

## **DRAFT AGENDA**

### **14<sup>th</sup> meeting of the GRRF informal group on**

### **Advanced Emergency Braking and Lane Departure Warning Systems**

Venue: Palais des Nations, Geneva  
Chairman: Mr. Johan Renders (EC) (johan.renders@ec.europa.eu)  
Secretariat: Mr. Olivier Fontaine (OICA) (ofontaine@oica.net)  
Duration of the session: Monday, 09 May 2011: starting at 10.30 am  
until Wednesday, 11 May 2011: ending at 6 pm

Note: Any comments or documents relating to this meeting should be sent to the OICA Secretariat (ofontaine@oica.net) in e-format, so that meeting documents can be made available to the UNECE secretariat for publication on the website of WP29.

#### **1. Welcome and Introduction**

#### **2. Approval of the agenda**

Document: AEBS/LDWS-14-01 (Chair)

#### **3. Outcome of the 13<sup>th</sup> meeting of the AEBS/LDWS IG**

Oral report by the Chair and approval of the draft minutes

Document: AEBS/LDWS-13-12 (draft minutes)

#### **4. Consideration of new documents submitted:**

- 4.1. AEBS/LDWS-14-02:** (Japan) proposal to organize the performance requirements in accordance with the vehicle categories + proposal for § 5.1.1 relating to EVSC
- 4.2. AEBS/LDWS-14-03:** (CLEPA) proposal for improvement of the text of the preamble to the regulations
- 4.3. AEBS/LDWS-14-04:** (Chair) proposal for amending draft AEBS collision mitigation Regulation (recognition clause for AEBS-A approved vehicles)
- 4.4. AEBS/LDWS-14-05:** (European Commission) proposed amendments to warning and activation test requirements and pass-fail values for AEBS

#### **5. Outcome of IG 13 on outstanding issues from the 11<sup>th</sup> and 12<sup>th</sup> IG meetings**

##### **5.1. Introductory text of the draft AEBS Regulation**

Documents: AEBS/LDWS-10-05 (Germany)  
AEBS/LDWS-11-09 (Japan)  
AEBS/LDWS-14-03 (CLEPA)

*Conclusion IG13:* Preamble to be discussed at 14<sup>th</sup> meeting, when decisions are made. To be introduced in [ ] in the draft proposals.

## **5.2. Prerequisite for equipment with ABS and EVSC (paragraph 5.1.1.)**

Document: AEBS/LDWS-13-03 (OICA)  
AEBS/LDWS-14-02 (Japan)

*Outcome IG 12:* "5.1.1. Any vehicle fitted with an AEBS complying with the definition of paragraph 2.1. shall meet the performance requirements contained in paragraphs 5.1. to 5.6.2. of this Regulation and shall be equipped with an anti-lock braking function in accordance with the performance requirements of Annex 13 of Regulation No.13 [and a Vehicle Stability Function in accordance with the performance requirements of Annex 21 of Regulation No.13]."

*Conclusion IG13:* the informal group could not make any progress on this issue. If no consensus can be found between experts at the next IG meeting, the issue would need to be submitted to GRRF 70 for decision.

## **5.3. latest time for the activation of the first collision warning for the case of AEBS-A in the moving target test (paragraphs 6.5.1., 6.5.2.1. and new Annex 3)**

*Conclusion IG13:* For this later case, CLEPA recalled that the value of 2.0 s could be acceptable subject to the adoption of the value of 12 km/h for the target speed

Note of the informal group Secretariat: The document GRRF/2011/23 (AEBS-A) erroneously indicates a value of 1.4 s for the latest time for the activation of the first collision warning in the case of the moving target test, while the informal group did not make any decision on this point. The cell E1 of the table in the new Annex 3 should then read "Not later than [1.4 s /2.0 s] before start of emergency braking phase".

