report.	The vehicle manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements are fulfilled for the whole speed range. This may be achieved on the basis of appropriate documentation appended to the test report.	申請者應向檢測機構展演並讓檢測機構確認其整個速度範圍符合規定。為符合此規定亦可於試驗報告檢附適當佐證文件。	申請者應向檢測機構展演並讓檢測機構確認其整個速度範圍符合規定。為符合此規定亦可於試驗報告檢附適當佐證文件。
3.5.1. Lane change functional test	3.5.1. Lane change functional test	11.3.5.1 變換車道功能試驗	11.3.5.1 變換車道功能試驗
3.5.1.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes. The vehicle speed shall be: V_{Smin} + 10km/h.	3.5.1.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes. The vehicle speed shall be: V_{Smin} + 10km/h.	11.3.5.1.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側設有車道標線。受驗車輛速度應為 V_{Smin} 加上十公里/小時。	11.3.5.1.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側設有車道標線。受驗車輛速度應為 V_{Smin} 加上十公里/小時。
The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。
A lane change procedure shall then be initiated by the driver.	A lane change procedure shall then be initiated by the driver.	應由駕駛者啟始變換至相鄰車道。	應由駕駛者啟始變換至相鄰車道。
The lateral acceleration and the lateral jerk shall be recorded during the test.	The lateral acceleration and the lateral jerk shall be recorded during the test.	試驗期間應記錄側向加速度及側向急動(Jerk)。	試驗期間應記錄側向加速度及側向急動(Jerk)。
3.5.1.2. The requirements of the test are fulfilled if:	3.5.1.2. The requirements of the test are fulfilled if:	11.3.5.1.2 符合試驗要求之條件如下：	11.3.5.1.2 符合試驗要求之條件如下：
(a) The lateral movement towards the marking does not start earlier than 1 second after the lane change procedure was initiated,	(a) The lateral movement towards the marking does not start earlier than 1 second after the lane change procedure was initiated,	(a)車輛朝向車道標線之側向移動不得早於變換車道程序開始後一秒；	(a)車輛朝向車道標線之側向移動不得早於變換車道程序開始後一秒；
(b) The lateral movement to approach the lane marking and the lateral movement necessary to complete the lane change manoeuvre are	(b) The lateral movement to approach the lane marking and the lateral movement necessary to complete the lane change manoeuvre are	(b)接近車道標線之側向移動及完成變換車道操控必要之側向移動係以一連續動作完成；	(b)接近車道標線之側向移動及完成變換車道操控必要之側向移動係以一連續動作完成；

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
completed as one continuous movement, (c) The recorded lateral acceleration does not exceed 1m/s^2, (d) The moving average over half a second of the lateral jerk does not exceed 5 m/s^3, (e) The measured time between the start of the lane change procedure and the start of the lane change manoeuvre is not less than 3.0 s and not more than: (i) 5.0 seconds in the case of an automatic initiation, (ii) 7.0 seconds in the case of an initiation by a second deliberate action whatever is appropriate. (f) For systems with an initiation of the lane change manoeuvre by a second deliberate action, (i) The measured time between the start of the lane change procedure and the second deliberate action is not more than 5.0 seconds, and (ii) The measured time between the second deliberate action and the start of the lane change manoeuvre is not more than 3.0 seconds. (g) The system provides an information to the driver to indicate that the lane change procedure is on-going, (h) The lane change manoeuvre is completed in less than 5 s for M1, N1 vehicle categories and less than 10 s for M2, M3, N2, N3 vehicle categories,	completed as one continuous movement, (c) The recorded lateral acceleration does not exceed 1m/s^2, (d) The moving average over half a second of the lateral jerk does not exceed 5 m/s^3, (e) The measured time between the start of the lane change procedure and the start of the lane change manoeuvre is not less than 3.0 s and not more than: (f) The system provides information to the driver to indicate that the lane change procedure is ongoing, (g) The lane change manoeuver is completed in less than 5 seconds for M1, N1 vehicle categories and less than 10 s for M2, M3, N2, N3 vehicle categories,	(c)所記錄之側向加速度不得超過一公尺/秒平方； (d)側向急動(Jerk)於零點五秒期間之移動平均值不應超過五公尺/秒立方； (e)變換車道程序開始與變換車道操控開始間之受測量時間，不應少於三點零秒且不多於： (i) 若於自動啟動之情況下，五點零秒，； (ii)於藉由第二次刻意致動進行啟動之情況下，七點零秒。 依實際情況而定 (f)於藉由第二次刻意致動進行啟動之系統而言： (i) 變換車道程序開始及第二次刻意致動之間所測得之時間不得超過五點零秒，及 (ii) 第二次刻意致動及變換車道操控開始之間所測得之時間不得超過三點零秒。 (g)系統提供資訊以警示駕駛者變換車道程序運作中； (h)M1及N1類車輛之變換車道操控應於五秒內完成；M2、M3、N2及N3類車輛之變換車道操控應於十秒內完成。	(c)所記錄之側向加速度不得超過一公尺/秒平方； (d)側向急動(Jerk)於零點五秒期間之移動平均值不應超過五公尺/秒立方； (e)變換車道程序開始與變換車道操控開始間之受測量時間，不應少於三點零秒且不多於五點零秒； (f)系統提供資訊以警示駕駛者變換車道程序運作中； (g)M1及N1類車輛之變換車道操控應於五秒內完成；M2、M3、N2及N3類車輛之變換車道操控應於十秒內完成。

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) ACSF of Category B1 automatically resumes after the lane change procedure is completed, and	(h) ACSF of Category B1 automatically resumes after the lane change manoeuvre is completed, and	(i)ACSF類型B1於變換車道操控完成後自動回復；及	(h)ACSF類型B1於變換車道操控完成後自動回復；及
(j) The direction indicator is deactivated not before the end of the lane change manoeuvre and no later than 0.5 seconds after B1 has resumed, in case the lateral movement is initiated automatically and the direction indicator control was not fully engaged (latched position) during the lane change manoeuvre.	(i) The direction indicator is deactivated not before the end of the lane change manoeuvre and no later than 0.5 seconds after ACSF of Category B1 has resumed.	(j)若側向移動係自動啟動且方向燈控制器於車道變換操作期間未完全接合(鎖定位置)者，則方向燈未於變換車道操控結束前被關閉，且應於ACSF類型B1回復後零點五秒內被關閉。	(i)方向燈未於變換車道操控結束前被關閉，且應於ACSF類型B1回復後零點五秒內被關閉。
3.5.1.3. The test according to paragraph 3.5.1.1. shall be repeated with a lane change in the opposite direction.	3.5.1.3. The test according to paragraph 3.5.1.1. shall be repeated with a lane change in the opposite direction.	11.3.5.1.3 依照規定 11.3.5.1.1 重複進行對向之變換車道試驗。	11.3.5.1.3 依照規定 11.3.5.1.1 重複進行對向之變換車道試驗。
3.5.2. Minimum activation speed test V_{Smin}.	3.5.2. Minimum activation speed test V_{Smin}.	11.3.5.2 最低致動速度試驗 V_{Smin}	11.3.5.2 最低致動速度試驗 V_{Smin}
3.5.2.1. Minimum activation speed test V_{Smin} based on V_{app} = 130 km/h.	3.5.2.1. Minimum activation speed test V_{Smin} based on V_{app} = 130 km/h.	11.3.5.2.1 最低致動速度試驗 V_{Smin} 以 V_{app}=一百三十公里/小時為基礎。	11.3.5.2.1 最低致動速度試驗 V_{Smin} 以 v_{app}=一百三十公里/小時為基礎。
The test vehicle shall be driven within a lane of a straight track which has at least two lanes in the same direction of travel and road markings on each side of the lane.	The test vehicle shall be driven within a lane of a straight track which has at least two lanes in the same direction of travel and road markings on each side of the lane.	受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。
The vehicle speed shall be: V_{Smin} - 10km/h.	The vehicle speed shall be: V_{Smin} - 10km/h.	受驗車輛速度應為：V_{Smin} 減去十公里/小時。	受驗車輛速度應為：V_{Smin} 減去十公里/小時。
The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。
A lane change procedure shall then be initiated by the driver.	A lane change procedure shall then be initiated by the driver.	應由駕駛者啟始變換車道程序。	應由駕駛者啟始變換車道程序。

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 requirements of the test are fulfilled if the lane change manoeuvre is not performed.	The requirements of the test are fulfilled if the lane change manoeuvre is not performed.	若未執行變換車道操控，則符合試驗要求。	若未執行變換車道操控，則符合試驗要求。
3.5.2.2. Minimum activation speed test V_{Smin} based on country specific general maximum speed limit below 130 km/h.	3.5.2.2. Minimum activation speed test V_{Smin} based on country specific general maximum speed limit below 130 km/h.	11.3.5.2.2 最低致動試驗速度 V_{Smin} 以低於一百三十公里/小時之法定最高速限為基礎。	11.3.5.2.2 最低致動試驗速度 V_{Smin} 以低於一百三十公里/小時之法定最高速限為基礎。
In case V_{Smin} is calculated, based on a country specific general maximum speed limit instead of Vapp =130 km/h as specified in paragraph 5.6.4.8.1., the tests described below shall be performed. For this purpose it is allowed to simulate the country of operation in agreement between the vehicle manufacturer and the Technical Service.	In case V_{Smin} is calculated, based on a country specific general maximum speed limit instead of Vapp =130 km/h as specified in paragraph 5.6.4.8.1., the tests described below shall be performed. For this purpose it is allowed to simulate the country of operation in agreement between the vehicle manufacturer and the Technical Service.	若 V_{Smin} 係以法定最高速限而非規定 5.5.4.8.1 之 V_{app}(即一百三十公里/小時)進行計算，則應進行下述試驗。申請者與檢測機構協商同意後，允許模擬行駛地區之法定速限。	若 V_{Smin} 係以法定最高速限而非規定 5.5.4.8.1 之 V_{app}(即一百三十公里/小時)進行計算，則應進行下述試驗。申請者與檢測機構協商同意後，允許模擬行駛地區之法定速限。
3.5.2.2.1. The test vehicle shall be driven within a lane of a straight track which has at least two lanes in the same direction of travel and road markings on each side of the lane.	3.5.2.2.1. The test vehicle shall be driven within a lane of a straight track which has at least two lanes in the same direction of travel and road markings on each side of the lane.	11.3.5.2.2.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。受驗車輛速度應為 V_{Smin} 減去十公里/小時。	11.3.5.2.2.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。受驗車輛速度應為 V_{Smin} 減去十公里/小時。
The vehicle speed shall be: V_{Smin} - 10km/h.	The vehicle speed shall be: V_{Smin} - 10km/h.		
The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。
A lane change procedure shall then be initiated by the driver.	A lane change procedure shall then be initiated by the driver.	應由駕駛者啟始變換車道程序。	應由駕駛者啟始變換車道程序。
The requirements of the test are fulfilled if the lane change manoeuvre is not performed.	The requirements of the test are fulfilled if the lane change manoeuvre is not performed.	若未執行變換車道操控，則符合試驗要求。	若未執行變換車道操控，則符合試驗要求。
3.5.2.2.2. The test vehicle shall be driven within a lane of a straight track which has at least two lanes in the same direction of travel	3.5.2.2.2. The test vehicle shall be driven within a lane of a straight track which has at least two lanes in the same direction of travel	11.3.5.2.2.2 受驗車輛應於直線試驗道路行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	11.3.5.2.2.2 受驗車輛應於直線試驗道路行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。

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 road markings oneach side of the lane.	and road markings oneach side of the lane.		
The vehicle speed shall be: V_{Smin} + 10km/h.	The vehicle speed shall be: V_{Smin} + 10km/h.	受驗車輛速度應為：V_{Smin} 加上十公里/小時。	受驗車輛速度應為：V_{Smin} 加上十公里/小時。
The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	ACSF 類型 C 應被致動(待機模式) 且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。
A lane change procedure shall then be initiated by the driver.	A lane change procedure shall then be initiated by the driver.	應由駕駛者開始變換車道程序。	應由駕駛者開始變換車道程序。
The requirements of the test are fulfilled if the lane change manoeuvre is performed.	The requirements of the test are fulfilled if the lane change manoeuvre is performed.	若執行變換車道操控，則符合試驗要求。	若執行變換車道操控，則符合試驗要求。
3.5.2.2.3. The manufacturer shall demonstrate to the satisfaction of the Technical Service that the vehicle is able to detect the country of operation and that the general maximum speed limit of this country is known.	3.5.2.2.3. The manufacturer shall demonstrate to the satisfaction of the Technical Service that the vehicle is able to detect the country of operation and that the general maximum speed limit of this country is known.	11.3.5.2.2.3 申請者應向檢測機構展演並讓檢測機構確認其車輛可偵測且取得擬行駛地區之最高速限。	11.3.5.2.2.3 申請者應向檢測機構展演並讓檢測機構確認其車輛可偵測且取得擬行駛地區之最高速限。
3.5.3. Overriding test	3.5.3. Overriding test	11.3.5.3 取代試驗	11.3.5.3 取代試驗
3.5.3.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	3.5.3.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	11.3.5.3.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	11.3.5.3.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。
The vehicle speed shall be: V_{Smin} + 10km/h.	The vehicle speed shall be: V_{Smin} + 10km/h.	受驗車輛速度應為：V_{Smin} 加上十公里/小時。	受驗車輛速度應為：V_{Smin} 加上十公里/小時。
The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。

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
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。
A lane change into the adjacent lane shall then be initiated by the driver.	A lane change into the adjacent lane shall then be initiated by the driver.	應由駕駛者啟始變換至相鄰車道。	應由駕駛者啟始變換至相鄰車道。
The steering control shall be firmly controlled by the driver to maintain the vehicle in the straight direction.	The steering control shall be firmly controlled by the driver to maintain the vehicle in the straight direction.	駕駛者應穩定地控制轉向控制裝置以維持車輛直行。	駕駛者應穩定地控制轉向控制裝置以維持車輛直行。
The force applied by the driver on the steering control during the overriding manoeuver shall be recorded.	The force applied by the driver on the steering control during the overriding manoeuver shall be recorded.	取代操控期間應記錄駕駛者施加於轉向控制裝置之力量。	取代操控期間應記錄駕駛者施加於轉向控制裝置之力量。
3.5.3.2. The test requirements are fulfilled if the measured overriding force does not exceed 50 N, as specified in paragraph 5.6.4.3. above.	3.5.3.2. The test requirements are fulfilled if the measured overriding force does not exceed 50 N, as specified in paragraph 5.6.4.3. above.	11.3.5.3.2 若測得之取代力如規定 5.5.4.3 所述不超過五十牛頓，則符合試驗要求。	11.3.5.3.2 若測得之取代力如規定 5.5.4.3 所述不超過五十牛頓，則符合試驗要求。
3.5.3.3. The test according to paragraph 3.5.3.1. shall be repeated with a lane change in the opposite direction.	3.5.3.3. The test according to paragraph 3.5.3.1. shall be repeated with a lane change in the opposite direction.	11.3.5.3.3 應依照 11.3.5.3.1 重複進行對向之變換車道試驗。	11.3.5.3.3 應依照 11.3.5.3.1 重複進行對向之變換車道試驗。
3.5.4. Lane Change Procedure suppression test	3.5.4. Lane Change Procedure suppression test	11.3.5.4 變換車道程序中斷試驗	11.3.5.4 變換車道程序中斷試驗
3.5.4.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	3.5.4.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	11.3.5.4.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	11.3.5.4.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。
The vehicle speed shall be: V_{Smin} + 10km/h.	The vehicle speed shall be: V_{Smin} + 10km/h.	受驗車輛速度應為 V_{Smin} 加上十公里/小時。	受驗車輛速度應為 V_{Smin} 加上十公里/小時。
The ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。
A Lane Change Procedure shall then be	A Lane Change Procedure shall then be	應由駕駛者啟始變換車道程序。	應由駕駛者啟始變換車道程序。

