

# Proposals from the Informal Working Group on AEBS to amend UN R. No. 152

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- Car to Bicycle scenario in the regulation  
(Slides based on GRVA-07-70)

# **Car to Bicycle scenario**

# Informal Working Group on AEBS for Light Vehicles

## Final Specifications in GRVA-2020-27 or 28 - Car to Bicycle – Speed reduction

### Maximum Impact Speed (km/h) for M<sub>1</sub>

<i>Subject vehicle speed (km/h)</i>	<i>Maximum mass</i>	<i>Mass in running order</i>
20	0.00	0.00
25	0.00	0.00
30	0.00	0.00
35	0.00	0.00
38	0.00	0.00
40	10.00	0.00
45	25.00	25.00
50	30.00	25.00
55	30.00	25.00
60	30.00	25.00

### Maximum Impact Speed (km/h) for N<sub>1</sub>

<i>Subject vehicle speed (km/h)</i>	<i>Maximum mass</i>	<i>Mass in running order</i>
20	0.00	0.00
25	0.00	0.00
30	0.00	0.00
35	0.00	0.00
36	0.00	0.00
38	15.00	0.00
40	25.00	0.00
45	30.00	25.00

IWG proposed two options for existing vehicles.

**Single step: full collision avoidance from 20km/h from 5/2026**

**2 step: full collision avoidance from 30km/h from 5/2026**

**20 km/h from 9/2028**

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## Difference between single step and 2 step: Summary

<b>Approaches</b>	<b>Suppl. or Series</b>	<b>New Type Approvals</b>	<b>Existing Type Approvals</b>
<b>Single step approach</b>	Car-to-bicycle (as a Suppl. 2 to the 01 series)	May 2024	Can be mandated as from May 2026
<b>2 step Approach</b>  <b>(more info in GRVA-07-12)</b>	Car-to-bicycle – Step 1 (as a Suppl. 2 to the 01 series)	Date of Entry Into Force and before May 2024	Shall be accepted until September 2028
	Car-to-bicycle – Step 2 (as a new 02 series)	May 2024	Can be mandated as from September 2028