

23 September 2022

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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 5**

Supplement 4 to the original version of the Regulation – Date of entry into force:  
22 June 2022

#### **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.29/2021/140.



**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).



*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/run cycle.

This requirement does not apply when a new engine start/run cycle is performed automatically, e.g. the operation of a stop/start system."

*Paragraph 5.1.2*, amend to read:

"5.1.2. The effectiveness of AEBS shall not be adversely affected by magnetic or electrical fields. This shall be demonstrated by fulfilling the technical requirements and respecting the transitional provisions of the 06 series of amendments to UN Regulation No. 10."

*Paragraph 5.1.4.1.2 and 5.1.4.1.3.*, amend to read (transfer of paragraph 5.1.4.1.2. to a new paragraph 5.1.4.2.)

"5.1.4.1. A failure warning when there is a failure in the AEBS that prevents the requirements of this Regulation of being met. The warning shall be as specified in paragraph 5.5.4.

5.1.4.1.1. There shall not be an appreciable time interval between each AEBS self-check, and subsequently there shall not be a delay in illuminating the warning signal, in the case of an electrically detectable failure.

5.1.4.1.2. Upon detection of any non-electrical failure condition (e.g. sensor blindness or sensor misalignment), the warning signal as defined in paragraph 5.1.4.1. shall be illuminated.

5.1.4.2. If the system has not been initialised after a cumulative driving time of 15 seconds above a speed of 10km/h, information of this status shall be indicated to the driver. This information shall exist until the system has been successfully initialised.

5.1.4.3. A deactivation warning, if the vehicle is equipped with a means to deactivate the AEBS, shall be given when the system is deactivated. This shall be as specified in paragraph 5.4.3."

*Paragraph 5.2.1.4.*, amend to read (addition of "and" at the end of item (f) in the list of conditions):

"5.2.1.4. Speed reduction by braking demand

In absence of driver's input ...

...

(f) In absence of weather conditions affecting the dynamic performance of the vehicle (e.g. no storm, not below 0°C); and

(g) When driving straight with no curve, and not turning at an intersection.

It is recognised ..."

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