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Item 4.9.5. of the provisional agenda

**1958 Agreement – Consideration of draft amendments
to existing Regulations submitted by**

Proposal for Supplement 1 to the 01 series of amendments to the draft Regulation on Advanced Emergency Braking Systems (AEBS)

Submitted by the Working Party on Brakes and Gear Running*

The text reproduced below was adopted by the Working Party on Brakes and Running Gear (GRRF) at its seventy-fourth session (ECE/TRANS/WP.29/GRRF/74, para. 3). It is based on ECE/TRANS/WP.29/2011/93, as reproduced in Annex II to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration.

* In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Paragraphs 6.4.2.1. and 6.4.2.2., amend to read:

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

In the case of the vehicles referred to in Table I, row 1 of Annex 3, the warning shall be haptic or acoustic.

In the case of the vehicles referred to in Table I, row 2 of Annex 3, the warning shall be haptic, acoustic or optical

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

Paragraphs 6.5.2.1. and 6.5.2.2., amend to read:

"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."

Annex 3, the table, amend to read:

"

A	B	C	D	E	F	G	H	Row
	<i>Stationary target</i>			<i>Moving target</i>				
	<i>Timing of warning modes</i>		<i>Speed reduction</i> (ref. paragraph 6.4.4.)	<i>Timing of warning modes</i>		<i>Speed reduction</i> (ref. paragraph 6.5.3.)	<i>Target speed</i> (ref. paragraph 6.5.1.)	
	<i>At least 1</i> (ref. paragraph 6.4.2.1.)	<i>At least 2</i> (ref. paragraph 6.4.2.2.)		<i>At least 1</i> (ref. paragraph 6.5.2.1.)	<i>At least 2</i> (ref. paragraph 6.5.2.2.)			
M ₃ ¹ , N ₂ > 8 t and N ₃	Not later than 1.4 s. before the start of emergency braking phase	Not later than 0.8 s. before the start of emergency braking phase	Not less than 20 km/h	Not later than 1.4 s. before the start of emergency braking phase	Not later than 0.8 s. before the start of emergency braking phase	No impact	12 ± 2 km/h	1
N ₂ ≤ 8 t ^{2,4} and M ₂ ^{2,4}	Not later than 0.8 s before the start of the emergency braking phase	Before the start of the emergency braking phase ³	Not less than 10 km/h	Not later than 0.8 s before the start of the emergency braking phase	Before the start of the emergency braking phase ³	No impact	67 ± 2 km/h ⁵	2

¹ Vehicles of category M3 with hydraulic braking system are subject to the requirements of row 2.

² Vehicles with pneumatic braking systems are subject to the requirements of row 1.

³ Values shall be specified by the vehicle manufacturer at the time of Type Approval (Annex 1, paragraph 15).

⁴ Manufacturers of vehicles covered by row 2 may elect to gain vehicle Type Approval to the values specified in row 1; in this instance compliance shall be demonstrated with all the values contained in row 1.

⁵ The values for the target speed in cell H2 shall be reviewed before 1st November 2021."