Proposal for a supplement to the 01 series of amendments to UN Regulation No. 131 (Advanced Emergency Braking System)

The text reproduced below is based on ECE/TRANS/WP.29/GRVA/2022/23 and GRVA-14-28. It includes input received during the fourteenth session of the Working Party on Automated and Connected Vehicles (GRVA).

Proposal

*Paragraph 5.4.1.*, amend to read: (GRVA-14-28)

“5.4.1. The AEBS function shall be automatically reinstated at the initiation of each new ~~ignition cycle~~ **engine start (or run cycle, as relevant)**.”

*Paragraph 6.4.2.3.,* shall be deletedto read:

“6.4. Warning and activation test with a stationary target

6.4.2. The timing for the collision warning modes referred to in paragraph 5.5.1. above shall comply with the following:

6.4.2.1. At least one warning mode shall be provided no later than specified in Table I, Column B, of Annex 3. […]

6.4.2.2. At least two warning modes shall be provided no later than specified in Table I, Column C, of Annex 3.

~~6.4.2.3. Any speed reduction during the warning phase, shall not exceed either 15 km/h or 30 per cent of the total subject vehicle speed reduction, whichever is higher.~~

6.4.3. The collision warning phase shall be followed by the emergency braking phase.

6.4.4. The total speed reduction of the subject vehicle at the time of the impact with the stationary target shall be not less than the value specified in Table I, column D of Annex 3.

6.4.5. The emergency braking phase shall not start before a TTC equal to ~~or less than~~ 3.0 seconds.”

*Paragraph 6.5.2.3.,* shall be deleted to read:

“6.5. Warning and activation test with a moving target

6.5.2. The timing for the collision warning modes referred to in paragraph 5.5.1. above shall comply with the following:

6.5.2.1. At least one haptic or acoustic warning mode shall be provided no later than specified in Table I Column E of Annex 3.

6.5.2.2. At least two warning modes shall be provided no later than specified in   
Table I Column F of Annex 3.

~~6.5.2.3. Any speed reduction during the warning phase shall not exceed either 15 km/h or 30 per cent of the total subject vehicle speed reduction, whichever is higher.~~

6.5.3. The emergency braking phase shall result in the subject vehicle not impacting the moving target.

6.5.4. The emergency braking phase shall not start before a TTC equal to ~~or less than~~ 3.0 seconds.”