

Transmitted by the experts from CLEPA

**GRRF AEBS/LDWS Informal Working Group**  
**13<sup>th</sup> Meeting, 22<sup>nd</sup> March 2011**

- Document ECE/TRANS/WP.29/GRRF/2011/20

Paragraph 6.6.2.3. amend to read:

~~When the AEBS-M applies the service braking~~ **Any speed reduction** during the warning phase, ~~the speed reduction~~ demanded by the ~~AEBS-M~~ **AEBS-A** shall not exceed [7/10] km/h.

- Document ECE/TRANS/WP.29/GRRF/2011/21

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- Document ECE/TRANS/WP.29/GRRF/2011/22

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~~When the AEBS applies the service braking~~ **Any speed reduction** during the warning phase, ~~the speed reduction~~ demanded by the AEBS shall not exceed [7/10] km/h.

**Justification:**

As the objective of an AEBS is to warn the driver – so that he/she may take control of the situation – and then brake late and hard to prevent/mitigate the accident when the driver does not react, any significant speed reduction in the warning phase should be prohibited so as to prevent over reliance.

In addition to service braking, vehicle speed can also be regulated via endurance braking. By referring only to “service braking”, the endurance braking system(s) could be used to provide a background deceleration.

Therefore, the specific reference to “service braking” is removed, and replaced by “any speed reduction”.