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
initiated by the driver.	initiated by the driver.		
The test shall be repeated for each of the following conditions, which shall occur before the lane change manoeuvre has started:	The test shall be repeated for each of the following conditions, which shall occur before the lane change manoeuvre has started:	下述狀況於變換車道操控開始前發生時，應重複進行試驗：	下述狀況於變換車道操控開始前發生時，應重複進行試驗：
(a) The system is overridden by the driver;	(a) The system is overridden by the driver;	(a)系統被駕駛者取代；	(a)系統被駕駛者取代；
(b) The system is switched off by the driver;	(b) The system is switched off by the driver;	(b)系統被駕駛者關閉；	(b)系統被駕駛者關閉；
(c) The vehicle speed is reduced to: V_{Smin}-10 km/h;	(c) The vehicle speed is reduced to: V_{Smin}-10 km/h;	(c)車輛減速至 V_{Smin} 減去十公里/小時；	(c)車輛減速至 V_{Smin} 減去十公里/小時；
(d) The driver has removed his hands from the steering control and the hands-off warning has been initiated;	(d) The driver has removed his hands from the steering control and the hands-off warning has been initiated;	(d)駕駛者將手從轉向控制裝置上移開且手握轉向控制裝置之光學警告訊號開始警示；	(d)駕駛者將手從轉向控制裝置上移開且手握轉向控制裝置之光學警告訊號開始警示；
(e) The direction indicator lamps are manually deactivated by the driver;	(e) The direction indicator lamps are manually deactivated by the driver;	(e)方向燈由駕駛者手動關閉解除；	(e)方向燈由駕駛者手動關閉解除；
(f) The lane change manoeuvre has not commenced within 5.0 seconds following the initiation of the lane change procedure. (e.g. another vehicle is driving in the adjacent lane in a critical situation as described in paragraph 5.6.4.7.) or 7.0 seconds if initiated by a second deliberate action.	(f) The lane change manoeuvre has not commenced within 5.0 seconds following the initiation of the lane change procedure. (e.g. another vehicle is driving in the adjacent lane in a critical situation as described in paragraph 5.6.4.7.).	(f)變換車道操控無法於變換車道程序啟始後五點零秒內開始 (例如：相鄰車道上另一車輛正處於如5.5.4.7所述之危險狀況) 或七點零秒(若其藉由第二次刻意致動而啟動者)。	(f)變換車道操控無法於變換車道程序啟始後五點零秒內開始 (例如：相鄰車道上另一車輛正處於如 5.5.4.7所述之危險狀況)。
(g) The second deliberate action for an appropriate system is performed later than 5.0 seconds after the initiation of the lane change procedure.		(g)一適當系統之第二刻意致動應於變換車道程序開始後五點零秒內執行。	
3.5.4.2. The requirements of the test are fulfilled if the lane change procedure is suppressed, for each of the test cases above.	3.5.4.2. The requirements of the test are fulfilled if the lane change procedure is suppressed, for each of the test cases above.	11.3.5.4.2 若變換車道程序於上述試驗狀況中斷，則符合試驗要求。	11.3.5.4.2 若變換車道程序於上述試驗狀況中斷，則符合試驗要求。
3.5.5. Sensor performance test	3.5.5. Sensor performance test	11.3.5.5 感測器性能試驗	11.3.5.5 感測器性能試驗
3.5.5.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel,	3.5.5.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel,	11.3.5.5.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	11.3.5.5.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。

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 road markings on each side of the lanes.	with road markings on each side of the lanes.		
The vehicle speed shall be: V_{Smin} + 10km/h.	The vehicle speed shall be: V_{Smin} + 10km/h.	受驗車輛速度應為 V_{Smin} 加上十公里/小時。	受驗車輛速度應為 V_{Smin} 加上十公里/小時。
The ACSF of Category C shall be activated (standby mode).	The ACSF of Category C shall be activated (standby mode).	ACSF 類型 C 應被致動(待機模式)。	ACSF 類型 C 應被致動(待機模式)。
Another vehicle shall approach from the rear on the adjacent lane, with a speed of 120 km/h.	Another vehicle shall approach from the rear on the adjacent lane, with a speed of 120 km/h.	另一車輛應以一百二十公里/小時之速度從受驗車輛後方接近。	另一車輛應以一百二十公里/小時之速度從受驗車輛後方接近。
The approaching vehicle shall be a type approved high volume series production motorcycle of category L3[1] with an engine capacity not exceeding 600 cm3 without front fairing or windshield and shall aim to drive in the middle of the lane.	The approaching vehicle shall be a type approved high volume series production motorcycle of category L3[1] with an engine capacity not exceeding 600 cm3 without front fairing or windshield and shall aim to drive in the middle of the lane.	接近中車輛應為通過型式認證之 L3 類車輛，其汽缸總排氣量未逾六百立方公分且未配備前整流罩(Front fairing)或擋風玻璃，並應對準車道中間行駛。	接近中車輛應為通過型式認證之 L3 類車輛，其汽缸總排氣量未逾六百立方公分且未配備前整流罩(Front fairing)或擋風玻璃，並應對準車道中間行駛。
The distance between the rear end of the test vehicle and the front end of the approaching vehicle shall be measured (e.g. with a Differential Global Positioning System), and the value when the system detects the approaching vehicle shall be recorded.	The distance between the rear end of the test vehicle and the front end of the approaching vehicle shall be measured (e.g. with a Differential Global Positioning System), and the value when the system detects the approaching vehicle shall be recorded.	應測量受驗車輛後端與接近中車輛前端之間距(例如：使用差分全球定位系統)，且應記錄當系統偵測到接近中車輛之數值。	應測量受驗車輛後端與接近中車輛前端之間距(例如：使用差分全球定位系統)，且應記錄當系統偵測到接近中車輛之數值。
3.5.5.2. The requirements of the test are fulfilled if the system detects the approaching vehicle no later than at the distance declared by the vehicle manufacturer (S_{rear}), as specified in 5.6.4.8.1. above.	3.5.5.2. The requirements of the test are fulfilled if the system detects the approaching vehicle no later than at the distance declared by the vehicle manufacturer (S_{rear}), as specified in 5.6.4.8.1. above.	11.3.5.5.2 若系統於規定 5.5.4.8.1 所述之申請者宣告距離(即 S_{rear})內偵測到接近中車輛，則符合試驗要求。	11.3.5.5.2 若系統於規定 5.5.4.8.1 所述之申請者宣告距離(即 S_{rear})內偵測到接近中車輛，則符合試驗要求。
3.5.6. Sensor blindness test	3.5.6. Sensor blindness test	11.3.5.6 感測器失效試驗	11.3.5.6 感測器失效試驗
3.5.6.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	3.5.6.1. The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	11.3.5.6.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	11.3.5.6.1 受驗車輛應於直線試驗道路上行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。
The vehicle speed shall be: V_{Smin} + 10km/h.	The vehicle speed shall be: V_{Smin} + 10km/h.	受驗車輛速度應為：V_{Smin} 加上十公里/小時。	受驗車輛速度應為：V_{Smin} 加上十公里/小時。

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 ACSF of Category C shall be activated (standby mode) and, unless the system is already enabled according to paragraph 5.6.4.8.3., another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	The ACSF of Category C shall be activated (standby mode) and another vehicle shall approach from the rear in order to enable the system as specified in paragraph 5.6.4.8.3. above.	除系統已依照規定 5.5.4.8.3 致動外，ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	ACSF 類型 C 應被致動(待機模式)且另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。
The approaching vehicle shall then pass the vehicle under test entirely.	The approaching vehicle shall then pass the vehicle under test entirely.	接近中車輛應完全超越受驗車輛。	接近中車輛應完全超越受驗車輛。
The rear sensor(s) shall be made blind, with means agreed between the vehicle manufacturer and the Technical Service, which shall be recorded in the test report. This operation may be carried out at standstill, provided no new engine start /run cycle is performed.	The rear sensor(s) shall be made blind, with means agreed between the vehicle manufacturer and the Technical Service, which shall be recorded in the test report. This operation may be carried out at standstill, provided no new engine start /run cycle is performed.	應以申請者與檢測機構協商同意之方式遮蔽後方感測器，並記錄於試驗報告。若未執行新引擎啟動/運轉循環，則可於靜止狀態進行此操作。	應以申請者與檢測機構協商同意之方式遮蔽後方感測器，並記錄於試驗報告。若未執行新引擎啟動/運轉循環，則可於靜止狀態進行此操作。
The vehicle shall be driven to a speed of V_{Smin} + 10km/h, and a lane change procedure shall be initiated by the driver.	The vehicle shall be driven to a speed of V_{Smin} + 10km/h, and a lane change procedure shall be initiated by the driver.	受驗車輛應以 V_{Smin} 加上十公里/小時之速度行駛且由駕駛者啟始變換車道程序。	受驗車輛應以 V_{Smin} 加上十公里/小時之速度行駛且由駕駛者啟始變換車道程序。
3.5.6.2. The requirements of the test are fulfilled if the system:	3.5.6.2. The requirements of the test are fulfilled if the system:	11.3.5.6.2 應符合下列試驗條件：	11.3.5.6.2 應符合下列試驗條件：
(a) Detects the sensor blindness,	(a) Detects the sensor blindness,	(a)系統偵測到感測器失效；	(a)系統偵測到感測器失效；
(b) Provides a warning to the driver as defined in para. 5.6.4.8.4., and	(b) Provides a warning to the driver as defined in para. 5.6.4.8.4., and	(b)以規定 5.5.4.8.4 所述警示駕駛者；	(b)以規定 5.5.4.8.4 所述警示駕駛者；
(c) Is prevented from performing the lane change manoeuvre.	(c) Is prevented from performing the lane change manoeuvre.	(c)系統被阻止進行變換車道操控。	(c)系統被阻止進行變換車道操控。
In addition to the above mentioned test, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraph 5.6.4.8.4. are also fulfilled under different driving scenarios. This may be achieved on the basis of appropriate documentation appended to the test report.	In addition to the above mentioned test, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraph 5.6.4.8.4. are also fulfilled under different driving scenarios. This may be achieved on the basis of appropriate documentation appended to the test report.	除上述試驗外，申請者應向檢測機構展演(Demonstrate)並讓檢測機構確認其於不同駕駛情境下符合 5.5.4.8.4 之規定。為符合此規定亦可於試驗報告檢附適當佐證文件。	除上述試驗外，申請者應向檢測機構展演(Demonstrate)並讓檢測機構確認其於不同駕駛情境下符合 5.5.4.8.4 之規定。為符合此規定亦可於試驗報告檢附適當佐證文件。

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
3.5.7. Engine start/run cycle test	3.5.7. Engine start/run cycle test	11.3.5.7 引擎啟動/運轉循環試驗	11.3.5.7 引擎啟動/運轉循環試驗
The test is divided in 3 consecutive phases as specified below.	The test is divided in 3 consecutive phases as specified below.	本項試驗如下分為三個連續階段。	本項試驗如下分為三個連續階段。
The vehicle speed shall be: V_{Smin} + 10km/h.	The vehicle speed shall be: V_{Smin} + 10km/h.	受驗車輛速度應為：V_{Smin} 加上十公里/小時。	受驗車輛速度應為：V_{Smin} 加上十公里/小時。
3.5.7.1. Phase 1 – Default-off test	3.5.7.1. Phase 1 – Default-off test	11.3.5.7.1 第一階段-預設關閉試驗	11.3.5.7.1 第一階段-預設關閉試驗
3.5.7.1.1. Following a new engine start /run cycle performed by the driver, the test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	3.5.7.1.1. Following a new engine start /run cycle performed by the driver, the test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.	11.3.5.7.1.1 由駕駛者執行一次新引擎啟動/運轉循環後，受驗車輛應於直線試驗道路行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。	11.3.5.7.1.1 由駕駛者執行一次新引擎啟動/運轉循環後，受驗車輛應於直線試驗道路行駛，該同向道路至少具有兩條車道且兩側皆設有車道標線。
The ACSF of Category C shall not be activated (off mode) and another vehicle shall approach from the rear and the approaching vehicle shall pass the vehicle entirely.	The ACSF of Category C shall not be activated (off mode) and another vehicle shall approach from the rear and the approaching vehicle shall pass the vehicle entirely.	ACSF 類型 C 不應被致動(關閉模式)，另一車輛應從受驗車輛後方接近且應完全超越受驗車輛。	ACSF 類型 C 不應被致動(關閉模式)，另一車輛應從受驗車輛後方接近且應完全超越受驗車輛。
A lane change procedure shall then be initiated by the driver with the appropriate deliberate action(s).	The direction indicator used to initiate a lane change procedure shall be activated by the driver for a period greater than 5 seconds.	變換車道程序應藉由駕駛適當刻意致動而啟動。	由駕駛者啟動用以啟始變換車道程序之方向燈超過五秒。
3.5.7.1.2. The requirements of the test phase 1 are fulfilled if the lane change manoeuvre is not initiated.	3.5.7.1.2. The requirements of the test phase 1 are fulfilled if the lane change manoeuvre is not initiated.	11.3.5.7.1.2 若未啟動變換車道操控，則符合第一階段試驗要求。	11.3.5.7.1.2 若未啟動變換車道操控，則符合第一階段試驗要求。
3.5.7.2. Phase 2	3.5.7.2. Phase 2	11.3.5.7.2 第二階段	11.3.5.7.2 第二階段
The objective of the test is to check that the lane change manoeuvre is prevented if the system has not detected any moving object at a distance equal or greater than the distance S_{rear} (as specified in paragraph 5.6.4.8.3.).	The objective of the test is to check that the lane change manoeuvre is prevented if the system has not detected any moving object at a distance equal or greater than the distance S_{rear} (as specified in paragraph 5.6.4.8.3.).	試驗目標係為確認若系統在大於或等於距離 S_{rear}(如規定 5.5.4.8.3)處未偵測到任何移動物體時可阻止變換車道操控。	試驗目標係為確認若系統在大於或等於距離 S_{rear}(如規定 5.5.4.8.3)處未偵測到任何移動物體時可阻止變換車道操控。
3.5.7.2.1. Following a new engine start / run cycle performed by the driver, the test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the	3.5.7.2.1. Following a new engine start / run cycle performed by the driver, the test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the	11.3.5.7.2.1 由駕駛者執行一次新引擎啟動/運轉循環後，受驗車輛應於直線試驗道路行駛，該同向道路至少具有兩條車道且兩側皆設有車道標	11.3.5.7.2.1 由駕駛者執行一次新引擎啟動/運轉循環後，受驗車輛應於直線試驗道路行駛，該同向道路至少具有兩條車道且兩側皆設有車道標

