

Prepared by the experts from CLEPA

GRRF AEBS/LDWS Informal Working Group

13th Meeting, 22nd March 2011

- 6.9. False reaction test
- 6.9.1. Two stationary vehicles, of category M₁ AA saloon, shall be positioned:
- (a) ~~with the vehicle [centre line in the centre of a lane / located at the borderline closest to the lane of travel of the subject vehicle] to the right and left of the subject vehicle lane,~~
 - ~~(b)~~ [so as to face in the same direction of travel as the subject vehicle,]
 - (b) with a distance of 5.2 m between them¹,**
 - (c) with the rear of each vehicle aligned with the other;
~~where all three lanes are 3.5m wide.~~
- 6.9.2. The subject vehicle shall travel for a distance of at least 60m, at a constant speed of 50 ± 2 km/h, ~~in a straight line, in the centre of the centre lane before to passing centrally~~ between the 2 stationary vehicles.
- During the test there shall be no adjustment of any subject vehicle control other than slight steering adjustments to counteract any drifting.
- 6.9.3. The AEBS shall not provide a collision warning and shall not initiate the emergency braking phase."

¹ **The point of reference of each stationary vehicle for establishing the distance between the two stationary vehicles, shall be determined in accordance with ISO 612-1978 paragraph 6.2.**

Justification:

The use of 3 lanes of a specified width and the positioning of the stationary vehicles in the centre of the outer lanes means that the distance between the stationary vehicles is variable.

By specifying a specific value for the distance between the stationary vehicles there is standard test requirement.