

Report of preliminary meeting for ACPE and discussion points in GRVA

15 GRVA
23-27th January 2023
Japan

1. Result of preliminary meeting of ACPE

2. Introduction of draft of TOR

3. Discussion point in this GRVA

Reference Relevant accidental data in Korea
and China

1. Result of preliminary meeting of ACPE

Day

Monday 28 November 2022 11:00 a.m. - 1:00 p.m. (CET) 2 hours

Participants

China, EC/JRC, Germany, Japan, Korea, South Africa, Sweden, UK, OICA, and others total 38 participants

Agenda

1. Opening and introduction by Japan
2. Sharing information on ACPE
3. Discussion on the draft TOR
4. Next step

1. Result of preliminary meeting of ACPE

Summary

1. Opening and introduction by Japan

Japan appreciated and welcomed all participants and explained the outline of the results of the discussions in September GRVA regarding the regulation on ACPE . Japan explained the purpose of this preliminary meeting, which is sharing accidental data with the other CPs and discussing the draft TOR in order to submit to the next GRVA.

2. Sharing information on ACPE

Korea and China kindly introduced their accidental data with members and they accepted to share those data. (see reference of this presentation)

3. Discussion on the draft TOR

- Members checked the contents of the draft TOR prepared by Japan.
- Japan asked members to consider to be co-chair(s) and vice-chair(s), and to respond by mid-December.
- Japan also asked OICA/CLEPA to consider being a secretary.

4. Next step

The results of the preliminary meeting were summarized and will be reported at the 15th GRVA.

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2. Introduction of draft of TOR

Informal document GRVA-15-07

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

Outline of draft of TOR

1. IWG shall develop a draft of UNR on ACPE for M1 and N1 and related system.
2. In particular, IWG shall address the following issues;
 - a. take account of existing data, research, standards, NCAP and so
 - b. define state of the art performance, requirements, especially objects, activation speed, the trigger of activation
3. IWG shall take account of work of other GRs, IWGs . IWG shall check the coexistence with road traffic conventions.
4. Text shall be performance based and technology neutral.
5. IWG shall deliver the complete regulatory text for ACPE as new UNR for the [May 2024] of GRVA
6. After completing above, if desired by CP of 1998 Agreement, IWG could develop GTR

In addition to TOR above, draft of “Rules of procedure” is also described in GRVA-15-07 including candidate of Chair and Secretary.

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1. Who will be [co-] chair(s) and secretary of IWG

Option

- [co-]Chair(s): Japan and []
- secretary: OICA/CLEPA

2. Approval of TOR of ACPE-IWG

Informal document GRVA-15-17

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Pre Meeting for ACPE



Introducing the acceleration accidents (pedal misuse) in Korea

2022.11.28

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1. Complaints for Acceleration Accidents
2. Connection to Acceleration Accidents and Pedal Error
3. Introducing News for Pedal Error

CONTENTS

1. Complaints for Acceleration Accidents



Alleged sudden acceleration road traffic accident cases

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022.8
Complaint cases	34	136	139	113	50	57	58	39	33	25	39	8

• Source: www.car.go.kr

No evidence of vehicle defects found in alleged sudden acceleration cases

(2013.4, Ministry of Land Infrastructure and Transport, http://www.molit.go.kr/USR/NEWS/m_71/dtl.jsp?id=95071900)

In Korea, EDR entry into force in 2015 December

2. Connection to Acceleration Accidents and Pedal Error



Case Study on Driver's Pedal Mal-operation in Sudden Unintended Acceleration (SUA) Accidents (National Forensic Service, KSAE, Vol. 27, No.11, pp.877-882, November, 2019)

- The majority of the drivers who experienced SUA accident insisted that they pressed the brake pedal. However, upon inspection of the vehicle, it is found a broken acceleration pedal, a stuck acceleration pedal in the pad, and footprint on the acceleration pedal.
- In the 269 cases of SUA in 6 years(2013-2018), 203 cases(about 76%) were confirmed to be the driver's pedal mal-operation and 173 cases involved drivers in their 50 years people and older.