## **5.4. Performance requirements – speed reduction (paragraphs 6.6.4., 6.5.3. and new Annex 3)**

*Conclusion IG13:*

- total speed reduction in the case of AEBS-A for the stationary target test (Column D of Annex 3 of the draft text GRRF/2011/23): Not less than [10/20/50 km/h]
- total speed reduction in the case of AEBS-A for the moving target test (paragraph 6.5.3. of the draft text GRRF/2011/23): vehicle not impacting the target
- total speed reduction in the case of AEBS-M for the stationary target test (Column D of Annex 3 of the draft text GRRF/2011/24): Not less than [10/20 km/h]
- total speed reduction in the case of AEBS-M for the moving target test (paragraph 6.5.3. of the draft text GRRF/2011/24): vehicle not impacting the target

## **5.5. Limitation of speed reduction during warning phase (paragraph 6.4.2.3. and 6.5.2.3)**

*Conclusion IG13:* "Any speed reduction during the warning phase shall not exceed either 15 km/h or 30% of the total subject vehicle speed reduction, whichever is higher"

## 5.6. False reaction test (paragraph 6.8)

*Conclusion GRRF69: GRRF agreed that the alleyway test was an appropriate false reaction test. Outcome IG 13:*

*"6.8. False reaction test*

*6.8.1. Two stationary vehicles, of category M1 AA saloon, shall be positioned:*

- (a) so as to face in the same direction of travel as the subject vehicle,*
- (b) with a distance of [4.5 m] between them ,*
- (c) with the rear of each vehicle aligned with the other.*

*6.8.2. The subject vehicle shall travel for a distance of at least 60 m, at a constant speed of  $50 \pm 2$  km/h to pass centrally between the two stationary vehicles.*

*During the test there shall be no adjustment of any subject vehicle control other than slight steering adjustments to counteract any drifting.*

*6.8.3. The AEBS-A shall not provide a collision warning and shall not initiate the emergency braking phase."*

## 5.7. Table with pass/fail criteria (New Annex 3)

*Outcome IG13: The Chair stated that the table was a good tool to show to GRRF the results of the informal group, and found necessary to fill in the blank spaces. The informal group agreed to include the table into the draft official documents to be presented at the 70th GRRF (AEBS-M, AEBS-A and AEBS-M+A)*

Documents: AEBS/LDWS-14-02 (Japan)  
AEBS/LDWS-14-05 (European Commission)

## 5.8. Mutual recognition clause in AEBS-M

*Outcome GRRF-69: The Russian Federation proposed to include a recognition clause in the draft collision mitigation Regulation clarifying that vehicles approved according to the collision avoidance Regulation would be deemed to comply with the requirements of collision mitigation regulation.*

Document: AEBS/LDWS-14-04 (Chair)

## 6. Review and update of draft regulatory text proposals

### 6.1. AEBS-M and AEBS-A draft Regulations

Documents: ECE/TRANS/WP.29/GRRF/2011/24 (AEBS-M)  
ECE/TRANS/WP.29/GRRF/2011/23 (AEBS-A)

**6.2. AEBS M+A (Unique Regulation + 1<sup>st</sup> series of amendments)**

Documents: ECE/TRANS/WP.29/GRRF/2011/25 (AEBS-M+A)  
ECE/TRANS/WP.29/GRRF/2011/26 (AEBS-M+A 01 Series of Amendments)

**7. Other business**

**7.1. Joint OICA/CLEPA submission to GRRF 70**

Document: ECE/TRANS/WP.29/GRRF/2011/27 (Exclusion of certain special vehicles from the scope based on technico-economic reasons)

**7.2. Live demonstration of a Coach and of three variants of Heavy-Duty Vehicles fitted with an Advanced Emergency Braking System, AEBS**

Document: AEBS Demo--GRRF-70-xxe (CLEPA - received by email of 26 April 2011)

**8. List of action items:**

**8.1. Issues to be carried over to the 70th GRRF session for decision**