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
same direction of travel, with road markings on each side of the lanes.	same direction of travel, with road markings on each side of the lanes.	線。	線。
The ACSF of Category C shall be manually activated (standby mode).	The ACSF of Category C shall be manually activated (standby mode).	應手動致動 ACSF 類型 C(待機模式)	應手動致動 ACSF 類型 C(待機模式)
A lane change procedure and manoeuvre shall then be initiated by the driver with the appropriate deliberate action(s).	A lane change procedure shall then be initiated by the driver.	變換車道程序應藉由駕駛適當刻意致動而啟動。	應由駕駛者啟始變換車道程序。
3.5.7.2.2. The requirements of the test phase 2 are fulfilled if the lane change manoeuvre has not started (as the pre-condition specified in 5.6.4.8.3. is not fulfilled).	3.5.7.2.2. The requirements of the test phase 2 are fulfilled if the lane change manoeuvre has not started (as the pre-condition specified in 5.6.4.8.3. is not fulfilled).	11.3.5.7.2.2 若未啟動變換車道操控(如 5.5.4.8.3 所述之先決條件)，則符合第二階段試驗要求。	11.3.5.7.2.2 若未啟動變換車道操控(如 5.5.4.8.3 所述之先決條件)，則符合第二階段試驗要求。
3.5.7.3. Phase 3 – Lane change enabling conditions test	3.5.7.3. Phase 3 – Lane change enabling conditions test	11.3.5.7.3 第三階段-變換車道可行狀況試驗	11.3.5.7.3 第三階段-變換車道可行狀況試驗
The objective of the test is to check that the lane change manoeuvre is only possible once the system has detected a moving object at a distance equal or greater than the distance S_{rear} (as specified in paragraph 5.6.4.8.3.).	The objective of the test is to check that the lane change manoeuvre is only possible once the system has detected a moving object at a distance equal or greater than the distance S_{rear} (as specified in paragraph 5.6.4.8.3.).	試驗目標係為確認變換車道操控僅可能於系統偵測到一移動物體後進行大於或等於距離 S_{rear}(如規定 5.5.4.8.3)。	試驗目標係為確認變換車道操控僅可能於系統偵測到一移動物體後進行大於或等於距離 S_{rear}(如規定 5.5.4.8.3)。
3.5.7.3.1. Following the completion of the test phase 2, another vehicle shall approach from the rear on the adjacent lane in order to enable the system as specified in paragraph 5.6.4.8.3.	3.5.7.3.1. Following the completion of the test phase 2, another vehicle shall approach from the rear on the adjacent lane in order to enable the system as specified in paragraph 5.6.4.8.3.	11.3.5.7.3.1 完成第二階段試驗後，另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。	11.3.5.7.3.1 完成第二階段試驗後，另一車輛應從受驗車輛後方接近使系統如規定 5.5.4.8.3 致動。
The approaching vehicle shall be a type approved high volume series production vehicle.		接近中車輛應為通過多量型式認證之車輛。	
The distance between the rear end of the test vehicle and the front end of the approaching vehicle shall be measured (e.g. with a differential GPS), and the value when the system detects the approaching vehicle be recorded.	The distance between the rear end of the test vehicle and the front end of the approaching vehicle shall be measured (e.g. with a differential GPS), and the value when the system detects the approaching vehicle be recorded.	測量受驗車輛後端與接近中車輛前端之間距(例如：使用差分全球定位系統)，且應記錄當系統偵測到接近中車輛之數值。	測量受驗車輛後端與接近中車輛前端之間距(例如：使用差分全球定位系統)，且應記錄當系統偵測到接近中車輛之數值。

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
After the rear coming vehicle has entirely passed the vehicle under test, a lane change procedure and manoeuvre shall be initiated by the driver with the appropriate deliberate action(s).	After the rear coming vehicle has entirely passed the vehicle under test, a lane change procedure and manoeuvre shall be initiated by the driver with the appropriate deliberate action(s).	後方來車完全超越受驗車輛後，應由駕駛者以適當刻意致動啟始變換車道程序及變換車道操控。	後方來車完全超越受驗車輛後，應由駕駛者啟始變換車道程序。
3.5.7.3.2. The requirements of the test phase 3 are fulfilled if:	3.5.7.3.2. The requirements of the test phase 3 are fulfilled if:	11.3.5.7.3.2 符合第三階段試驗要求之條件：	11.3.5.7.3.2 符合第三階段試驗要求之條件：
(a) The lane change manoeuver is executed;	(a) The lane change manoeuver is executed;	(a)進行變換車道操控；	(a)進行變換車道操控；
(b) The approaching vehicle is detected no later than at the distance declared by the vehicle manufacturer (S_{rear}).	(b) The approaching vehicle is detected no later than at the distance declared by the vehicle manufacturer (S_{rear}).	(b)於申請者宣告距離(S_{rear})內偵測到接近中車輛。	(b)於申請者宣告距離(S_{rear})內偵測到接近中車輛。
3.5.8.Lane change suppression test		11.3.5.8 變更車道中斷試驗	
The test vehicle shall be driven in a lane of a straight test track, which has at least two lanes in the same direction of travel, with road markings on each side of the lanes.		試驗車輛應於車輛行駛方向具備至少兩個車道，且道路標線於車道兩側之筆直測試道中一個車道上行駛。	
The vehicle speed shall be: V_{smin} + 10km/h.		受驗車輛速度應為：V_{smin} 加上十公里/小時。	
The ACSF of Category C shall be activated (standby mode).		ACSF 類型 C 應被致動(待機模式)。	
A Lane Change Procedure shall then be initiated by the driver.		應由駕駛者啟始變換車道程序。	
The requirements of the test are fulfilled if the system inhibits any lane change procedures if:		若系統變換車道程序於下述試驗狀況中斷，則符合試驗要求：	
3.5.8.1. In case the power-driven vehicle supports lane changes according to paragraph 7.3.2. when coupled to a trailer supporting lane change function(s) according to paragraph 8.4.		11.3.5.8.1 於動力驅動車輛與支援變更車道功能之拖車進行聯結的狀況下支援變更車道時：	
(a) The trailer is not supporting lane change function(s) according to paragraph 5.6.4.8.1.1. and paragraph 5.6.4.9.2. or		(a)拖車依照規定 5.5.4.8.1.1 及規定 5.5.4.9.2 未支援變更車道功能，或；	

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 power-driven vehicle is not able to perform detection of areas specified in paragraph 5.6.4.8.1.1. or specified in paragraph 5.6.4.8.1.2. or (c) A warning to the driver specified in paragraph 5.6.4.5.4. is provided Provisions of ISO 11992-3:2021 shall be respected. The manufacturer shall demonstrate to the satisfaction of the Technical Service dimensions of areas on ground level those permit lane change procedures executed singularly or in combination with at least one trailer. 3.5.8.2. In case the power-driven vehicle supports lane changes according to paragraph 7.3.3. when coupled to a trailer not supporting lane change function(s) according to paragraph 8.4. (a) The power-driven vehicle is not able to perform detection of areas specified in paragraph 5.6.4.8.1.3. 3.5.9. Object detection test for trailers supporting lane change function(s) according to paragraph 8.4. 3.5.9.1. Detection of targets on low speed above 10 km/h The test vehicle shall be stationary within a lane of a straight track which has at least two lanes and road markings on each side of the lane. Low speed moving objects with a RCS not greater than a type approved high volume		(b) 動力驅動車輛無法執行規定 5.5.4.8.1.1 或規定 5.5.4.8.1.2 所述之區域偵測，或； (c)提供規定 5.5.4.5.4 所述之對駕駛人的警示。 應符合 ISO 11992-3:2021 之規定 申請者為滿足檢測機構應就允許變更車道程序以單一車輛，或與至少一部拖車組成車輛組合時執行之地面上區域尺度進行展示。 11.3.5.8.2 於動力驅動車輛與不支援變更車道功能之拖車進行聯結的狀況下支援變更車道時： (a) 動力驅動車輛無法執行規定 5.5.4.8.1.3 所述之區域偵測，或； 11.3.5.9 對支援變更車道功能之拖車之物件偵測試驗 11.3.5.9.1 於高於十公里/小時以上之低速之目標偵測 試驗車輛應於車輛行駛方向具備至少兩個車道，且道路標線於車道兩側之筆直測試道中一個車道中靜置。 雷達截面積(RCS)不大於經型式認證之 L3 類車輛(未配備前整流罩(Front	

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
series production motorcycle of Category L3 with an engine capacity not exceeding 600 cm^3 without front fairing or windshield shall approach as follows: (a) At the leading edge left and right at a distance of 0.5...4 m from vehicle under test; (b) At the rear edge left and right at a distance of 0.5...4 m from vehicle under test; (c) At the rear at a distance of 5 m and 55 m in the adjacent lane. The requirements of the test are fulfilled if the trailer system or the towing vehicle system detects the approaching vehicles in all 6 positions in sequence. 3.5.9.2. Detection of moving targets in adjacent lanes The test vehicle shall be stationary within a lane of a straight track which has at least two lanes and road markings on each side of the lane. Another vehicle shall approach from the rear on the nearest adjacent lane, with a speed of 120 km/h. The approaching vehicle shall be a type approved high volume series production motorcycle of Category L3 with an engine capacity not exceeding 600 cm^3 without front fairing or windshield and shall aim to drive in the middle of the lane. The distance between the rear end of the test vehicle and the front end of the approaching vehicle shall be measured (e.g. with a Differential Global Positioning System),		fairing)或擋風玻璃，且汽缸總排氣量未逾六百立方公分)的低速移動物件應如下述所示狀況接近： (a) 自受驗車輛起計距零點五至四公尺之前端左側及右側處。 (b) 自受驗車輛起計距零點五至四公尺之後端左側及右側處。 (c) 於相鄰車道中距離後方五公尺及五十五公尺處。 若拖車系統或拖曳車輛系統依序於所有六個位置偵測到接近中車輛，則符合試驗要求。 11.3.5.9.2 相鄰車道中移動目標之偵測 試驗車輛應於車輛行駛方向具備至少兩個車道，且道路標線於車道兩側之筆直測試道中一個車道中靜置。 另一車輛應於相鄰車道上，以一百二十公里/小時之速度從受驗車輛後方接近。 接近中車輛應為經型式認證之 L3 類車輛(未配備前整流罩(Front fairing)或擋風玻璃，且汽缸總排氣量未逾六百立方公分)的低速移動物件，並應行駛於車道中央。 應測量介於受驗車輛末端以及接近中車輛前端間之距離(如以差分全球定位系統)，且應於系統偵測到接近中車輛時記錄數值。	

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 the value when the system detects the approaching vehicle shall be recorded. The test shall be repeated with the approaching vehicle in the opposite adjacent lane. The requirements of the test are fulfilled if the system detects the approaching vehicle no later than 55 m from the rear edge of the vehicle. 3.6 Tests for RMF The vehicle shall be driven with an activated RMF on a road with all relevant lane markings in a good visible shape. The test conditions and the vehicle speeds shall be within the operating range of the system as declared by the manufacturer. Specific details of the mandatory tests described below shall be discussed and agreed between the vehicle manufacturer and the Technical Service to adapt the required testing to the declared use case(s) for which the RMF is designed to operate. In addition, the manufacturer shall demonstrate to the satisfaction of the Technical Service that the requirements defined in paragraph 5.1.6.3. are fulfilled in the whole operating range of the RMF (specified by the vehicle manufacturer in the system information data). This may be achieved on the basis of appropriate documentation appended to the test report. 3.6.1. Tests for an RMF, with the purpose of bringing the vehicle to a safe stop inside its own lane of travel:		應以接近中車輛位於相鄰對向車道重複試驗。 若系統於不晚於車輛後方邊緣五十五公尺處偵測到接近中車輛，則符合試驗要求。 11.3.6 RMF 相關試驗 車輛應以 RMF 啟動且位於所有相關道路標線清晰可見之道路上行駛。 試驗條件及車輛速度應由申請者所宣告之系統運作範圍內。 對於下述強制性測試中特定細節，應由檢測機構與申請者討論並同意，以調適對 RMF 設計用以運作之所宣告使用案例之所需試驗。 另為滿足檢測機構之需求，申請者應證明規定 5.1.6.3 之要求於 RMF 之所有運作範圍內皆可達成(由申請者於系統資訊數據中指定)。前述要求可基於檢測報告所檢附之適當文件而達成。 11.3.6.1 以將車輛移至所行駛車道內之安全停靠處為目的之 RMF 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 vehicle shall be driven in a way that an intervention is initiated. The test requirements are fulfilled if: (a) The ongoing intervention is indicated to the driver by an optical warning signal and additionally an acoustic and/or haptic warning signal as defined in paragraph 5.1.6.3.2. (b) The signal to activate the hazard warning lights is generated with the start of the intervention. (c) The deceleration demand does not exceed 4m/s^2 as described in paragraph 5.1.6.3.6. (d) Once RMF has brought the vehicle to a safe stop, the vehicle does not move away without manual input. 3.6.2. Tests for an RMF, with the purpose of bringing the vehicle to a safe stop outside its own lane of travel: 3.6.2.1. Scenario A: A Lane Change Manoeuvre is possible according to the provisions of paragraph 5.1.6.3.9.8.2. The vehicle shall be driven in a way that an RMF intervention is initiated while a target stop area outside the current lane of travel is available. In case there is another vehicle in the target lane this shall be positioned in a way not preventing a lane change of the RMF vehicle to the target lane. The test requirements are fulfilled if: (a) The ongoing intervention is indicated to the driver by at least an optical and acoustic		車輛應以使啟動介入之方式行駛。 應符合下列試驗條件： (a)如規定 5.1.6.3.2 所述，透過光學警告訊號，且另以聲音及/或觸覺警告訊號向駕駛指示正進行之介入。 (b)啟動危險警告燈之訊號於介入開始時產生。 (c)如規定 5.1.6.3.6 所述，減速要求不超過四公尺/秒平方。 (d)一但 RMF 將車輛移至安全停靠處，於未手動輸入之狀況下，車輛不應移動。 11.3.6.2 以將車輛移至所行駛車道外之安全停靠處為目的之 RMF 試驗： 11.3.6.2.1 情境 A 依照規定 5.1.6.3.9.8.2 所述，可進行變換車道操控。 車輛應於目標停靠區域於現在所行駛之車道外且可停靠時，以使 RMF 啟動介入之方式行駛。於目標車道內有另一部車輛之狀況，前述車輛應以不防礙 RMF 車輛對目標車道之變換車道的方式位於目標車道內。 應符合下列試驗條件： (a)如規定 5.1.6.3.2 所述，至少透過光學警告訊號及聲音及/或觸覺警告訊	

