

## **DRAFT AGENDA**

### **2<sup>nd</sup> meeting of GRRF informal group on**

### **Automatic Emergency Braking and Lane Departure Warning Systems**

Venue: Room VII, Palais des Nations, Geneva  
Chairman: Mr. Johan Renders (EC) ([johan.renders@ec.europa.eu](mailto:johan.renders@ec.europa.eu))  
Secretariat: Mr. Olivier Fontaine (OICA) ([ofontaine@oica.net](mailto:ofontaine@oica.net))  
Duration of the sessions: Monday 14 September: 10:30 am until 06:00 pm approximately

Note: Any comments or documents relating to this meeting should be sent to the OICA Secretariat ([ofontaine@oica.net](mailto:ofontaine@oica.net)) in e-format, so that meeting documents can be made available to the UNECE secretariat for publication on the website of WP29.

#### **1. Welcome and Introduction**

#### **2. Approval of the agenda**

Document: AEBS/LDW-02-04 (Secretariat)

#### **3. Update of work performed to date**

Documents: AEBS/LDWS-01-13 (Chair)  
AEBS/LDWS-02-02-Rev.1 (Secretariat)  
AEBS/LDWS-02-03-Rev.1 (Secretariat)

Delegates will be reminded the status of the work performed by the Informal Group to date. AEBS/LDWS-01-13 is the report of the 1<sup>st</sup> meeting of the Informal Group, held in Paris in June 09.

A Preparatory Task-Force for this 2<sup>nd</sup> meeting will have met in the meantime (10-11 September 09, Bonn, Germany) in order to make easier the work of the plenary group.

AEBS/LDWS-02-02-Rev.1 is the skeleton document for AEBS as revised by the Preparatory Task-Force at its Bonn meeting.

AEBS/LDWS-02-03-Rev.1 is the skeleton document for LDWS as revised by the Preparatory Task-Force at its Bonn meeting.

#### 4. Review of the Terms of Reference and Rules of Procedure

Documents: AEBS/LDWS-01-13 (Chair)  
AEBS/LDW-01-05 (J)

##### 4.1. Existing vs. new regulations

The group is expected to prepare clear and consistent options for assisting GRRF/WP29 in making their decisions.

##### 4.2. “if fitted” vs. “shall be fitted” approach

Participants are invited to consider whether the approach proposed by Japan in AEBS/LDW-01-05 could serve as a basis for possible consensus. Wording proposed by Japan: *“At the time of application of this Regulation, Contracting Parties shall declare that they intend to mandate the installation of AEBS specified in this regulation in their territory for which category of vehicles.”*

##### 4.3. Scope

While priority is given for M2, N2, M3, N3 in the terms of reference, the group agreed to put into square brackets the reference to vehicles of categories M1, N1, M3 Classes B, II and III and to seek further guidance from GRRF on this issue. The group is expected to prepare clear and consistent options for assisting GRRF in providing this guidance.

#### 5. AEBS (Automatic Emergency Braking Systems)

Document: AEBS/LDWS-02-02-Rev.1 (Secretariat)

##### 5.1. Definition

Group to formulate a request for guidance from GRFF on whether GSR definition would be sufficient, or whether further details (on the type of emergency situation) should be included

##### 5.2. Scope

Contracting Parties are invited to clearly express their wish concerning

- what system they intend to make mandatory (moving target vs. stationary target)...
- ...on which vehicle categories

in order to properly address the issue in a UNECE regulation format.

Mandatory on category	Moving target	Stationary target
M3 Class II, M3 Class III, M3 Class B, N3	CP1, CP2, CP3, ...	CP1
M2, N2	CP2, CP3, ...	...

##### 5.3. Accident scenario & conditions for activation

Further data is expected concerning the definition of the accident scenarios to be addressed.

Parameters to be defined are:

- Moving vs. stationary target vehicle
- Collision avoidance vs. collision mitigation
- Straight road vs. curved road
- Unique vs. multiple target vehicles.

##### 5.4. Speed range

In accordance with the available accident data and the manufacturers’ experience, the group is expected to make a decision about the range of speed to be addressed by the regulation.

### 5.5. HMI

The experts may wish to provide input concerning:

- Override function (already agreed)
- Switch-off button
- Collision warning
- Failure modes and warnings.

### 5.6. Test method

The experts are expected to reach a consensus about the test methods for both the cases of moving and stationary target, with the relevant parameters consistent with the discussions held in items 5.3. to 5.5. above.

## 6. LDWS (Lane Departure Warning Systems)

Document: AEBS/LDWS-02-03-Rev.1 (Secretariat)

### 6.1. Definition

Group to confirm agreement on the following wording: "*Lane Departure Warning System (LDWS)*" means a system to warn the driver of an unintentional drift of the vehicle out of its travel lane.

### 6.2. Scope

Experts to express their views about covering an extended scope, leaving the possibility to the contracting parties to mandate the system to a restricted scope.

### 6.3. Departure scenario & conditions for activation

Attendees will be requested to provide comments on the wording proposed by the preparatory Task-Force within the revised Skeleton document. A decision about the maximum permitted drift is expected.

### 6.4. Speed range

Group to make a decision about minimum speed activation of 60 km/h.

### 6.5. Road geometry boundaries

The experts are invited to provide input about need for addressing the system capabilities on curved roads.

### 6.6. HMI issues (driver control and warnings)

The group will discuss the details of the warnings (optical yellow or red, flashing or steady burning, audible, haptic) and the failure modes.

### 6.7. Test method

The experts are expected to reach some consensus about the test method, with the relevant parameters consistent with the discussions held in items 6.3. to 6.6. above.

## 7. Other business

## 8. List of action items

## 9. Date and place of next meetings.