

## Proposal for amendments to UN Regulation No. 152

The following text is submitted as a proposal for Supplement to the 02 series of amendments to UN Regulation No. 152

### I. Proposal

*Paragraph 5.2.3.4*, amend to read:

“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 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 **affording good adhesion**;

(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 0°C) and

(h) When driving straight with no curve, and not turning at an intersection.

It is recognised that ...”

### II. Justifications

In addition to the amendments proposed for the 00 and 01 series of amendments to UN-R152, this proposal aims to align the wording with regard to “dry road affording good adhesion” also in the 02 series of amendments with the purpose of avoiding confusion with other regulations that might refer to a “dry road” in a different context.

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