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
and/or haptic warning signal as defined in paragraph 5.1.6.3.2. (b) The signal to activate the hazard warning lights is generated with the start of the intervention. (c) The lane change manoeuvre is indicated in advance to other road users. (d) The RMF vehicle changes the lane(s) following the provisions of paragraph 5.1.6.3.9.8. and its subparagraphs. 3.6.2.2. Scenario B: A Lane Change Manoeuvre is not possible according to the provisions of paragraph 5.1.6.3.9.8.2. The vehicle shall be driven in a way that an RMF intervention is initiated while a target stop area outside the current lane of travel is available. At the start of the RMF intervention there shall be another vehicle in the target lane positioned in a way preventing a lane change manoeuvre of the RMF vehicle to the target lane. The test requirements are fulfilled if: (a) The ongoing intervention is indicated to the driver by at least an optical and acoustic and/or haptic warning signal as defined in paragraph 5.1.6.3.2. (b) The signal to activate the hazard warning lights is generated with the start of the intervention. (c) The lane change manoeuvre is indicated in advance to other road users. (d) The RMF vehicle does not start a lane		號向駕駛指示正進行之介入。 (b)啟動危險警告燈之訊號於介入開始時產生。 (c)提前向其他道路使用者指示變換車道操控。 (d)RMF 車輛依照規定 5.1.6.3.9.8 及其子段落變換車道。 11.3.6.2.2 情境 B 依照規定 5.1.6.3.9.8.2 所述，變換車道操控為無法執行之狀況。 車輛應於目標停靠區域於現在所行駛之車道外且可停靠時，以使 RMF 啟動介入之方式行駛。RMF 介入之開始時，目標車道應有另一部車輛以防止 RMF 車輛對目標車道之變換車道操控的方式位於目標車道內。 應符合下列試驗條件： (a)如規定 5.1.6.3.2 所述，至少透過光學警告訊號及聲音及/或觸覺警告訊號向駕駛指示正進行之介入。 (b)啟動危險警告燈之訊號於介入開始時產生。 (c)提前向其他道路使用者指示變換車道操控。 (d)只要目標車道內之車輛仍位於以防	

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
change manoeuvre as long as the vehicle in the target lane is still positioned in a way preventing a lane change manoeuvre.		止變換車道操控之方式，則 RMF 車輛就不會啟動變換車道操控。	
Annex 9 Compatibility between towing vehicles and trailers with regard to data transmission according to ISO 11992 for environmental monitoring 1. General 1.1. The requirements of this annex shall only apply to towing vehicles and trailers equipped with an electric control line as defined in paragraph 2.7 of the regulation. 1.2. The ISO 12098:2004 connector provides a power supply for the ASCF/environmental monitoring function of the trailer via pins 4 and 9. In the case of vehicles equipped with an electric control line as defined in paragraph 2.7 of the Regulation this connector also provides a data communication interface via pins 13, 14 and 15 — see paragraph 5.6.4.9.1. of the Regulation. 1.3. This annex defines requirements applicable to the towing vehicle and trailer with respect to the support of ASCF/environmental monitoring messages defined within ISO 11992-3:2021. 2. The parameters defined within iso 11992-3:2021 that are transmitted by the electric control line shall be supported as follows: 2.1. The following functions and associated messages are those specified within this Regulation that shall be supported by the		12. 介於牽引車輛及拖車間就環境監控依 ISO 11992 之資料傳輸相關相容性 12.1 一般規定 12.1.1 本規定中要求僅適用於配備如規定 2.7 所述電氣控制傳輸線之牽引車輛及拖車。 12.1.2 ISO 12098:2004 連接器藉由接腳 4 及接腳 9 為拖車之 ASCF/環境監控功能提供電源。於車輛配備如規定 2.7 所述電氣控制傳輸線時，前述連接器亦應藉由接腳 13、接腳 14 及接腳 15 提供資料傳輸介面(參規定 5.5.4.9.1)。 12.1.3 本規定就 ISO 11992-3:2021 所定義 ASCF/環境監控訊息之支援性，定義適用於牽引車輛及拖車之相關要求。 12.2 應如下所述之支援透過電氣控制傳輸線傳送之 ISO 11992-3:2021 定義之參數： 12.2.1 牽引車輛或拖車應依照實際情況支援本基準內所述之下述功能及相關訊息：	

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
towing vehicle or trailer as appropriate: 2.1.1. Messages transmitted from the towing vehicle to the trailer: GPM11 message definition (表格如頁末所示) Object Detection Message (ODM 11) With this message, relevant information for the automated steering function is sent from the towing vehicle to the towed vehicle. ODM 11 message definition (表格如頁末所示) 2.1.2. Messages transmitted from the trailer to the towing vehicle: GPM21 message definition (表格如頁末所示) ODM 21, ODM 23, ODM 25, ODM 27, ODM 29, ODM 211, ODM 213, ODM 215 message definition (表格如頁末所示) ODM 22, ODM 24, ODM 26, ODM 28, ODM210, ODM 212, ODM 214, ODM 216 message definition (表格如頁末所示) 2.1.2.1. General IMPORTANT — If ISO 11992-1 is used as a data link and physical layer only one trailer (towed vehicle) can be supported due to bandwidth overload of the CAN bus between towing and towed vehicles. The towing vehicle shall not rely on any sorting of the objects communicated by the towed vehicle. 2.1.2.2. Objects to the side of the towed		12.2.1.1 自牽引車輛傳送至拖車之訊息： GPM 11 訊息定義 (表格如頁末所示) 物件偵測訊息(ODM 11) 自動轉向功能之相關資訊以此訊息自牽引車輛傳送至受牽引車輛。 ODM 11 訊息定義 (表格如頁末所示) 12.2.1.2 自拖車傳送至牽引車輛之訊息 GPM 21 訊息定義 (表格如頁末所示) ODM 21、ODM 23、ODM 25、ODM 27、ODM 29、ODM 211、ODM 213 及 ODM 215 訊息定義 (表格如頁末所示) ODM 22、ODM 24、ODM 26、ODM 28、ODM 210、ODM 212、ODM 214 及 ODM 216 訊息定義 (表格如頁末所示) 12.2.1.2.1 一般規定 重要 – 若使用 ISO 11992-1 作為資料連結(data link)，且僅一部拖車(受牽引車輛)可支援實體層(因牽引車輛及受牽引車輛間之 CAN 匯流排頻寬過載)。 牽引車輛不應倚靠任何由受牽引車輛所傳輸之物件種類。 12.2.1.2.2 受牽引車輛側方之物件	

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
vehicle The following rule shall be applied for left-hand and right-hand side separately: If any object is next to the towed vehicle, the one with minimum lateral distance to the towed vehicle shall be selected. (圖片如頁末所示) 2.1.2.3. Objects behind the towed vehicle The area behind the towed vehicle is split into five ranges. From each range an object shall be selected, if present. If the absolute velocity of the towed vehicle > 10 km/h only moving objects shall be selected. An object is moving if its absolute velocity is not zero. The five ranges are specified by the lateral position relatively to the towed vehicle: (a) –0.5 × w – 7 m ≤ y < –0.5 × w – 3.5 m (b) –0.5 × w – 3.5 m ≤ y < – 0.5 × w (c) behind the towed vehicle (d) 0.5 × w < y ≤ 0.5 × w + 3.5 m (e) 0.5 × w + 3.5 m < y ≤ 0.5 × w + 7 m Where y is the lateral position [m] and w is the width [m] of the towed vehicle. (圖片如頁末所示) No objects are detected, sensor system not ready: In case no objects are detected or the sensor system is not ready all object values shall be set to SNA (system not available).		下述規則應分別適用於左側及右側： 若任何物件位於受牽引車輛旁邊，應選擇對受牽引車輛而言最小側方距離者。 (圖片如頁末所示) 12.2.1.2.3 受牽引車輛後方之物件 受牽引車輛後方之區域分為五個範圍。若有物件存在，則應自每一範圍選擇一個物件。若受牽引車輛之絕對速度大於十公里/小時，則僅應選擇移動物件。若一物件之絕對速度非為零則其為移動中。前述五個範圍藉由與受牽引車輛相對之側方位置進行描述。 (a)負零點五 × w－ 七公尺 ≤y＜負零點五 × w－ 三點五公尺 (b) 負零點五 × w－ 三點五公尺≤ y ＜負零點五 × w (c) 受牽引車輛之後方 (d) 零點五 × w＜y≤零點五 × w＋ 三點五公尺 (e) 零點五 × w ＋ 三點五公尺 ＜ y ≤零點五 × w＋ 七公尺 其中 y 係側向位置[公尺]及 w 係受牽引車輛之寬度[公尺] (圖片如頁末所示) 未偵測到物件、感測系統未預備： 於未偵測到物件或感測系統未預備時，所有物件數值應設為 SNA(系統不可用(system not available))。	

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
2.2. Under the following conditions the towed vehicle shall transmit the status indicator according to the ODM messages defined in paragraph 2.1.2. above: 2.2.1. Communication error: If a communication persistent error is reported by an underlying layer (e.g. bus-off by the CAN controller), the application shall perform a reset. After the reset, the same initialisation procedure as on power-up shall be performed. The delay between the persistent error is reported and the reset executed shall be at least 100 ms. 2.2.2. Sensor error: The sensors providing ODM information shall be equipped with mechanisms for sensor failure detection (e.g. blockage, malfunction). A detected sensor error shall be reported by the ODM status indicator. Different states. If the sensors are equipped with integrated recovery mechanism, these should be supported. 2.3. The following messages defined in ISO 11992-3:2021 shall be supported by the towing vehicle or trailer if available: 2.3.1. Messages transmitted from the trailer to the towing vehicle: ODM 217 message definition (表格如頁末所示) 2.4. The following messages shall be supported by the towing vehicle or trailer as appropriate when the vehicle is installed with a function associated with that		12.2.2 於下述狀況之下，受牽引車輛應依照上述規定 12.2.1.2 所定義之 ODM 訊息傳輸狀態指示器： 12.2.2.1 傳輸錯誤： 若底層回報持續之傳輸錯誤(如 CAN 控制器之匯流排關閉(bus-off))，則應用程式應執行一次重置。於前述重置之後，應執行如電源啟動時之相同起始程序。介於前述持續之錯誤受到回報，以及受到執行之重置間之延遲應至少一百毫秒。 12.2.2.2 感測器錯誤 提供 ODM 資訊之感測器應具備感測器故障偵測之機構(如受到阻擋、故障)。一個已偵測之感測器故障應由 ODM 狀態指示器進行回報。若感測器具備整合回復機制，則應支援前述要求。 12.2.3 若可用時，牽引車輛或拖車應支援下述於 ISO 11992-3:2021 中定義之訊息： 12.2.3.1 自拖車傳送至牽引車輛之訊息： ODM 217 訊息定義 12.2.4 當車輛裝設與參數相關之功能時，牽引車輛或拖車應依照實際情況支援下述訊息：	

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
parameter: 2.4.1. Messages transmitted from the towing vehicle to the trailer: GPM11 message definition (表格如頁末所示) 2.4.2. Messages transmitted from the trailer to the towing vehicle: GPM21 message definition (表格如頁末所示) 2.5. The support of all other messages defined within ISO 11992-3:2021 is optional for the towing vehicle and trailer.		12.2.4.1 自牽引車輛傳送至拖車之訊息： GPM 11 訊息定義 (表格如頁末所示) 12.2.4.2 自拖車傳送至牽引車輛之訊息 GPM 21 訊息定義 (表格如頁末所示) 12.2.5 對牽引車輛及拖車而言，可支援 ISO 11992-3:2021 中定義之所有其他訊息。	
Annex 10 Test procedure to assess the functional compatibility of vehicles equipped with ACSF control lines 1. General 1.1. This annex defines a procedure that may be used to check towing and towed vehicles equipped with an electric control line against the functional and performance requirements referred to in paragraph 5.6.4.1. 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. 1.2. The references to ISO 12098:2004 within this annex apply to ISO 12098 for 24V applications and ISO 12098 for 12V applications. 2. Information document 2.1. The vehicle manufacturer/system supplier shall supply to the Technical Service an information document that		13. 用以評估配備 ACSF 控制傳輸線路之車輛的功能相容性試驗程序 13.1 一般規定 13.1.1 本項規定針對配備電氣控制傳輸線之牽引車輛及受牽引車輛，定義可能用於其就規定 5.5.4.1 之功能性及性能要求進行檢查之程序。檢測機構有權於同等程度之檢查全面性可被建立之狀況下，決定是否採用替代程序。 13.1.2 於本規定內所索引之 ISO 12098:2004 適用於 ISO 12098 對 24V 之應用以及 ISO 12098 對 12V 之應用。 13.2 資訊文件 13.2.1 申請者應對檢測機構提供至少包含下述內容之資訊文件：	

