

INVITATION

2nd Task Force meeting of the GRRF informal group on Advanced Emergency Braking and Lane Departure Warning Systems

Dear GRRF delegates and experts,

At its second meeting in Geneva last September, the UNECE GRRF informal group on Advanced Emergency Braking Systems and Lane Departure Warning Systems (AEBS/LDWS IG) recognised the need for organising intermediate task force meetings in addition to the already scheduled regular informal group meetings, to ensure that the tight deadlines for presenting to GRRF draft regulatory texts on LDWS in September 2010 and on AEBS in February 2011 can be met.

Several parties volunteered to host such additional meetings, and the United Kingdom kindly offered to host the next intermediate Task Force meeting to take place between the 2nd and the 3rd regular informal group meetings. The purpose of this next intermediate TF meeting is to update and consolidate the skeleton papers on AEBS and LDWS.

The skeleton papers will be reviewed at this TF meeting to:

- take stock of and to reflect the state of play and progress made in the AEBS/LDWS IG and the guidance it received from GRRF 66,
- include all written comments on the skeleton papers received so far
- incorporate the inputs respective parties committed themselves at the TF meeting in Bonn and the 2nd IG meeting in Geneva to deliver.

It is the intention to use these reviewed skeleton papers as working documents for the 3rd meeting of the AEBS/LDWS informal group (Paris, 3-4 December 09).

To guarantee that the work at this TF meeting will be focused and efficient, only written contributions will be considered by the TF. However, in view of the short notice and time constraints, the 10 working days deadline for the submission of meeting documents shall - exceptionally - not be applicable for this meeting.

From the action points recorded at the previous AEBS/LDWS IG and TF meetings, the following written contributions are expected:

General:

- All Contracting Parties are kindly invited to verify their proving ground capabilities in terms of testing the systems performance on curved roads. As a reminder, 2 km can be considered a standard highway radius of curvature, and 250 m is considered the radius of curvature of a tight curve on motorways.

AEBS:

- Japan to provide answers to the questions raised at the Task Force preparatory meeting in Bonn about documents AEBS/LDWS-02-09 and AEBS/LDWS-02-11
- OICA to provide a draft text proposal about speed range of system activation, taking into account the possible presence of a speed limiter.
- OICA and UK to provide a draft text covering the overriding capabilities
- OICA to draft text for a "moving target" test method (maximum deceleration, other criteria if necessary) and a possible approach for a draft regulatory text reflecting the system currently on the market in Europe.
- Japan to consider, for the purpose of developing a draft regulatory text for an AEBS for "moving targets", the possibility of accepting higher decelerations than the ones proposed in document AEBS/LDWS-02-10 (page 12, paragraph 5.2.1.2.1.5.).

LDWS:

- UK to provide a draft text for “drifting” rate and speed.
- USA to propose a draft description of “good condition” of the markings of the test location, and some relevant criteria for the definition of markings
- OICA and UK to provide draft proposal for a clear wording concerning the “horizontal visibility range” of the test location
- CLEPA to provide draft wording for the lane departure warning test to reflect the outcome of the discussions at the September 09 TF meeting in Bonn.
- Japan to provide input concerning the test speed.

From the above follows that the work to be undertaken at the next TF meeting will be mainly focusing on editorial consolidation and that no decisions on the substance of the draft requirements will be taken, as this is for the AEBS/LDWS IG to address at its next plenary meeting in December 09.

The TF meeting will take place on **5 and 6 November 2009**, at the **UK Department for Transport in London**, starting at **9:00 am on Thursday** 5 November, and finishing approximately at **2:00 pm on Friday** 6 November.

Experts can easily get to DfT via air (Heathrow and Gatwick) both served by an express train link, or via the Eurostar. DfT is close to Victoria, Pimlico and Westminster tube stations. Full address of the meeting venue is as follows:

Department for Transport
Transport Technology and Standards Division
Zone 2/04a, Great Minster House
76 Marsham Street
London. SW1P 4DR

A list with hotels will be provided by the UK DfT and circulated to you soon.

For reasons of practicality and efficiency, each government, governmental and non-governmental association is kindly requested to limit their delegation for this TF meeting to three persons and to confirm the names of their participating delegates at the latest by the **30 October 09** to both the Chair and the Secretary:

Johan Renders (Chair)
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Olivier Fontaine (Secretary)
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With kind regards,

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