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Item 4.7.9 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRVA

Proposal for Supplement 2 to the 02 series of amendments to UN Regulation No. 152 (AEBS for M₁ and N₁)

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 eleventh session (see ECE/TRANS/WP.29/GRVA/11, paras. 78 and 80. It is based on ECE/TRANS/WP.29/GRVA/2021/22, amended by Annex IV of 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 March 2022 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (part V sect. 20) para 20.76), 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 2.13., amend to read (including re-numbering of former Footnote 3):

“2.13. “*Dry road affording good adhesion*” means a road with a sufficient nominal² Peak Braking Coefficient (PBC) that would permit:

- (a) A mean fully developed deceleration of at least 9 m/s² ; or
- (b) The design maximum deceleration of the relevant vehicle;

Whichever is lower.”

Footnote 2, renumber as Footnote 3

Footnote 3, renumber as Footnote 2

Paragraph 2.14., amend to read:

“2.14. “*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 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.”

Insert a new paragraph 2.18., to read:

“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 d_m may be determined by other methods than the measurement of speed and distance; in this case, the accuracy of the d_m shall be within ± 3 per cent.”

Paragraph 5.2.1.4, amend to read:

“5.2.1.4. 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 a relative impact speed that is less or equal to the maximum relative impact speed as shown in the following table:

- (a) For collisions with unobstructed and constantly travelling or stationary targets;
- (b) On flat, horizontal and dry roads affording good adhesion;

- (c) In maximum mass and mass in running order conditions;
- (d) In situations where the vehicle longitudinal centre planes are displaced by not more than 0.2 m;
- (e) In ambient illumination conditions of at least 1000 Lux without blinding of the sensors (e.g. direct blinding sunlight);
- (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 that ...”

Paragraph 5.2.2.4, amend to read:

“5.2.2.4. 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 pedestrians with a lateral speed component of not more than 5 km/h;
- (b) In unambiguous situations (e.g. not multiple pedestrians);
- (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 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 ...”

Paragraph 6.1.1. and subparagraphs, amend to read:

- 6.1.1. The test shall be performed on a flat, dry, concrete or asphalt, road affording good adhesion.

Paragraph 6.3.1., amend to read:

- “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.”