

2 February 2021

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## **Agreement**

### **Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations\***

(Revision 3, including the amendments which entered into force on 14 September 2017)

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### **Addendum 151 – UN Regulation No. 152**

### **Amendment 3**

Supplement 2 to the original version of the Regulation – Date of entry into force:  
3 January 2021

### **Uniform provisions concerning the approval of motor vehicles with regard to the Advanced Emergency Braking System (AEBS) for M<sub>1</sub> and N<sub>1</sub> vehicles**

This document is meant purely as documentation tool. The authentic and legal binding text is:  
ECE/TRANS/WP.29/2020/98.



**UNITED NATIONS**

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\* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version);  
Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).

*Insert a new paragraph 6.10., to read:*

- "6.10. Robustness of the system
- 6.10.1. Any of the above test scenarios, where a scenario describes one test setup at one subject vehicle speed at one load condition of one category (Car to Car, Car to Pedestrian), shall be performed two times. If one of the two test runs fails to meet the required performance, the test may be repeated once. A test scenario shall be accounted as passed if the required performance is met in two test runs. The number of failed tests runs within one category shall not exceed:
- (a) 10.0 per cent of the performed test runs for the Car to Car tests; and
  - (b) 10.0 per cent of the performed test runs for the Car to Pedestrian tests.
- 6.10.2. The root cause of any failed test run shall be analyzed together with the Technical Service and annexed to the test report. If the root cause cannot be linked to a deviation in the test setup, the technical service may test any other speeds within the speed range as defined in paragraphs 5.2.1.3., 5.2.1.4., 5.2.2.3. or 5.2.2.4. as relevant.
- 6.10.3. During the assessment as per Annex 3, the manufacturer shall demonstrate, via appropriate documentation, that the system is capable of reliably delivering the required performances."
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