



**EC Proposal for a supplement to the
Original text and 01 and 02 series of Amendments
UN Regulation No. 152
(Advanced Emergency Braking System for M₁ and N₁ vehicles)**

Context

January 2022:

- GRVA adopted at its 12th session a revision of the Regulation No. 131,(draft 02 Series of amendments GRVA-12-50-Rev.1 (became document ECE/TRANS/WP.29/2022/76).
- GRVA requested the IWG on AEBS-HDV to transfer the relevant improvements into UN Regulation No. 152,

May 2022

- At the 13th Session of GRVA, the IWG on AEBS-HCV tabled the document GRVA-13-08 to amend the scope of UN Regulation No. 152, together with the transfer of some relevant improvements from UN Regulation No. 131. The European Commission tabled document GRVA-12-30 to further align UN Regulation No. 152 to the greatest extent.
- GRVA requested to present a consolidated proposal for adoption at the 14th session of GRVA.

September 2022:

- The documents produced fulfils this task for the original text of the regulation 152, the 01 and the 02 series of amendments to UN Regulation No. 152.

Main changes and Justification

- The meeting to draft the consolidated versions took place on 21 June 2022. The Chairs, representative of the industry and of the EC participated.
- The following are the details of Reg 152 alignment to R131:
 - Paragraph 2.13.: the reference to the k-test method of Appendix 2 to Annex 13 of UN Regulation No. 13 since UN Regulation No. 152 will be an alternative to UN Regulation No. 131.
 - Paragraph 5.1.4.: the subparagraph 5.1.4.2. requires some “information” to be displayed to the driver. The title is aligned accordingly.
 - Paragraphs 5.2.1.2., 5.2.2.2. and 5.2.3.2.:
 - (a) The first proposed amendment clarifies that some short jerks are permitted by the regulation as a haptic warning.
 - (b) The second proposed amendment increases the flexibility for the system to adapt to the evolving environment.
 - Paragraphs 5.2.1.4., 5.2.2.4. and 5.2.3.4.: GRVA.13-08: Some of the wording elaborated in the IWG on AEBS-HDV was recognized by the experts of both GRVA and IWG AEBSM1N1 as of better quality than that of the current text of UN R152. The proposal is hence to transfer this clearer and more accurate text into UN R152. In particular the list of conditions under which the AEBS must generate a speed reduction is close to exhaustive; this helps the manufacturers and the Technical Services to determine the outlines of the performance requirements.
 - The paragraph where there was no agreement has been redrafted and has now a consensus: **When conditions deviate from those listed above, the system shall not deactivate or unreasonably switch the control strategy. This shall be demonstrated by the manufacturer in accordance with Annex 3 of this Regulation and, if deemed justified, may be followed by testing by the technical service in conditions deviating from those listed above or those in paragraph 6. The rationale for and the results of this verification testing shall be appended to the test report**
 - Paragraph 5.2.2.1. and 5.2.3.1.: GRVA.13-08: wording R131, better quality than that of the current text of UN R152
 - Paragraphs 6.2.4. and 6.6.2.: new provision from UN Regulation No. 131 relevant for light vehicles.
 - Paragraphs 6.4., 6.5. and 6.6.1.: adapts the test method to the improvements transferred from UN Regulation No. 131 (tolerances, clarification), relevant for light vehicles.
 - Paragraph 6.6.2.: (a) Editorial correction; (b) New provision from UN Regulation No. 131 relevant for light vehicles.
 - Paragraph 6.7.1.: (a) “If this is deemed justified” was omitted in the current text. (b) Adapts the test method to the improvements transferred from UN Regulation No. 131 (tolerances, clarification), relevant for light vehicles against bicycles.

Thank you



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