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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### 185th session

Geneva, 23-25 November 2021

Item 4.10.7 of the provisional agenda

#### 1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRVA

## Proposal for Supplement 1 to the 02 series of amendments to UN Regulation No. 152 (AEBS for M<sub>1</sub> and N<sub>1</sub>)

### Submitted by the Working Party on Automated/Autonomous and Connected Vehicles \*

The text reproduced below was adopted by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its tenth session in May 2021 (ECE/TRANS/WP.29/GRVA/10, para. 70). It is based on Annex VI to the session report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their November 2021 sessions.

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\* In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in proposed programme budget for 2021 (A/75/6 (part V sect. 20) para 20.51), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



*Paragraph 5.4.1.1*, amend to read:

"5.4.1.1 The AEBS function shall be 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."

*Paragraph 5.1.2*, amend to read:

"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."

*Paragraph 5.1.4.1.2 and 5.1.4.1.3.*, amend to read (transfer of paragraph 5.1.4.1.2. to a new paragraph 5.1.4.2.)

"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 illuminated.

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.

5.1.4.3. 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."

*Paragraph 5.2.1.4.*, amend to read (addition of "and" at the end of item (f) in the list of conditions):

"5.2.1.4. Speed reduction by braking demand

In absence of driver's input ...

...

(f) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C); and

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

It is recognised ..."

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