

Proposal for amendments to UN Regulation No. 152 (AEBS M1/N1)

This document proposes amendments to UN Regulation 152 (AEBS M1/N1).
Proposed changes to the current text of the regulation are marked in **bold** for new text.

I. Proposal

Paragraph 5.4.2., amend to read

- “5.4.2. When the vehicle is equipped with a means to automatically deactivate the AEBS function, for instance in situations such as off-road use, being towed, being operated on a dynamometer, being operated in a washing plant, in case of a non-detectable misalignment of sensors, **or when the Electronic Stability Control is switched off**, the following conditions shall apply as appropriate:
- 5.4.2.1. The vehicle manufacturer shall provide a list of situations and corresponding criteria where the AEBS function is automatically deactivated to the technical service at the time of type approval and it shall be annexed to the test report.
- 5.4.2.2. The AEBS function shall be automatically reactivated as soon as the conditions that led to the automatic deactivation are not present anymore.”

II. Justification

A. Paragraph 5.4.2., Automatic AEBS deactivation

When the Electronic Stability Control is switched off by the driver, this could result in unsafe vehicle behaviour during an Emergency Braking situation under certain circumstances, which is why many AEB systems on the market deactivate themselves when the ESC is unavailable.

The proposal aims to clarify that a deactivation of the system as a response to an unsuitable vehicle state, i.e. deactivation of the ESC, is considered an automatic and not a manual deactivation.

The intention of the driver action is to switch off the ESC, not the AEBS, and AEBS deactivation is just the automatic system response.

As the Regulation states, this automatic deactivation will be indicated to the driver and the driver will at all times be aware of the current unavailability of the AEBS system.