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
contains at least the following: 2.1.1. A schematic of the vehicle ACSF; 2.1.2. Evidence that the interface, including the physical layer, data link layer and the application layer and the respective position of supported messages and parameters, complies with ISO 11992; 2.1.3. A list of supported messages and parameters; and 3. Towing vehicles 3.1. ISO 11992 trailer simulator The simulator shall: 3.1.1. Have a connector meeting ISO 12098:2004 (15 pin) to connect to the vehicle under test. Pins 13, 14 and 15 of the connector shall be used to transmit and receive messages complying with ISO 11992-3:2021. 3.1.2. Be capable of receiving all of the messages transmitted by the motor vehicle to be type approved and be capable of transmitting all trailer messages defined within ISO 11992-3:2021. 3.1.3. Provide a direct or indirect readout of messages, with the parameters in the data field shown in the correct order relative to time; and 3.2. Checking procedure 3.2.1. Confirm that the manufacturer's/supplier's information document demonstrates compliance with the provisions of ISO 11992 with respect to the physical layer, data link layer and		13.2.1.1 車輛 ACSF 之示意圖。 13.2.1.2 包含物理層、資料連結層、應用層，以及所支援訊息及參數之個別位置在內之介面符合 ISO 11992 之證明。 13.2.1.3 所支援訊息及參數之列表。 13.3 牽引車輛 13.3.1 ISO 11992 拖車模擬器 此模擬器應： 13.3.1.1 具備滿足 ISO 12098:2004(十五針腳)之連結器以連結至受測車輛。連結器之針腳十三、十四及十五應用於傳輸及接收符合 ISO 11992-3:2021 之訊息。 13.3.1.2 具備接收所有傳輸自待認證車輛之訊息的能力，亦具備傳輸 ISO 11992-3:2021 內所定義之所有拖車訊息的能力。 13.3.1.3 對訊息以對應時間之正確順序顯示資料域內參數，提供直接或間接讀取方式。 13.3.2 檢查程序 13.3.2.1 確認申請者之資訊文件是否顯示 ISO 11992 與物理層、資料連結層以及應用層相關規定之符合性。	

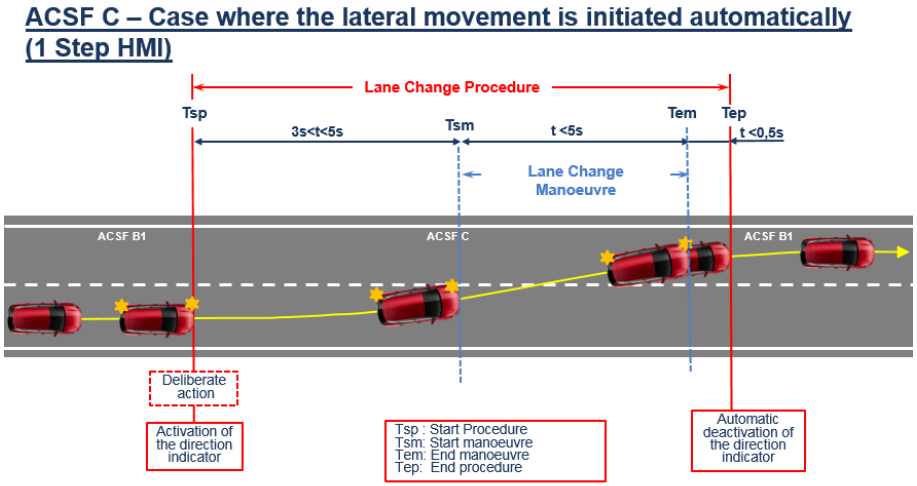
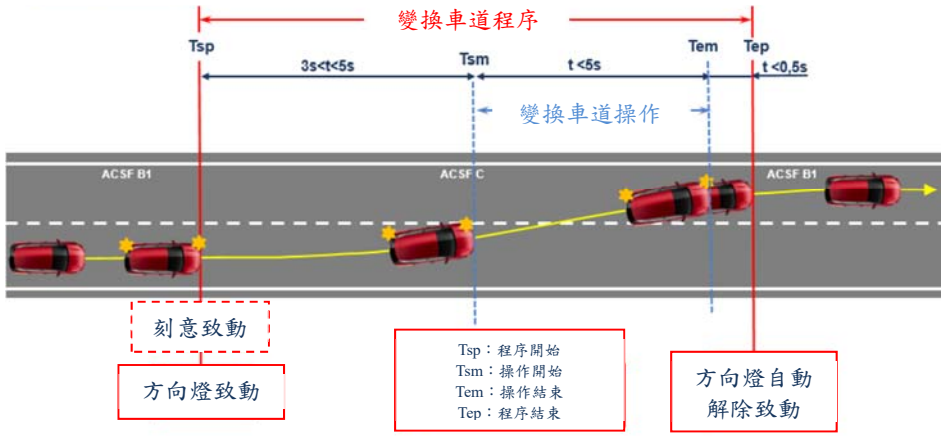
修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
application layer. 3.2.2. Check the following, with the simulator connected to the motor vehicle via the ISO 12098:2004 interface and whilst all trailer messages relevant to the interface are being transmitted: 3.2.2.1. Control line signalling: 3.2.2.1.1. The parameters defined in GPM 11 byte 1 bit 5 -8 and byte 3-8 bit 1 – 16 of ISO 11992-3:2021 shall be checked against the specification of the vehicle 3.2.2.2. Failure warning: 3.2.2.2.1. Simulate a permanent failure in the communication line to pin 14 of the ISO 12098 connector and check that the warning signal of the ACSF specified in paragraph 5.6.4.5.5.1. of this Regulation is displayed. 3.2.2.2.2. Simulate a permanent failure in the communication line to pin 15 of the ISO 12098 connector and check that the warning signal of the ACSF specified in paragraph 5.6.4.5.5.1. of this Regulation is displayed. 3.2.2.2.3. Simulate the failure message required in paragraph 5.6.4.9.2.2. (according to ISO 11992-3:2021) from the trailer and check that the warning signal specified in paragraph 5.6.4.5.5. is displayed. 3.2.3. Additional checks 3.2.3.1. At the discretion of the Technical Service the checking procedures defined above may be repeated with the non-ACSF functions relevant to the interface in different states or switched off.		13.3.2.2 以透過 ISO 12098:2004 介面連結至車輛之模擬器，並於所有與介面相關之拖車訊息正被傳輸時，檢查下述項目： 13.3.2.2.1 控制線路訊號 13.3.2.2.1.1 應依照車輛規格檢查 ISO 11992-3:2021 中 GPM 11 位元組 1 位元 5-8 及位元組 3-8 位元 1-16 所定義之參數。 13.3.2.2.2 故障警示： 13.3.2.2.2.1 對 ISO 12098 連結器之針腳十四模擬一個於傳輸線路內之永久故障，並檢查規定 5.5.4.5.5.1 所述之 ACSF 警示訊號是否顯示。 13.3.2.2.2.2 對 ISO 12098 連結器之針腳十五模擬一個於傳輸線路內之永久故障，並檢查規定 5.5.4.5.5.1 所述之 ACSF 警示訊號是否顯示。 13.3.2.2.2.3 依照 ISO 11992-3:2021 模擬自拖車依規定 5.5.4.9.2.2 要求之故障訊息，並檢查規定 5.5.4.5.5 所述之警示訊號是否顯示。 13.3.2.3 額外檢查 13.3.2.3.1 依照檢測機構之決定，上述所定義之檢查程序可以介面相關之非 ACSF 功能於不同狀態或關閉狀態下重複執行。	

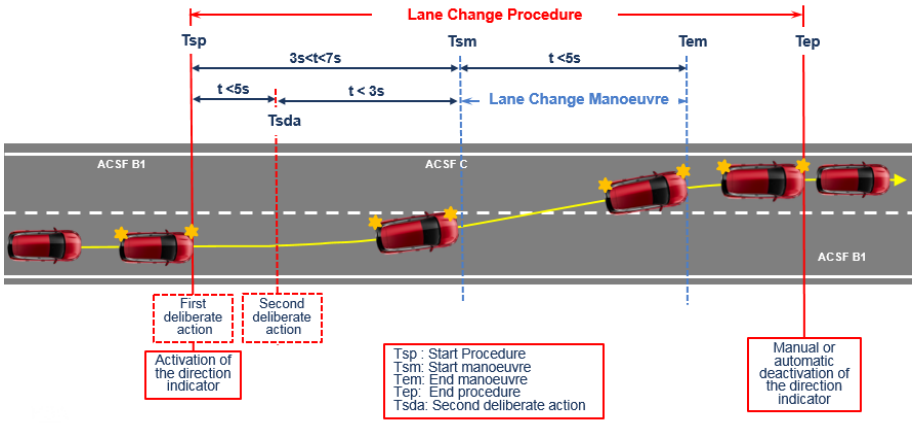
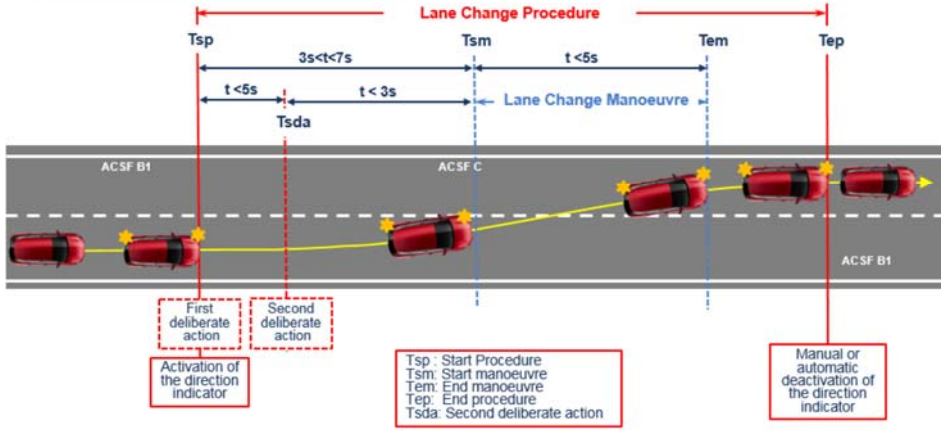
修訂內容	原內容	修訂國內法規條文草案	對應國內法規條文
3.2.3.2. Paragraph 2.4.1 of Annex 9 defines additional messages that shall under specific circumstances be supported by the towing vehicle. Additional checks may be carried out to verify the status of supported messages to ensure the requirements of paragraph 5.6.4.9.1.2. of the Regulation are fulfilled.		13.3.2.3.2 規定 12.2.4.1 定義應於特定情境下由牽引車輛支援之額外訊息。可執行額外檢查以驗證所支援訊息之狀態，以確保滿足規定 5.5.4.9.1.2 之要求。	
4. Trailers		13.4 拖車	
4.1. ISO 11992 towing vehicle simulator The simulator shall:		13.4.1 ISO 11992 牽引車輛模擬器 模擬器應：	
4.1.1. Have a connector meeting ISO 12098:2004 (15 pin) to connect to the vehicle under test. Pins 13, 14 and 15 of the connector shall be used to transmit and receive messages complying with ISO 11992-3:2021.		13.4.1.1 具備滿足 ISO 12098:2004(十五針腳)之連結器以連結至受測車輛。連結器之針腳十三、十四及十五應用於傳輸及接收符合 ISO 11992-3:2021 之訊息。	
4.1.2. Have a failure warning display and an electrical power supply for the trailer;		13.4.1.2 具備對拖車故障警示顯示及電源供給。	
4.1.3. Shall be capable of receiving all of the messages transmitted by the trailer to be type approved and be capable of transmitting all motor vehicle messages defined within ISO 11992-3:2021.		13.4.1.3 具備接收所有傳輸自待認證拖車之訊息的能力，亦具備傳輸 ISO 11992-3:2021 內所定義之所有車輛訊息的能力。	
4.1.4. Provide a direct or indirect readout of messages with the parameters in the data field shown in the correct order relative to time; and		13.4.1.4 對訊息以對應時間之正確順序顯示資料域內參數，提供直接或間接讀取方式。	
4.2. Checking procedure		13.4.2 檢查程序	
4.2.1. Confirm that the manufacturer's/supplier's information document demonstrates compliance with the provisions of ISO 11992 with respect to the		13.4.2.1 確認申請者之資訊文件是否顯示 ISO 11992 與物理層、資料連結層以及應用層相關規定之符合性。	

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
physical layer, data link layer and application layer. 4.2.2. Check the following, with the simulator connected to the trailer via the ISO 12098 interface and whilst all towing vehicle messages relevant to the interface are being transmitted: 4.2.2.1. Control line signalling: Simulate the required messages according to ISO 11992-3:2021 and described in the Annex 9 paragraph 2.1.2., 2.3.1. and 2.4.2. of this Regulation. 4.2.2.2. Failure warning: 4.2.2.2.1. Simulate a permanent failure in the communication line to pin 14 of the ISO 12098 connector and check that the warning signal of the ACSF specified in paragraph 5.6.4.5.5.1. of this Regulation is displayed. 4.2.2.2.2. Simulate a permanent failure in the communication line to pin 15 of the ISO 12098 connector and check that the warning signal of the ACSF specified in paragraph 5.6.4.5.5.1. of this Regulation is displayed. 4.2.2.2.3. Simulate the failure message required in paragraph 5.6.4.9.2.2. (according to ISO 11992-3:2021) from the trailer and check that the warning message specified in paragraph 5.6.4.5.5.1. is sent. 4.2.3. Additional checks 4.2.3.1. At the discretion of the Technical Service the checking procedures defined above may be repeated with the non-ACSF functions relevant to the interface in		13.4.2.2 以透過 ISO 12098 介面連結至拖車之模擬器，並於所有與介面相關之牽引車輛訊息正被傳輸時，檢查下述項目： 13.4.2.2.1 控制線路訊號 依照 ISO 11992-3:2021 及規定 12.2.1.2、12.2.3.1 及 12.2.4.2 模擬要求之訊息。 13.4.2.2.2 故障警示： 13.4.2.2.2.1 對 ISO 12098 連結器之針腳十四模擬一個於傳輸線路內之永久故障，並檢查規定 5.5.4.5.5.1 所述之 ACSF 警示訊號是否顯示。 13.4.2.2.2.2 對 ISO 12098 連結器之針腳十五模擬一個於傳輸線路內之永久故障，並檢查規定 5.5.4.5.5.1 所述之 ACSF 警示訊號是否顯示。 13.4.2.2.2.3 依照 ISO 11992-3:2021 模擬自拖車依規定 5.5.4.9.2.2 要求之故障訊息，並檢查規定 5.5.4.5.5.1 所述之警示訊號是否被發出。 13.4.2.3 額外檢查 13.4.2.3.1 依照檢測機構之決定，上述所定義之檢查程序可以介面相關之非 ACSF 功能於不同狀態或關閉狀態下重複執行。	

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
different states or switched off. 4.2.3.2. Paragraph 2.4.1.2. of Annex 9 defines additional messages that shall under specific circumstances be supported by the towing towed vehicle. Additional checks may be carried out to verify the status of supported messages to ensure the requirements of paragraph 5.6.4.9.1.2. of the Regulation are fulfilled.		13.4.2.3.2 規定 12.2.4.1.2 定義應於特定情境下由牽引車輛支援之額外訊息。可執行額外檢查以驗證所支援訊息之狀態，以確保滿足規定 5.5.4.9.1.2 之要求。	

圖表增訂部分

UN內容	基準內容
(UN) Figure of paragraph 5.6.4.6.4.1 	(基準)規定5.5.4.6.4.1之圖 ACSF 類型 C － 側向移動自動啟動案例(一階人機介面) 
(UN) Figure of paragraph 5.6.4.6.4.2	(基準) 規定5.5.4.6.4.2之圖 ACSF 類型 C － 側向移動由駕駛以第二刻意致動啟動之案例(二階人機介面) 變換車道程序 變換車道操作

UN內容	基準內容
ACSF C – Case where the lateral movement is initiated by a second deliberate action by the driver (2 Step HMI) 	**ACSF C – Case where the lateral movement is initiated by a second deliberate action by the driver (2 Step HMI)** 
(UN) Tables of paragraph 2.1.1, Annex 9 GPM11 message definition	(基準) 規定12.2.1.1之表 GPM 11 訊息定義

Byte pos.	*Bit pos.*	*Parameter ISO 11992-03:2021*	*Regulation No. 79 Reference*
1	1 to 2	Vehicle type	Regulation No. 79, Paragraph 5.6.4.9.1.4.
	3 to 8	Detailed Vehicle Type	Regulation No. 79, Paragraph 5.6.4.9.1.4.
2	5 to 8	ODM version request	Regulation No. 79, Paragraph 5.6.4.9.1.4.

