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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on Automated/Autonomous and Connected Vehicles****Eleventh session**

Geneva, 27 September - 1 October 2021

Item 7 of the provisional agenda

**Advanced Emergency Braking System****Proposal for a supplement to the 02 series of amendments to  
UN Regulation No. 152 (AEBS for M<sub>1</sub> and N<sub>1</sub>)****Submitted by the expert from International Organization of Motor  
Vehicle Manufacturers \***

The text below was prepared by the expert from International Organization of Motor Vehicle Manufacturers. It is based on informal document GRVA-10-05, which was presented at the tenth session of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) in May 2021. The modifications of the existing Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2021 as outlined in proposed programme budget for 2021 (A/75/6 (Sect.20), para 20.51), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

Paragraph 5.2.3.4, amend to read:

“5.2.3.4. Speed reduction by braking demand

In absence of driver’s input which would lead to interruption according to paragraph 5.3.2., the AEBS shall be able to achieve an impact speed that is less or equal to the maximum relative impact speed as shown in the following table:

- (a) With unobstructed perpendicularly crossing bicycles with constant speeds from 10 to 15 km/h;
- (b) In unambiguous situations (e.g. not multiple bicycles);
- (c) On flat, horizontal and dry roads **affording good adhesion**;
- (d) In maximum mass and mass in running order conditions;
- (e) In situations where the anticipated impact point of the crankshaft of the bicycle is displaced by not more than 0.2 m compared to the vehicle longitudinal centre plane;
- (f) In ambient illumination conditions of at least 2000 Lux without blinding of the sensors (e.g. direct blinding sunlight).
- (g) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C) and
- (h) When driving straight with no curve, and not turning at an intersection.

It is recognised that ...”

## II. Justification

This proposal aims, in addition to the amendments proposed in ECE/TRANS/WP.29/GRVA/2021/22, to align the wording with regard to “dry road affording good adhesion” also in the 02 series of amendments with the purpose of avoiding confusion with other regulations that might refer to a “dry road” in a different context.

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