

Proposal for amendments to the proposal for 02 series of amendments to the UN Regulation No. 152 (Advanced Emergency Braking Systems for M₁ and N₁ vehicles)

The text reproduced below was prepared by the experts from the Informal Working Group on Advanced Emergency Braking Systems (AEBS) for vehicles of Categories M₁ and N₁ in order to supplement the proposals of document GRVA/2020/28 to improve the text on a number of issues. The modifications to the text of document GRVA/2020/28 are marked in bold for new and strikethrough for deleted characters.

I. Proposal

Paragraph 6.7., amend to read (addition of a 3rd column in the tables):

“6.7. Warning and Activation Test with a Bicycle Target

6.7.1. The subject vehicle ...

Subject vehicle test speed for M₁ category in bicycle target scenario

<i>Maximum mass</i>	<i>Mass in running order</i>	<i>Tolerance</i>
20	20	+2/-0
38	40	+0/-2
60	60	+0/-2

<i>Maximum mass</i>	<i>Mass in running order</i>
30	30
38	38
60	60

...

Subject vehicle test speed for N₁ category in bicycle target scenario

<i>Maximum mass</i>	<i>Mass in running order</i>	<i>Tolerance</i>
20	20	+2/-0
36	40	+0/-2
60	60	+0/-2

<i>Maximum mass</i>	<i>Mass in running order</i>
30	30
35	38
60	60

All values ...”

II. Justifications

Tolerances in the test section

At low test speeds, the current tolerance would force testing at e.g. 18 km/h, i.e. at speeds beyond the operating design domain of the system. The tolerance must hence be shifted into the domain of operation.