

Draft amendments to unique AEBS regulation in order to create 01 series of amendments

I. Proposal

Paragraph 1., amend to read (references to footnotes 1 and 2 remain unchanged):

“1. Scope and purpose

This Regulation applies to the approval of vehicles of category M₂, N₂, M₃ and N₃¹ equipped **with pneumatic rear suspension and a braking system with either**

- **pneumatic control transmission and hydraulic energy transmission or**
- **pneumatic energy transmission**

with regard to an on-board system to mitigate or avoid a rear-end in lane collision².

Footnote 2: In the light of the experience gained from the introduction of this regulation, type approval requirements for vehicles equipped with other types of braking or rear suspension systems, without compromising safety, shall be specified by amending this regulation before November 2016.”

Paragraph 6.5.4., amend to read:

“6.5.4. The total speed reduction of the subject vehicle at the time of the impact with the stationary target shall be

- **not less than 20 km/h for vehicles with a braking system with pneumatic energy transmission**
- **not less than 10 km/h for vehicles with a braking system with pneumatic control transmission and hydraulic energy transmission.”**

Paragraph 6.6.1., amend to read:

“6.6.1. ...

The functional part of the test shall start with the subject vehicle travelling at a speed of 80 ± 2 km/h, the moving target at speed of

- **$12^{+2}/_{-2}$ km/h for vehicles with braking systems with pneumatic energy transmission**
- **$32^{+2}/_{-2}$ km/h for vehicles with braking systems with pneumatic control transmission and hydraulic energy transmission**

and a separation distance of at least 120 m between them.”

...”

Paragraph 6.6.2.1., amend to read:

- “6.6.2.1. At least one haptic or acoustic warning mode shall be provided no later than
- **2.0 s for vehicles with braking systems with pneumatic energy transmission**
 - **1.4 s for vehicles with braking systems with pneumatic control transmission and hydraulic energy transmission**
- before the start of the emergency braking phase.”

Insert new Paragraph 12, to read:

12. Transitional provisions

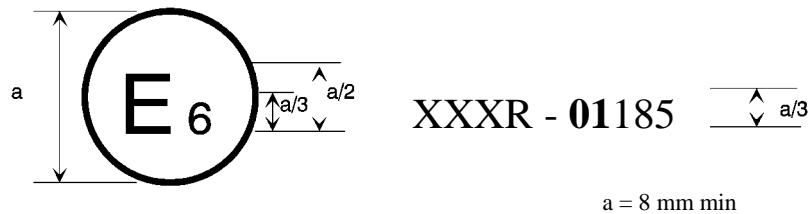
- 12.1. As from the official date of entry into force of the 01 series of amendments, no Contracting Party applying this Regulation shall refuse to grant UNECE type approvals under this Regulation as amended by the 01 series of amendments.**
- 12.2. Contracting Parties applying this Regulation shall not refuse to grant UNECE type approvals and extensions of UNECE type approvals to the 00 series of amendments to this Regulation.**
- 12.3. No Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the 01 series of amendments to this Regulation.**
- 12.4. No Contracting Party applying this Regulation shall refuse first national or regional registration of a vehicle which complies with the requirements of the 01 series of amendments to this Regulation.**
- 12.5. Until [1 November 2016], no Contracting Party applying this Regulation shall refuse national or regional type approval of a vehicle type approved to the 00 series of amendments to this Regulation.**
- 12.6. Until [1 November 2020], no Contracting Party applying this Regulation shall refuse first national or regional registration of a vehicle which complies with the requirements of the 00 series of amendments to this Regulation.**

Annex 2, amend to read:

Annex 2

Arrangements of approval marks

(see paragraphs 4.4. to 4.4.2. of this Regulation)



The above approval mark affixed to a vehicle shows that the vehicle type concerned has been approved in Belgium (E6) with regard to the AEBS pursuant to Regulation No. XXX. The first two digits of the approval number indicate that the approval was granted in accordance with the requirements of **the 01 Series of Amendments to the Regulation No. XXX in its original form.**