

Complete OICA proposal for a phase-in process of AEBS

This document summarizes the OICA position toward the phased-in introduction of the Advanced Emergency Braking System into an UNECE Draft Regulation.

1. OICA supports the establishment of an unique Regulation for covering the different existing types of AEBS and defining harmonized requirements, in order to lead to type-approvals which are mutually recognised by each Contracting Party. This permits to lower barriers to trade and consequently make the new technologies more affordable to the final users.
2. Table of phased-in introduction of AEBS.

Notes:

- It is to be stressed that this table represents a non divisible OICA position, where the performances proposed to be required are closely linked to their application time. The dates and performances proposed below represent the state of the art for the automobile Industry.
- OICA proposes a phased-in introduction of AEBS for the vehicles of categories M2/N2 and M3/N3 **fitted with a Vehicle Stability Function in accordance with the performance requirements of Annex 21 of Regulation No.13.**

	1	2	3	4	5	6	7	8
	Step (NT/AT)	Technical requirement addresses vehicles of	Scope	Target	Subject vehicle speed	Target vehicle speed	Minimum speed reduction for the subject vehicle	Latest time for 1 st warning before EB start
A	Step1 2013/2015	M3/N3/M2/N2	Pneumatic braking and pneumatic rear suspension	Moving	80±2km/h	30 ⁺⁴ / ₋₀ km/h	Not less than 50km/h	1.4 s
B				Stationary	80±2km/h	Stationary	Not less than 10km/h	
C	Step 2 2016/2020		Pneumatic braking and pneumatic rear suspension	Moving	80±2km/h	10 ⁺⁴ / ₋₀ km/h	Not less than 70km/h	2.0 s
D				Stationary	80±2km/h	Stationary	Not less than 20 km/h	1.4 s
E			Air over hydraulic braking AND pneumatic rear suspension	Moving	80±2km/h	[30 ⁺⁴ / ₋₀] km/h	Not less than [50km/h]	1.4 s
F				Stationary	80±2km/h	[Stationary]	Not less than [10km/h]	1.4 s
G	Step3 [2020/2022]		Hydraulic braking	Moving	[80]±2km/h	[30] ⁺⁴ / ₋₀ km/h	[15] km/h	[0.8] s
H				Stationary		Stationary	[8] km/h	[0.8] s

3. Exemptions:
 - Special purpose vehicles (as defined in RE.3: “A vehicle of category M, N or O for conveying passengers or goods and for performing a special function for which special body arrangements and/or equipment are necessary.”)

- **Vehicles which comply with the definition of CATEGORY G – Off-road vehicles as defined in RE.3**
- **Vehicles of category M3 Classes I, II, A and articulated busses because the chassis manufacturer has no control about the category of the vehicle at the end of the multi-stage approval process.**