3. Introducing News for Pedal Error

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● Introducing news for car accidents with regards to brake misuse (I)

"The brake pedal was confused" 220,000 cases elderly driving accidents in 4 years, Money Today News, 31. 10. 2022

"브레이크 위치가 헛갈렸다" 고령운전사고 4년간 22만건, 머니투데이, 2022.10.31

<https://news.mt.co.kr/mtview.php?no=2022103023222367194>

"Brake and accelerator was confusing" ... 3 seriously injured in a car that hit the stairs at a rest area, Busan Daily News, 19. 10. 2022

"브레이크와 액셀 착각"...휴게소 계단 덮친 승용차에 3명 중경상, 부산일보, 2022.10.19

<https://www.busan.com/view/busan/view.php?code=2022101915350855589>



"Accelerator and brake pedal misusing" ... 80-years person crashed into 7 cars in parking lot, SBS News, 2022.9.23

"가속 페달과 브레이크 착각"...주차장서 차 7대 들이받은 80대, SBS News, 2022.9.23

https://news.sbs.co.kr/news/endPage.do?news_id=N1006907326&plink=ORI&cooper=NAVER&plink=COPYPASTE&cooper=BSNEWSEND

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3. News for Pedal Error

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● Introducing news for car accidents with regards to brake misuse (II)

"Accelerator instead of brake pedal?" 'Dizzying disaster' Elderly driving people warning!, KBS News, 14.9. 2022

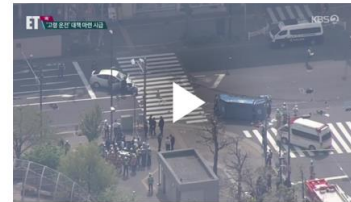
"브레이크 대신 액셀을?" '아찔한 참사' 고령운전주의보!, KBS News, 2022.9.14

<https://news.kbs.co.kr/news/view.do?ncd=5555479&ref=A>

Reversing 'splash'... The righteous man who saved the drowning driver left coolly, Chosun Ilbo, 22. 9. 2022

후진하다 '침범'... 물 빠진 운전자 구한 의인, 쿨하게 떠났다, 조선일보, 2022.09.22

<https://www.chosun.com/national/regional/chungcheong/2022/09/22/4DL6LA6KKZEBVNBV63ODL5ZVKM/>



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Thank you
Q&A

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교통사고 없는
밝은 미래를 위하여

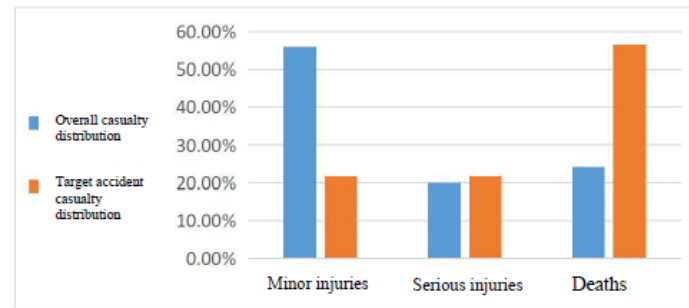
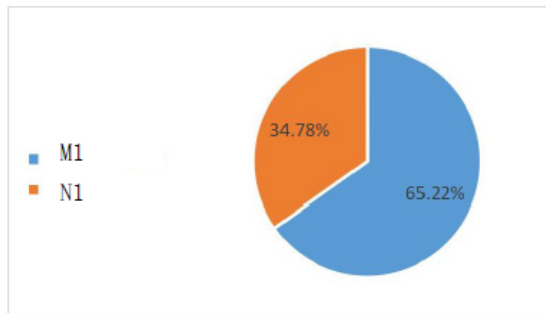
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“안전한 자동차, 행복한 대한민국”을 위해
더욱 매진하겠습니다.

Accelerator pedal error accidents

Involved Vehicles	Accidents	Rate
M1	15	65.22%
N1	8	34.78%
Total	23	100.00%

Casualties	Overall casualty distribution of the accident	Target accident casualty distribution
Minor injuries	55.83%	21.74%
Serious injuries	19.99%	21.74%
Deaths	24.19%	56.52%



Note:

Needs: ACPE (accelerator pedal errors refer to the original driver planning to use the brake pedal, careless results using the accelerator pedal) related to the accident, including commercial vehicles and passenger cars.

Analysis process: Looking for cases in which the pedal errors occurred as that in the accident description

The distribution of overall accident casualties refers to the overall casualties of all (8046) cases in the CIDAS accident database in June 2022 (One year period)

Thank you for your attention.