

## Informal Working Group on Acceleration Control for Pedal Error (ACPE)

### Proposal from OICA with blue text.

#### I. Proposal

##### A. Terms of Reference

1. The Informal Working Group (IWG) shall develop a draft regulatory proposal to make a new UN-Regulation for Acceleration Control for Pedal Error (ACPE) for M<sub>1</sub> and N<sub>1</sub> vehicles, ~~and possibly for other vehicle categories~~, and related system to prevent or mitigate collision with objects or other road users.

**[The IWG may also consider the possibility of future inclusion of other vehicle categories, to provide the vehicle manufacturer with the opportunity to use this regulation for the approval of vehicles equipped with an ACPE.]**

2. In particular the IWG shall address the following issues:
  - (a) Take account of existing data and research in making its regulatory proposals. It should consider pre-existing standards, Regulations from other territories and NCAPs for making its proposals.
  - (b) Define state of the art performance requirements, especially for collisions involving objects, vehicles and/or pedestrians, activation speed, and the trigger of activation (e.g. detecting objects, detecting collision, operation speed of acceleration pedal) based on the results from the action item above.
3. The IWG shall take account of developments and work in cooperation with other subsidiary Working Parties (GRs) of WP.29 and their IWGs. The IWG shall check the coexistence with road traffic conventions (1949 Geneva convention and 1968 Vienna convention), if necessary
4. Text shall, to the fullest extent possible, be performance based and technology neutral.
5. The IWG shall deliver the complete regulatory text for Acceleration Control for Pedal Error (ACPE) requirements as new UN Regulation for the ~~May 2024~~ session of GRVA.
6. After completing task above, if desired by the Contracting Parties of the 1998 Agreement, the IWG could develop a Global Technical Regulation compatible with the 1998 Agreement for consideration and possible adoption by 1998 Agreement.

##### B. Rules of Procedure

1. The IWG shall report to GRVA and is open to all participants of WP.29.
2. Two Co-Chairs (Japan and ~~Germany~~) and a Secretary (~~OICA/CLEPA~~) will manage the IWG.
3. The Co-Chairs may invite experts (at their discretion), including non-participants of WP.29, to assist in the development of technical standards.
4. The working language of the IWG will be English.
5. All documents and/or proposals must be submitted to the Secretary of the relevant group in a suitable electronic format in advance of the meeting. The

group may refuse to discuss any item or proposal which has not been circulated five working days in advance to the meeting.

6. An agenda and related documents will be circulated to all members of the IWG in advance of all scheduled meetings.
7. Decisions will be reached by consensus. When consensus cannot be reached, {the Co-Chairs} of the group shall present the different points of view to GRVA. {The Co-Chairs} may seek guidance from GRVA as appropriate.
8. The progress of the IWG will be reported routinely to GRVA – wherever possible as an informal document and presented by {the Co-Chairs}.
9. All documents shall be distributed in digital format. Meeting documents should be made available to the Secretary for publication on the dedicated website.
10. Final decision on proposals rests with WP.29 and the Contracting Parties.

## **II. Justification**

1. Japan has a strong interest in enhancing road traffic safety especially for further protection of accident happen by pedal error. We particularly consider that Acceleration Control for Pedal Error (ACPE) for passenger vehicles is one of the significant and effective technologies to avoid or mitigate collisions with objects and VRUs (GRVA-14-14).
  2. GRVA is expected to discuss this new IWG on the base of this draft of TOR at its January session of 2023.
  3. This draft of TOR was discussed within interest meeting held on 28 November based on Japanese text.
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