

Working Party on Pollution and Energy (GRPE)

Options for clarification documents

- What to do with non-regulatory / non-resolution documents, eg. Clarification document of UNR WLTP

1. Turn it into “reference material”

a. Under WP.29 “Reference material” section

- needs WP.29 endorsement

b. Under new GRPE sub section “Documents for reference only” as in GRE or GRB

- Using GRPE informal document

2. Adopt it in GRPE report

- is part of an official document

3. Within UNR WLTP

- as introductory material (for information); e.g. UN Regulation No. 131

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Options for clarification documents

1. Turn it into “reference material”

a. Under WP.29 “Reference material” section

- Cross cutting issues
- needs WP.29 endorsement

b. Under new GRPE sub section “Documents for reference only” as in GRE or GRB

- Using GRPE informal document

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Classification and Definition of Vehicles

Deceleration Calculator

Electric Vehicle Regulatory Reference Guide

Guidelines on Transitional Provisions

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WP.29 Terms of Reference and Rules of Procedures

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- is part of an official document

3. Within the UNR WLTP

- as introductory material (for information); e.g. UN Regulation No. 131 on AEBS

Introduction (for information)

The intention of this Regulation is to establish uniform provisions for advanced emergency braking systems (AEBS) fitted to motor vehicles of the categories M₂, M₃, N₂ and N₃¹ primarily used under highway conditions.

While, in general, those vehicle categories will benefit from the fitment of an advanced emergency braking system, there are sub-groups where the benefit is rather uncertain because they are primarily used in other conditions than highway conditions (e.g. buses with standing passengers i.e. Classes I, II and A¹). Regardless from the benefit, there are other sub-groups where the installation of AEBS would be technically difficult (e.g. position of the sensor on vehicles of category G and special purpose vehicles, etc.).

In addition, systems intended for vehicles not equipped with a pneumatic rear-axle suspension require the integration of advanced sensor technology to take into account the variation of the pitch angle of the vehicle. Contracting Parties wishing to apply this Regulation to these vehicles should provide adequate time for this.

The system shall automatically detect a potential forward collision, provide the driver with a warning and activate the vehicle braking system to decelerate the vehicle with the purpose