位元組位置	*位元位置*	*ISO 11992-03:2021 參數*	*對應規定*
一	一至二	車輛類型	規定 5.5.4.9.1.4.
	三至八	詳細車輛類型	規定 5.5.4.9.1.4.
二	五至八	ODM 版本要求	規定 5.5.4.9.1.4.

…

ODM 11 message definition

Byte pos.	*Bit pos.*	*Parameter ISO 11992-03:2021*
1	---	CRC
2	1 to 4	sequence counter
	5 to 8	ODM input
3 to 4	---	longitudinal speed
5 to 6	---	lateral speed

ODM 11 訊息定義

位元組位置	*位元位置*	*ISO 11992-03:2021 參數*
一	---	CRC
二	一至四	順序計數器
	五至八	ODM 輸入
三至四	---	縱向速度
五至六	---	側向速度
七至八	---	橫擺角速度

UN內容

7 to 8	---	yaw rate

(UN) Tables of paragraph 2.1.2, Annex 9

GPM21 message definition

Byte pos.	*Bit pos.*	*Parameter ISO 11992-03:2021*	*Regulation No. 79 Reference*
1	1 to 2	Vehicle Type	Regulation No. 79, Paragraph 5.6.4.9.2.1.
	3 to 8	Detailed Vehicle Type	Regulation No. 79, Paragraph 5.6.4.9.2.1.
2	5 to 8	ODM Version Information	Regulation No. 79, Paragraph 5.6.4.9.2.1.
7	1 to 8	Identification Data Index	Regulation No. 79, Paragraph 5.6.4.9.2.1.
8	1 to 8	Identification Data Content	Regulation No. 79, Paragraph 5.6.4.9.2.1.

ODM 21, ODM 23, ODM 25, ODM 27, ODM 29, ODM 211, ODM 213, ODM 215 message definition

Byte pos.	*Bit pos.*	*Parameter ISO 11992-03:2021*
1	---	Cyclic Redundancy Check (CRC-8)
2	1 to 4	Sequence Counter
2	5 to 8	Status Indicator
3 to 4	---	Automated Steering Longitudinal Distance Object
5 to 6	---	Automated Steering Lateral Distance Object
7	1 to 4	Automated Steering Standard Deviation of Longitudinal and Lateral Distance
7	5 to 8	reserved by this document
8	1 to 8	Track ID

ODM 22, ODM 24, ODM 26, ODM 28, ODM210, ODM 212, ODM 214, ODM 216 message definition

Byte pos.	*Bit pos.*	*Parameter ISO 11992-03:2021*

基準內容

(基準) 規定12.2.1.2之表

GPM 21 訊息定義

位元組位置	*位元位置*	*ISO 11992-03:2021 參數*	*對應規定*
一	一至二	車輛類型	規定 5.5.4.9.2.1.
	三至八	詳細車輛類型	規定 5.5.4.9.2.1.
二	五至八	ODM 版本資訊	規定 5.5.4.9.2.1.
七	一至八	識別資料序號	規定 5.5.4.9.2.1.
八	一至八	識別資料內容	規定 5.5.4.9.2.1.

ODM 21, ODM 23, ODM 25, ODM 27, ODM 29, ODM 211, ODM 213, ODM 215 訊息定義

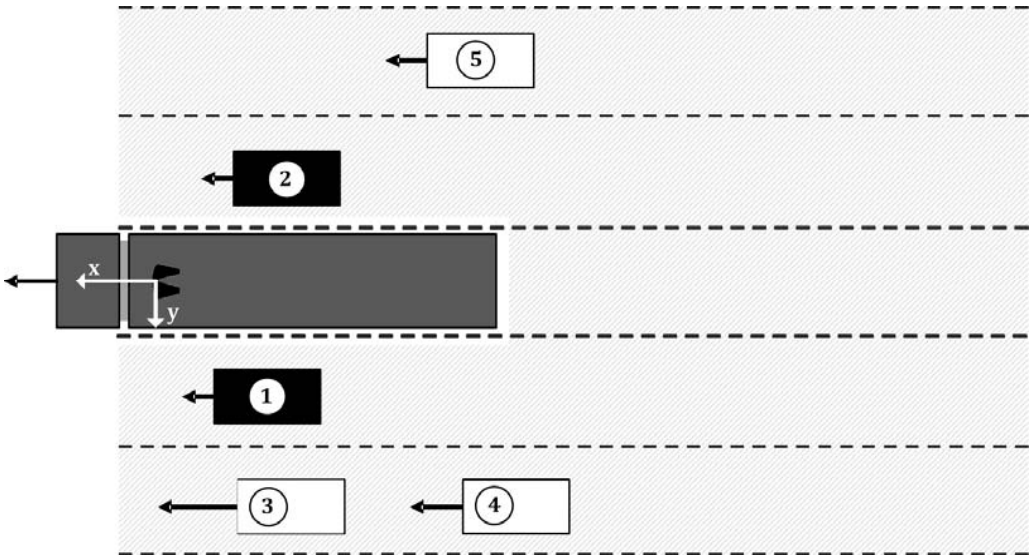
位元組位置	*位元位置*	*ISO 11992-03:2021 參數*
一	---	循環冗餘度檢查 (CRC-8)
二	一至四	順序計數器
二	五至八	狀態顯示器
三至四	---	自動轉向縱向距離物件
五至六	---	自動轉向側向距離物件
七	一至四	自動轉向縱向距離及側向距離之標準差
七	五至八	由本文件保留
八	一至八	追蹤代號

ODM 22, ODM 24, ODM 26, ODM 28, ODM210, ODM 212, ODM 214, ODM 216 訊息定義

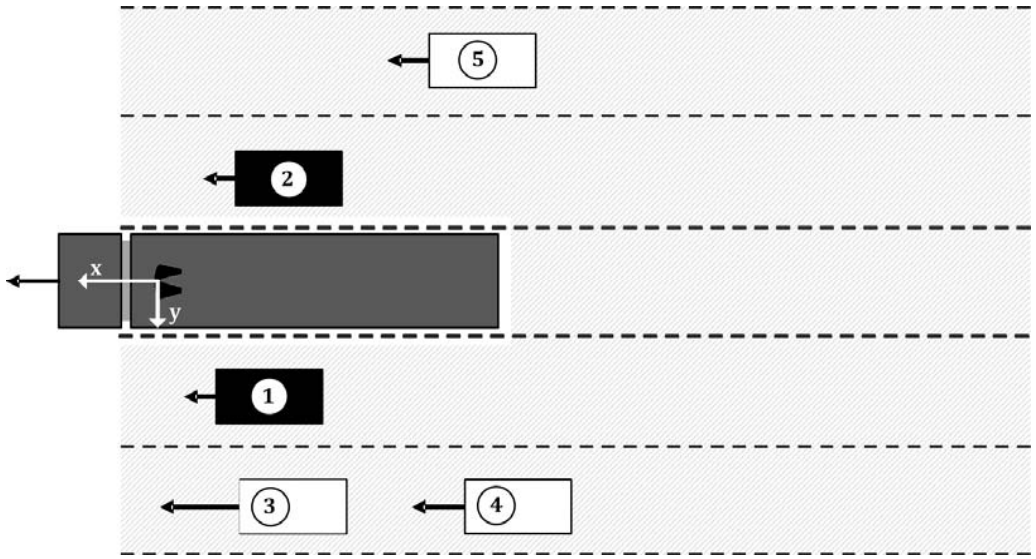
位元組位置	*位元位置*	*ISO 11992-03:2021 參數*
一	---	循環冗餘度檢查(CRC-8)

UN內容			基準內容		
1	---	Cyclic Redundancy Check (CRC-8)	二	一至四	順序計數器
2	1 to 4	Sequence Counter	二	五至八	狀態顯示器
2	5 to 8	Status Indicator	三至四	---	自動轉向絕對縱向速度物件
3 to 4	---	Automated Steering Absolute Longitudinal Speed Object	五至六	---	自動轉向絕對側向速度物件
5 to 6	---	Automated Steering Absolute Lateral Speed Object	七	一至四	自動轉向縱向速度及側向速度之常態差
7	1 to 4	Automated Steering Normal Deviation of Longitudinal and Lateral Speed	七	五至七	由本文件保留
7	5 to 7	reserved by this document			

(UN) Figure of paragraph 2.1.2.2, Annex 9

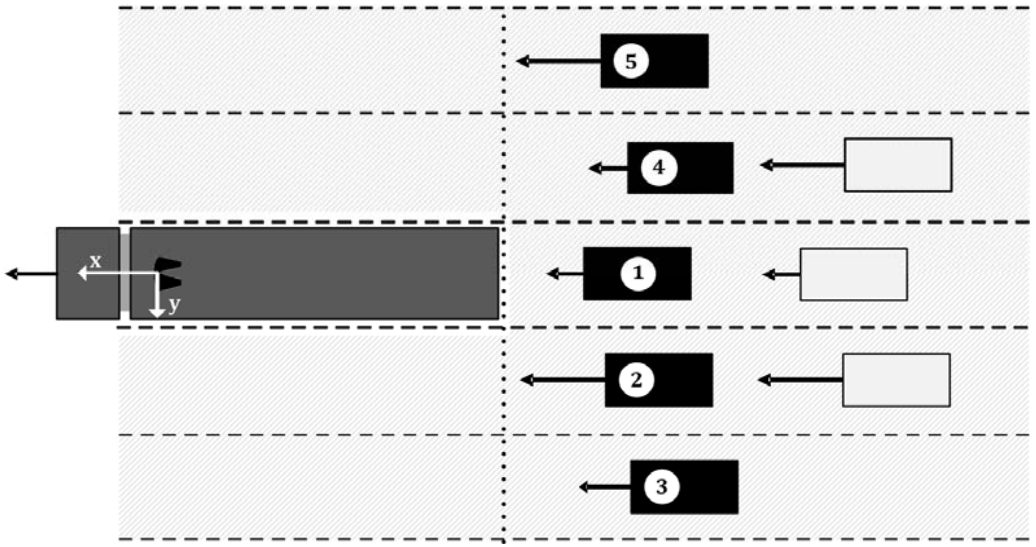
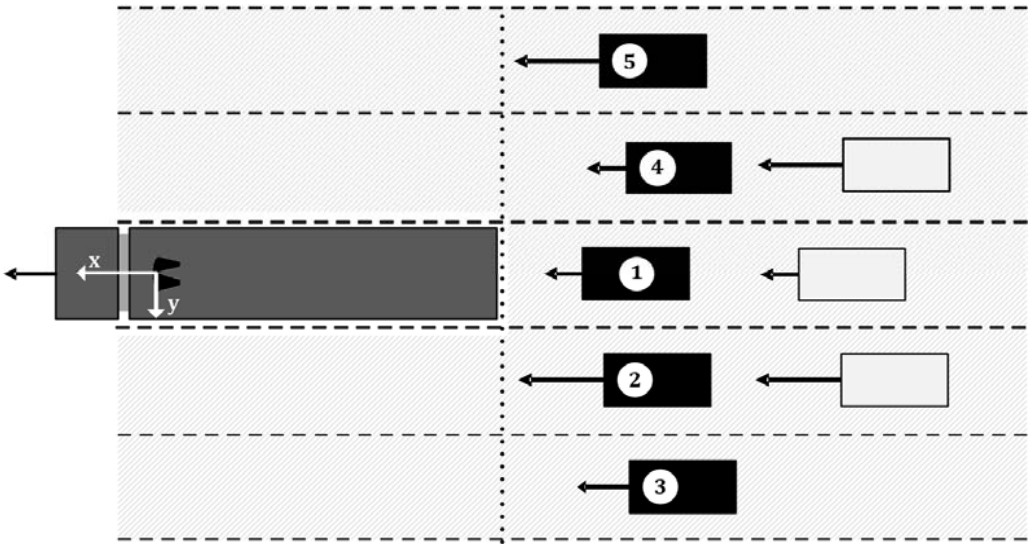


(基準) 規定12.2.1.2.2之圖



(UN) Figure of paragraph 2.1.2.3, Annex 9

(基準) 規定12.2.1.2.3之圖

UN內容	基準內容
	
(UN) Tables of paragraph 2.3.1, Annex 9 ODM 217 message definition	(基準) 規定12.2.3.1之表 ODM 217 訊息定義

Byte pos.	*Bit pos.*	*Parameter ISO 11992-03:2021*
1	---	Cyclic Redundancy Check (CRC-8)
2	1 to 4	Sequence Counter
2	5 to 8	Status Indicator
3 to 4	---	Geometric Item #1
5 to 6	---	Geometric Item #2
7 to 8	---	Geometric Item #3

位元組位置	*位元位置*	*ISO 11992-03:2021 參數*
一	---	循環冗餘度檢查 (CRC-8)
二	一至四	順序計數器
二	五至八	狀態顯示器
三至四	---	幾何項目#1
五至六	---	幾何項目#2
七至八	---	幾何項目#3

Multiplexing rules for geometric distances

幾何距離之多工規則

Sequence counter	*Item*	*Parameter ISO 11992-03:2021*
1 or 9	#1	distance to rear coupling point
1 or 9	#2	distance to centre of rotation

順序計數器	*項目*	*ISO 11992-03:2021 參數*
一或九	#1	至後方耦合點之距離
一或九	#2	至旋轉中心點之距離

(UN) Table of paragraph 2.4.1, Annex 9 GPM11 message definition	(基準) 規定12.2.4.1之表 GPM 11 訊息定義

Byte pos.	*Bit pos.*	*Parameter ISO 11992-03:2021*
3 to 4	1 to 16	Articulation Angle between towing and towed vehicle
5 to 6	1 to 16	Angle between towing vehicle and drawbar

