

Limitation of speed reduction during the warning phase

Amend the following paragraphs 6.5.2.3. and 6.6.2.3. in both AEBS-M and AEBS-A

“6.X.2.3. During the warning and activation test, any reduction of the subject vehicle speed during the warning phase shall not exceed either 15 km/h or 30% of the total subject vehicle speed reduction, whichever is higher.”

Justification:

Since the modification of the definition of Emergency Braking Phase (a braking demand for at least 4 m/s² deceleration) any braking demand lower than 4 m/s² will be considered as warning braking. The limitation of the speed reduction during the warning phase is a restriction to the design of the AEBS on how to reach the 4 m/s² because any deceleration < 4 m/s² will provoke a certain speed reduction.

The above criterion is appropriate because:

- It permits to exclude systems which may cause over-reliance (where the use of AEBS becomes too comfortable for the driver and the passengers)
- It does not unnecessarily restrict the design of new warning strategies in the future or some existing systems that have already proven their efficiency.