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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**181st session**

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Item 4.8.5 of the provisional agenda

1958 Agreement:**Consideration of draft amendments to existing****UN Regulations submitted by GRVA****Proposal for Supplement 1 to the 01 series of amendments to
UN Regulation No. 152 (AEBS)****Submitted by the Working Party on 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 fifth session, in February 2020 (see ECE/TRANS/WP.29/GRVA/5, para 59). It is based on ECE/TRANS/WP.29/GRVA/2020/17 amended by Annex VI to the session report. It is submitted to World Forum for Harmonization of Vehicle Regulations (WP.29) and the Administrative Committee of the 1958 Agreement (AC.1) for consideration and vote at their June 2020 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2020 as outlined in proposed programme budget for 2020 (A/74/6 (part V sect. 20) para 20.37), 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.

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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