位元組位置	*位元位置*	*ISO 11992-03:2021 參數*
三至四	一至十六	牽引車輛與拖車間之聯結角度
五至六	一至十六	牽引車輛與拖曳樑間之角度

UN內容			基準內容		
7 to 8	1 to 16	Angle between drawbar and towed vehicle	七至八	一至十六	拖曳桿與拖車間之角度

(UN) Table of paragraph 2.4.2, Annex 9
GPM21 message definition

Byte pos.	*Bit pos.*	*Parameter ISO 11992-03:2021*
3 to 4	1 to 16	Articulation Angle between towing and towed vehicle
5 to 6	1 to 16	Articulation Angle drawbar and towed vehicle

(基準) 規定 12.2.4.2之表
GPM 21 訊息定義

位元組位置	*位元位置*	*ISO 11992-03:2021 參數*
三至四	一至十六	牽引車輛與拖車間之聯結角度
五至六	一至十六	拖曳桿與拖車間之聯結角度

圖表修訂部分

修訂內容	原內容
	(UN) Table 1 of paragraph 5.6.2.1.3 For vehicles of category M1, N1

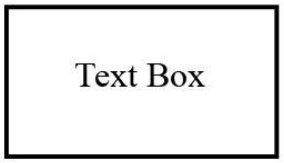
Speed range	*10 - 60 km/h*	*> 60 - 100 km/h*	*> 100 - 130 km/h*	*> 130 km/h*
Maximum value for the specified maximum lateral acceleration	3 m/s²	3 m/s²	3 m/s²	3 m/s²
Minimum value for the specified maximum lateral acceleration	0 m/s²	0.5 m/s²	0.8 m/s²	0.3 m/s²

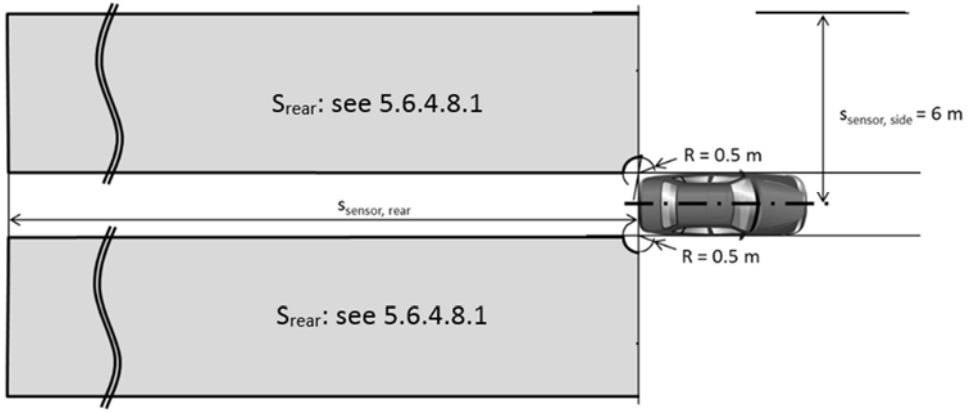
For vehicles of category M2, M3, N2, N3

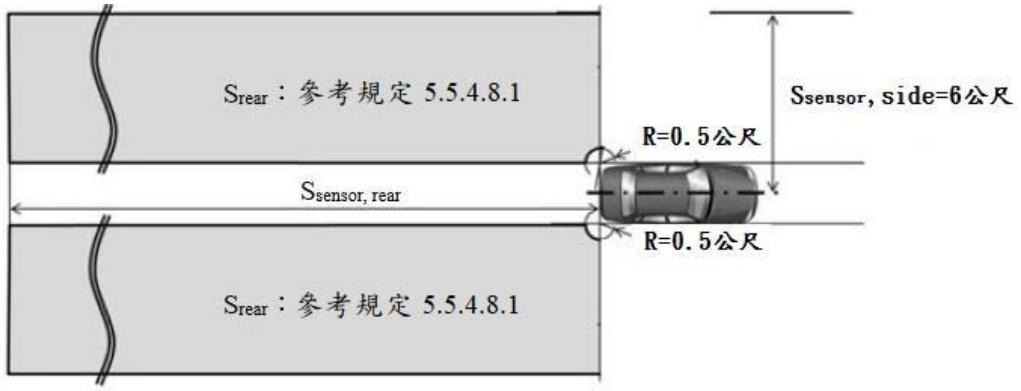
Speed range	*10 - 30 km/h*	*> 30 - 60 km/h*	*> 60 km/h*
Maximum value for the specified maximum lateral acceleration	2.5 m/s²	2.5 m/s²	2.5 m/s²
Minimum value for the specified maximum lateral acceleration	0 m/s²	0.3 m/s²	0.5 m/s²

(基準)規定5.5.2.1.3之表
M1及N1類車輛

速度範圍	十至六十公	大於六十至	大於一百至	大於一百三

修訂內容	原內容
	<table><tr><td></td><td>里/小時</td><td>一百公里/小時</td><td>一百三十公里/小時</td><td>十公里/小時</td></tr><tr><td>最大設定側向加速度之最大值</td><td>三公尺/秒平方</td><td>三公尺/秒平方</td><td>三公尺/秒平方</td><td>三公尺/秒平方</td></tr><tr><td>最大設定側向加速度之最小值</td><td>零公尺/秒平方</td><td>零點五公尺/秒平方</td><td>零點八公尺/秒平方</td><td>零點三公尺/秒平方</td></tr></table> M2、M3、N2、N3類車輛 <table><tr><td>速度範圍</td><td>十至三十公里/小時</td><td>大於三十至六十公里/小時</td><td>大於六十公里/小時</td></tr><tr><td>最大設定側向加速度之最大值</td><td>二點五公尺/秒平方</td><td>二點五公尺/秒平方</td><td>二點五公尺/秒平方</td></tr><tr><td>最大設定側向加速度之最小值</td><td>零公尺/秒平方</td><td>零點三公尺/秒平方</td><td>零點五公尺/秒平方</td></tr></table>
	(UN) Figure of paragraph 5.6.2.2.5  Example 1.  Example 2. 
	(基準)規定5.5.2.2.5之圖

修訂內容	原內容
	
	(UN) Figure of paragraph 5.6.4.8.2 
	(基準)規定5.5.4.8.2之圖

修訂內容	原內容
	
	(UN) Table 2 of paragraph 6.2.5.2 **Steering control effort requirements** *Vehicle Category* / *INTACT* / *WITH A FAILURE* *Maximum effort (daN)* / *Time(s)* / *Turning radius (m)* / *Maximum Effort (daN)* / *Time(s)* / *Turning Radius (m)* M_1 15 4 12 30 4 20 M_2 15 4 12 30 4 20 M_3 20 4 12 ** 45 * 6 20 N_1 20 4 12 30 4 20 N_2 25 4 12 40 4 20 N_3 20 4 12 ** 45 * 6 20 * 50 for rigid vehicles with 2 or more steered axles excluding self tracking equipment ** or full lock if 12 m radius is not attainable.
	(基準)規定6.2.5.2之表三 表三、轉向控制力之規定

修訂內容	原內容

車輛種類	具完整功能時			失效		
	最大作用力(牛頓)	時間(秒)	迴轉半徑(公尺)	最大作用力(牛頓)	時間(秒)	迴轉半徑(公尺)
M1	一百五十	四	十二	三百	四	二十
M2	一百五十	四	十二	三百	四	二十
M3	二百	四	十二**/	四百五十	六	二十
N1	二百	四	十二	三百	四	二十
N2	二百五十	四	十二	四百	四	二十
N3	二百	四	十二**/	四百五十*/	六	二十

*/ 除自我循跡裝備以外，具有二組轉向軸以上之單體車輛者，則為五百。

**/ 或全鎖定，若十二公尺之半徑無法獲得時。

(UN) Table 3 of paragraph 2, Annex 3

Category		*V (km/h)*	*Service braking (m/s^2)*	*F (daN)*
M_1		100	6.43	50
M_2 *and* M_3		60	5.0	70
N_1 [a, b]	*(i)*	80	5.0	70
	(ii)	100	6.43	50
N_2 *and* N_3		60	5.0	70

[a] The applicant shall select the appropriate row (i) or (ii) and this choice shall be subject to the agreement of the Technical Service.

[b] Information: The values in row (i) are aligned with the corresponding provisions in UN Regulation No. 13, the values in row (ii) are aligned with the corresponding provisions in UN Regulation No. 13-H.

(基準)規定5.3.1.4之表一

表一 常用煞車性能

車輛種類		V (公里/小時)	常用煞車(公尺/秒平方)	F 牛頓
M1		一百	六點四三	五百
M2 M3		六十	五點零	七百
N1[a,b]	(i)	八十	五點零	七百

修訂內容	原內容
	N2 N3 (ii): 一百 六十 / 六點四三 五點零 / 五百 七百 備註 a.申請者可選擇適用之(i)或(ii)列，惟須經檢測機構同意。 b.(i)及(ii)列之數值係分別依據非M1類及M1類車輛基準。
	(UN) Table 4 of paragraph 3, Annex 3 **Secondary and residual efficiency** *Category* / *V (km/h)* / *Secondary braking (m/s²)* / *Residual braking (m/s²)* *M1*: 100 / 2.44 / - *M2 and M3*: 60 / 2.5 / 1.5 *N1 a, b (i)*: 70 / 2.2 / 1.3 *N1 a, b (ii)*: 100 / 2.44 / - *N2*: 50 / 2.2 / 1.3 *N3*: 40 / 2.2 / 1.3 [a] The applicant shall select the appropriate row (i) or (ii) and this choice shall be subject to the agreement of the Technical Service. [b] Information: The values in row (i) are aligned with the corresponding provisions in UN Regulation No. 13, the values in row (ii) are aligned with the corresponding provisions in UN Regulation No. 13-H.
	(基準)規定5.3.1.5之表二 表二 第二/殘餘煞車性能 車輛種類 / V (公里/小時) / 第二煞車(公尺/秒平方) / 殘餘煞車(公尺/秒平方) M1: 一百 / 二點四四 / - M2 M3: 六十 / 二點五 / 一點五 N1a,b (i): 七十 / 二點二 / 一點三 N1a,b (ii): 一百 / 二點四四 / - N2: 五十 / 二點二 / 一點三 N3: 四十 / 二點二 / 一點三 備註

<table>
<tr><th>修訂內容</th><th>原內容</th></tr>
<tr><td></td><td>a.申請者可選擇適用之(i)或(ii)列，惟須經檢測機構同意。
b.(i)及(ii)列之數值係分別依據非M1類及M1類車輛基準。</td></tr>
<tr><td></td><td>(UN) Table 5 of paragraph 2.2.1.1, Annex 3
<table><tr><th>Vehicle category</th><th>R [3]</th><th>v [1, 2]</th></tr><tr><td>M_1 and N_1</td><td>100</td><td>80</td></tr><tr><td>M_2 and N_2</td><td>50</td><td>50</td></tr><tr><td>M_3 and N_3</td><td>50</td><td>45</td></tr></table>[1] If the ASE is in a mechanically locked position at this specified speed, the test speed will be modified to correspond to the maximum speed where the system is functioning. Maximum speed means the speed when the ASE becomes locked minus 5 km/h.
[2] If the dimensional characteristics of the vehicle imply an overturning risk, the manufacturer shall provide to the Technical Service behaviour simulation data demonstrating a lower maximum safe speed for conducting the test. Then the Technical Service will choose this test speed.
[3] If, due to the configuration of the test site, the values of the radii cannot be observed, the tests may be carried out on tracks with other radii, (maximum variation: ± 25 per cent) provided that the speed is varied to obtain the transverse acceleration resulting from the radius and speed indicated in the table for the particular category of vehicle.</td></tr>
<tr><td></td><td>(基準未導入相關規定)</td></tr>
</table>

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 6 項）

項 次	法 規 名 稱	修訂法規內容	新增之法規項目	頁碼	UN 版本別	內容摘要
1	附件三之四、車輛燈光與標誌檢驗規定	◎		P.384	---	依交通部指示，鑑於國內裝設有升降尾門之車輛，於尾門開啟時後方警示不足易導致後方用路人發生危險，爰參考德國 StVZO §53b(5)之相關規定，增訂升降尾門應裝設警示燈及警示標識相關規範。
2	附件三之五、車輛燈光與標誌檢驗規定	◎		P.385	---	1. 為使本項實施時間及適用範圍之語意更易於理解，爰調整文字內容為達妥適性，未增訂其他要求。 2. 依交通部指示，鑑於國內裝設有升降尾門之車輛，於尾門開啟時後方警示不足易導致後方用路人發生危險，爰參考德國 StVZO §53b(5)之相關規定，增訂升降尾門應裝設警示燈及警示標識相關規範。
3	附件六十一、機械式聯結裝置安裝規定	◎		P.388	---	依台灣區車體工業同業公會會員於 2024 年車輛型式安全及品質一致性審驗年度研討會提案，針對適用型式及其範圍認定原則朝引用聯合國 UN 技術參數之方向檢討修訂。
4	附件九十一、燈光訊號裝置	◎		P.389	---	1. 適用型式及其範圍認定原則項次編排調整。 2. 參考 UN R148 修正後霧燈外表面面積相關規定。
5	附件九十三、反光裝置	◎		P.389	---	1. 適用型式及其範圍認定原則項次編排調整。 2. 參考 UN R150 修正三及四類後方標識牌之光度規範。
6	附件九十四、盲點警示系統	◎		P.390	---	規定 7 非屬試驗案例之性能要求部分公式修正。

附件三之四、車輛燈光與標誌檢驗規定

修訂規定	現行規定	說明
1.實施時間及適用範圍： … 1.11 中華民國○○年○月○日起，新型式N類及O類車輛及中華民國○○年○月○日起，各型式N類及O類車輛，所使用之升降尾門，應裝設符合本項規定6.27之車輛升降尾門用之警示燈及警示標識。	1.實施時間及適用範圍： …	依交通部指示，鑑於國內裝設有升降尾門之車輛，於尾門開啟時後方警示不足易導致後方用路人發生危險，爰參考德國StVZO §53b(5)之相關規定，增訂升降尾門應裝設警示燈及警示標識相關規範。
6.27 車輛升降尾門用之警示燈及警示標識 6.27.1 車輛升降尾門用警示燈 6.27.1.1 應具有平坦之表面且不得有尖銳或銳利邊緣。 6.27.1.2 燈色應為橙(琥珀)色。 6.27.1.3 發光強度不應小於五十燭光且不大於五百燭光。 6.27.1.4 水平角之可視性為水平朝外夾角八十度，水平朝內夾角四十五度；垂直角之可視性為水平面上方十五度。 6.27.1.5 數量應為兩盞。 6.27.1.6 裝設位置：應盡可能安裝於升降尾門位於作動位置時之末端，並安裝牢固。 6.27.1.7 電路接線：車輛升降尾門用之警示燈應由一獨立控制來使之作動，並於作動期間開啟且持續閃爍。 6.27.2 車輛升降尾門用警示標識 6.27.2.1 應為紅色及白色，且具反光作用。 6.27.2.2 數量應為兩個。 6.27.2.3 裝設位置：應盡可能安裝於升降尾門末端並安裝牢固，且不得遮蔽其他燈光與標誌。 6.27.2.4 升降尾門位於作動位置時，該警示標識自車輛後端觀察應能清晰可見。		

