



# Economic and Social Council

Distr.: General  
20 December 2022

Original: English

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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### 189th session

Geneva, 7-9 March 2023

Item 4.7.4 of the provisional agenda

#### 1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRVA

## **Proposal for a Supplement 1 to the 02 series of amendments to UN Regulation No. 131 (Advanced Emergency Braking System)**

### **Submitted by the Working Party on Automated/Autonomous and Connected Vehicles\***

The text reproduced below was adopted by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its fourteenth session (see ECE/TRANS/WP.29/GRVA/14, para. 83). It is based on ECE/TRANS/WP.29/GRVA/2022/22, amended by GRVA-14-47. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their March 2023 sessions.

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\* In accordance with the programme of work of the Inland Transport Committee for 2023 as outlined in proposed programme budget for 2023 (A/77/6 (Sect.20), para 20.6), 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.



*Paragraph 5.4.1.1.*, amend to read:

"5.4.1.1. The AEBS function shall be automatically reinstated at the initiation of each new engine start (or run cycle, as relevant). This requirement does not apply when a new engine start (or run cycle, as relevant) is performed automatically, e.g. the operation of a stop/start system."

*Paragraph 6.9.*, amend to read (insert a reference to a new footnote 5 and a new footnote 5):

"6.9. Robustness of the system

6.9.1. 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 (Vehicle to Vehicle, Vehicle 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 Vehicle to Vehicle tests; and
- (b) 10.0 per cent of the performed test runs for the Vehicle to Pedestrian tests<sup>5</sup>.

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<sup>5</sup> In case the total number of test runs within a category would still be less than 10, additional test runs of that category may be performed, including but not limited to the failed test scenario, to reach a total number of test runs at least equal to 10.

6.9.2. 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 at any other speed 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.

6.9.3. 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."

*Subsequent footnotes*, shall be re-numbered.

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