

## ALKS for HCVs

### Background:

- Industry prepared a proposal to amend UN R157 to expand the scope of the regulation from M1 only to all M and N vehicle categories: see GRVA-2021-03 and GRVA-09-19.
- Last Friday on the 29<sup>th</sup> of January industry organized an ALKS workshop together with interested CPs, and collected comments.
- Industry would like to prepare input (e.g. a Q&A) to address questions for the next meeting of the Special interest group on ALKS.

### Expectations from GRVA-09:

- Collect new comments from CPs not able to attend the workshop last week.
  - Confirm collected questions during the workshop:
    1. Current requirements applicable to M1 are limiting the maximum deceleration during the MRM to  $4m/s^2$ ; should this value be adapted to other vehicle categories, given the lower deceleration potential of heavier categories compared to passenger cars?
    2. The requirements define a table with the minimum following distance between a passenger car equipped with an active ALKS and the preceding vehicle. Industry is expected to review whether and how the HCVs parameters impacts the values in the table.
    3. In the section about the cutting-in scenario, should the parameter “TTCLaneIntrusion” be modified, considering the width of HDVs compared to a passenger car?
    4. The 3 previous questions raise the question of whether the different dynamic behaviour of HCVs compared to PCs may impact some other requirements in the regulation.
    5. Why is the trailer communication not included in the proposal, e.g. for the motor vehicle to get information for example about the length and the width of the trailer?
    6. With regard to the requirements on the severity level of the impact up to which the data should remain retrievable from the DSSAD, the references to UN Regulations Nos. 94, 95 or 137 is not relevant for vehicles other than M1 or N1. A solution should be found, including the validation method for the certification.
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