附件三之五、車輛燈光與標誌檢驗規定

修正規定	現行規定	說明
1.實施時間及適用範圍： 1.1 中華民國一百十五年一月一日起，新型式之M及N類車輛及中華民國一百十七年一月一日起，各型式之M及N類車輛，其車輛燈光與標誌，應符合本項4.及6.至8.之規定，且應配備符合本項規定之緊急煞車訊號。	1. 實施時間及適用範圍： 1.1 中華民國一百十五年一月一日起，新型式之M及N類車輛及中華民國一百十七年一月一日起，各型式之M及N類車輛，其車輛燈光與標誌，應符合本項4.及6.至8.之規定。	1.為使本項實施時間及適用範圍之語意更易於理解，爰調整文字內容為達妥適性，未增訂其他要求。
1.1.1 已符合本基準項次「三之四」規定之既有型式M 及N類車輛且配備符合本項規定之緊急煞車訊號及車外迎賓燈（若有時）者，視同符合本項規定。	1.1.1 已符合本基準項次「三之四」規定之既有型式M及N類車輛且配備符合本項規定之緊急煞車訊號者，視同符合本項規定。 1.1.2 已符合本基準項次「三之四」規定之既有型式M及N類車輛且未配備符合本項規定之緊急煞車訊號者，另應符合本項緊急煞車訊號相關規定。	2. 依交通部指示，鑑於國內裝設有升降尾門之車輛，於尾門開啟時後方警示不足易導致後方用路人發生危險，爰參考德國StVZO § 53b (5)之相關規定，增訂升降尾門應裝設警示燈及警示標識相關規範。
…	…	
1.3 中華民國一百十五年起，各型式之L1、L2、L3及L5類車輛，其車輛燈光與標誌，應符合本項5.至8.之規定，且各型式L3類車輛，禁止使用類型B對稱光型頭燈。	1.3 中華民國一百零六年起，新型式之L1、L2、L3及L5類車輛，其車輛燈光與標誌，應符合本項5.至8.之規定，且禁止申請使用類型B之對稱光型頭燈之各型式L3類車輛。 1.4 使用於M、N類車輛之車外迎賓燈應符合6.19之規定。	
1.3.1 已符合本基準項次「三之四」規定之既有型式L1、L2、L3及L5類車輛，若配備符合本項6.12規定之晝行燈，且符合5.2規定作動方式者，視同符合本項規定；惟若配備車輛啟動即開啟頭燈功能者，則亦視同符合本項規定。		
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4.2.5.2水平投射及/或6.16適路性前方照明系統(AFS)及4.1.10、4.2.7.7、4.3.9、	1.5 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4.2.5.2水平投射及/或6.16適路性前方照明系統(AFS)及4.1.10、	

修 正 規 定	現 行 規 定	說 明
4.4.8、4.6.9 提出車輛電力系統穩定時之電力供給狀態之規定。	4.2.7.7、4.3.9、4.4.8、4.6.9 提出車輛電力系統穩定時之電力供給狀態之規定。	
1.5 O3 及 O4 類車輛其車身側方及後方帶狀反光標識之尺寸及形狀裝置要求應符合本項 6.14.2、6.14.3.1 之規定，且所使用之反光標識應符合本基準中「反光識別材料」或「反光裝置」之規定。	1.6 中華民國九十九年七月一日起，O3 及 O4 類車輛其車身側方及後方帶狀反光標識之尺寸及形狀裝置要求應符合本項 6.14.2、6.14.3.1 之規定，且所使用之反光標識應符合本基準中「反光識別材料」之規定。	
1.6 除曳引車以外，總重量逾七點五公噸之各型式 N2 類車輛及 N3 類車輛：其全長逾六公尺及/或全寬逾二點一公尺者，應裝設符合本項 6.18 規定之反光標識，但經內政部核定之消防車輛得免符合本項規定。	1.7 除曳引車以外，總重量逾七點五公噸之各型式 N2 類車輛及 N3 類車輛：其全長逾六公尺及/或全寬逾二點一公尺者，應裝設符合本項 6.18 規定之反光標識，但經內政部核定之消防車輛得免符合本項規定。	
1.6.1 若申請型式依規定僅須執行 6.18 試驗，則申請者得選擇以檢測機構出具之本次申請型式合格檢測報告，或以檢測機構出具之相同申請者與車種代號其他型式合格檢測報告（包含已符合 6.18）併同其與本次申請型式之車身式樣差異說明及本次申請型式之符合性聲明文件（至少包含 6.18 各子項實車規格值/符合狀況與實車貼附反光標識照片），為本項符合性證明文件。	1.7.1 若申請型式依規定僅須執行 6.18 試驗，則申請者得選擇以檢測機構出具之本次申請型式合格檢測報告，或以檢測機構出具之相同申請者與車種代號其他型式合格檢測報告（包含已符合 6.18）併同其與本次申請型式之車身式樣差異說明及本次申請型式之符合性聲明文件（至少包含 6.18 各子項實車規格值/符合狀況與實車貼附反光標識照片），為本項符合性證明文件。	
1.7 中華民國一百十五年一月一日起，各型式之 M、N 類車輛，應配備符合本項 6.3 規定之晝行燈。	1.8 中華民國一百十五年一月一日起，各型式之 M、N 類車輛，應配備符合本項 6.3 規定之晝行燈，且符合 4.2 規定作動方式。	
	1.9 中華民國一百零八年一月一日起，各型式之 L 類車輛，應配備符合本項 6.12 規定之晝行燈，且符合 5.2 規定作動方式；惟 L 類車輛若配備車輛啟動即開啟頭燈功能者，則亦視同符合本項規定	
1.8 中華民國○○年○月○日起，新型式 N 類及 O 類車輛及中華民國○○年○月○日起，各型式 N 類及 O 類車輛，		

修 正 規 定	現 行 規 定	說 明
所使用之升降尾門，應裝設符合本項規定 6.27 之車輛升降尾門用之警示燈及警示標識。 1.9 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 R48 06~07 系列、UN R53 01~02 系列、UN R70 01 系列、UN R74 01 系列、UN R104 00 系列及其後續相關修正規範進行測試。	1.10 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 R48 06~07 系列、UN R53 01~02 系列、UN R70 01 系列、UN R74 01 系列、UN R104 00 系列及其後續相關修正規範進行測試。	
6.27 車輛升降尾門用之警示燈及警示標識 6.27.1 車輛升降尾門用警示燈 6.27.1.1 應具有平坦之表面且不得有尖銳或銳利邊緣。 6.27.1.2 燈色應為橙(琥珀)色。 6.27.1.3 發光強度不應小於五十燭光且不大於五百燭光。 6.27.1.4 水平角之可視性為水平朝外夾角八十度，水平朝內夾角四十五度；垂直角之可視性為水平面上方十五度。 6.27.1.5 數量應為兩盞。 6.27.1.6 裝設位置：應盡可能安裝於升降尾門位於作動位置時之末端，並安裝牢固。 6.27.1.7 電路接線：車輛升降尾門用之警示燈應由一獨立控制來使之作動，並於作動期間開啟且持續閃爍。 6.27.2 車輛升降尾門用警示標識 6.27.2.1 應為紅色及白色，且具反光作用。 6.27.2.2 數量應為兩個。 6.27.2.3 裝設位置：應盡可能安裝於升降尾門末端並安裝牢固，且不得遮蔽其他燈光與標誌。 6.27.2.4 升降尾門位於作動位置時，該警示標識自車輛後端觀察應能清晰可見。		

附件六十一、機械式聯結裝置安裝規定

修正規定	現行規定	說明
3.機械式聯結裝置安裝規定之適用型式及其範圍認定原則： 3.1 中華民國一百年七月一日起，應符合以下規定： 3.1.1 車種代號相同。 3.1.2 廠牌及車輛型式系列相同。 3.1.3 底盤車廠牌相同。 3.1.4 底盤車製造廠宣告之底盤車型式系列相同。 3.1.5 若以底盤車代替完成車執行本項全部或部分檢測時，其適用型式及其範圍認定原則： 3.1.5.1 底盤車廠牌相同。 3.1.5.2 底盤車製造廠宣告之底盤車型式系列相同。 3.2 中華民國 OOO 年 O 月 OO 日起，應符合以下規定： 3.2.1 車種代號相同。 3.2.2 廠牌相同。 3.2.3 底盤車廠牌相同。 3.2.4 機械式聯結裝置與車輛固定之結構、尺寸、形狀和材料相同。 3.2.5 若以底盤車代替完成車執行本項全部或部分檢測時，其適用型式及其範圍認定原則： 3.2.5.1 底盤車廠牌相同。 3.2.5.2 機械式聯結裝置與車輛固定之結構、尺寸、形狀和材料相同。	3.機械式聯結裝置安裝規定之適用型式及其範圍認定原則： 3.1 車種代號相同。 3.2 廠牌及車輛型式系列相同。 3.3 底盤車廠牌相同。 3.4 底盤車製造廠宣告之底盤車型式系列相同。 3.5 若以底盤車代替完成車執行本項全部或部分檢測時，其適用型式及其範圍認定原則： 3.5.1 底盤車廠牌相同。 3.5.2 底盤車製造廠宣告之底盤車型式系列相同。	依台灣區車體工業同業公會會員於 2024 年車輛型式安全及品質一致性審驗年度研討會提案，針對適用型式及其範圍認定原則朝引用聯合國 UN 技術參數之方向檢討修訂。

附件九十一、燈光訊號裝置

修訂規定	現行規定	說明
3. 燈光訊號裝置之適用型式及其範圍認定原則： … 3.6. 光源之序列式致動相同(依實際安裝狀況)。惟能夠於不改變燈具之光學特性情況下，以不同模式致動方向燈（序列式或非序列式），則視為相同型式之方向燈。 3.7 光源顏色或濾鏡顏色之改變不視為型式之改變。	3. 燈光訊號裝置之適用型式及其範圍認定原則： … 3.6. 光源之序列式致動相同(依實際安裝狀況)。惟能夠於不改變燈具之光學特性情況下，以不同模式致動方向燈（序列式或非序列式），則視為相同型式之方向燈。 光源顏色或濾鏡顏色之改變不視為型式之改變。	適用型式及其範圍認定原則項次編排調整。
5.9. 後霧燈(類型F1、F2)之技術要求 … 5.9.4. 後霧燈沿參考軸方向之外表面面積不應超過一百四十平方公分。	5.9. 後霧燈(類型F1、F2)之技術要求 … 5.9.4. 後霧燈沿參考軸方向之外表面面積不應小於一百四十平方公分。	參考 UN R148 修正後霧燈外表面面積相關規定。

附件九十三、反光裝置

修訂規定	現行規定	說明
3. 反光裝置之適用型式及其範圍認定原則： … 3.5 設計之獨特幾何及機械特徵相同(僅適用於規定7.之標識牌/裝置)。 3.6 適用於規定7.之反光材料及/或標識牌形狀與尺寸之不同，不應視為不同型式。	3. 反光裝置之適用型式及其範圍認定原則： … 3.5 設計之獨特幾何及機械特徵相同(僅適用於規定7.之標識牌/裝置)。 適用於規定7.之反光材料及/或標識牌形狀與尺寸之不同，不應視為不同型式。	適用型式及其範圍認定原則項次編排調整。
5.7.4. 反射係數之最大值 一、二、三及四類後方標識牌之光度規範： 一及二類後方標識牌應符合表十中黃色之值。 三及四類後方標識牌應符合表十中黃色及紅色之值。	5.7.4. 反射係數之最大值 一、二、三及四類後方標識牌之光度規範： 一及二類後方標識牌應符合表十中黃色之值。 三及四類後方標識牌應符合表十中紅色之值。	參考 UN R150 修正三及四類後方標識牌之光度規範。

附件九十四、盲點警示系統

修 正 規 定	現 行 規 定	說 明
7.定義非屬試驗案例表中試驗案例之性能要求程序 … 為了達成朝向碰撞點之定半徑轉向而非二輪車輛僅直行向前，第三部分將考慮車輛之較長行程。 藉由一只要達成所需側向位移即結束之定半徑圓預估轉向部分，因此須藉由直行及轉向間之距離差移動 d_b。 可使用迴轉半徑 R、側向位移 $Y=d_{lateral}$＋零點二五公尺(二輪車輛中心線至車輛邊緣之距離)及撞擊位置 L 計算而得。 $$d_{b,3} = \mathrm{R} \cdot \cos^{-1}\left(\frac{R-Y}{R}\right) - \sqrt{R^2-(R-Y)^2}$$ d_b 最終值即為 $d_{b,1}$ 減去另兩個部分 $d_{b,2}$ 及 $d_{b,3}$。 $$d_b = 8\mathrm{s} \cdot v_{Vehicle} - \mathrm{L} - \mathrm{R} \cdot \cos^{-1}\left(\frac{R-Y}{R}\right) + \sqrt{R^2-(R-Y)^2}$$ …	7.定義非屬試驗案例表中試驗案例之性能要求程序 … 為了達成朝向碰撞點之定半徑轉向而非二輪車輛僅直行向前，第三部分將考慮車輛之較長行程。 藉由一只要達成所需側向位移即結束之定半徑圓預估轉向部分，因此須藉由直行及轉向間之距離差移動 d_b。 可使用迴轉半徑 R、側向位移 $Y=d_{lateral}$＋零點二五公尺(二輪車輛中心線至車輛邊緣之距離)及撞擊位置 L 計算而得。 $$d_{b,3} = \mathrm{R} \cdot \cos^{-1}\left(\frac{R-Y}{Y}\right) - \sqrt{R^2-(R-Y)^2}$$ d_b 最終值即為 $d_{b,1}$ 減去另兩個部分 $d_{b,2}$ 及 $d_{b,3}$。 $$d_b = 8\mathrm{s} \cdot v_{Vehicle} - \mathrm{L} - \mathrm{R} \cdot \cos^{-1}\left(\frac{R-Y}{Y}\right) - \sqrt{R^2-(R-Y)^2}$$ …	規定 7 非屬試驗案例之性能要求部分公式修正。