

## **Proposal for amendments to ECE/TRANS/WP29/2022/18, ECE/TRANS/WP29/2022/19, and ECE/TRANS/WP29/2022/20**

Based on GRVA-12-29

### **I. Amendments to ECE/TRANS/WP29/2022/18, ECE/TRANS/WP29/2022/19**

*Paragraph 6.1.1. and subparagraphs*, amend to read:

- 6.1.1. Test surface
- 6.1.1.1. The test shall be performed on a flat, dry, concrete or asphalt, road affording good adhesion.
- 6.1.1.2. The test surface shall have a consistent slope between level and 1 per cent.

### **II. Amendments to ECE/TRANS/WP29/2022/20**

*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 ...”

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  - 6.1.1.2. The test surface shall have a consistent slope between level and 1 per cent.
- ...”