

Proposal for amendments to ECE/TRANS/WP.29/GRVA/2019/16

This document proposes amendments to the proposed 01 series of amendments
 to UN Regulation No. 152 (AEBS for M1/N1)

Proposed changes are indicated in **red**

1. Proposal

Paragraph 5.2.2.4., N₁ table, amend to read:

Maximum Impact Speed (km/h) for N₁ vehicles*

Subject vehicle speed (km/h)	Maximum mass		Mass in running order	
	$\{\alpha > 1.3\}$	$\alpha \leq 1.3$	$\alpha > 1.3$	$\{\alpha \leq 1.3\}$
20	0.00	0.00	0.00	0.00
25	0.00	10.00	0.00	0.00
30	0.00	15.00	0.00	15.00
35	20.00 0.00	25.00	20.00 0.00	20.00
40	25.00 0.00 10.00	30.00	25.00 0.00	25.00
42	10.00 15.00	-	0.00	-
45	30.00 15.00 20.00	35.00	30.00 15.00	30.00
50	35.00 25.00 30.00	40.00	35.00 25.00	35.00
55	40.00 30.00 35.00	45.00	40.00 30.00	45.00
60	45.00 35.00 40.00	50.00	45.00 35.00	50.00

*/ For subject vehicle speeds between the listed values (e.g. 53 km/h), the maximum impact speed (i.e. ~~40/45~~ **30/30** km/h) assigned to the next higher subject vehicle speed (i.e. 55 km/h) shall apply.
 For masses above the mass in running order, the maximum relative impact speed assigned to the maximum mass shall apply.

2. Justifications

- The 01 series of amendments aims at increasing the performance requirements in the Car to Pedestrian scenario by permitting only reduced maximum impact speed compared to the original version of this Regulation. Thereby the same maximum impact speed is required for the Car to Pedestrian as for the Car to Car scenario.
- In ECE-TRANS-WP.29-GRVA-2019-16e the permitted impact speed for a N1 vehicle at maximum mass in the Car to Pedestrian scenario erroneously relates to that of a M1 vehicle at maximum mass in the Car to Car scenario instead of that of an N1 vehicle. This should be corrected as proposed, to align the approach for M1 and N1 vehicles.