

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

- **GRVA-20-46 (Amendment of original series of ACPE regulation)**

IWG meeting 9th meeting in Korea (19 - 21 June 2024):

- **Discussion about parameters for the creeping requirements**
- **Discussion on testability**
- **Discussion for proposal (01 series) of ACPE regulation**

IWG meeting 10th meeting in Germany (18 - 20 September 2024):

- **Updated accidentology and test results**
- **Discussion for amendment of 00 series of ACPE**
The results are submitted as GRVA-20-46
- **Discussion for 01 series of ACPE regulation**
The results are submitted as ACPE-11-02

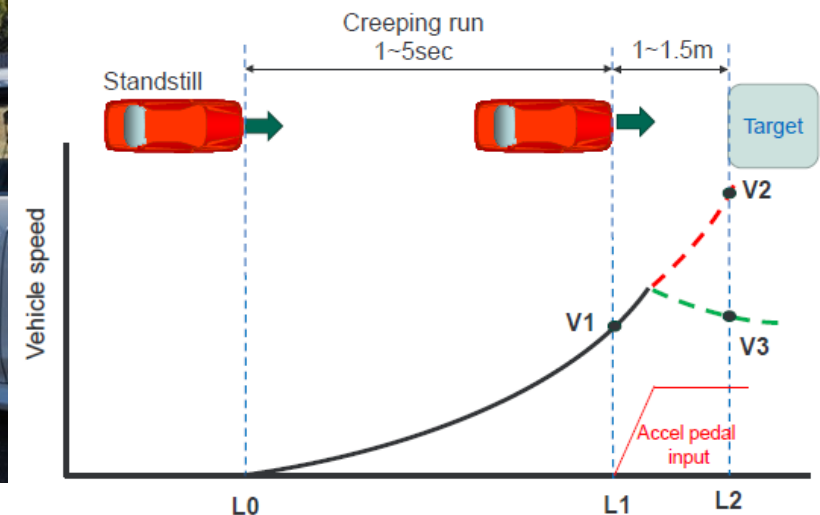
Discussion for 01 series amendment (ACPE-11-02)

- ✓ ACPE towards vehicle, wall or pedestrian target
- ✓ Develop test procedures and requirements to capture moving-off and creeping scenarios (brake release – creeping – accelerator application)
- ✓ Performance requirements agreed; AEBS-ACPE interaction solved
- The IWG request guidance from GRVA about vehicles of category N1 in the scope of the regulation (details shown on next slides)

The IWG will deliver the 01 series amendment of the UN Regulation for the **January 2025 session of GRVA**.



Pedestrian target



Test procedure

(Standstill - Creeping run - Acceleration)

Guidance for Proposal of 01 series

1. Scope

1.1. This UN Regulation applies to the type approval of vehicles of Category M₁ **[and N₁]** equipped with automatic transmission with regard to their ~~Acceleration Control for Pedal Error systems (ACPE)~~.

(a) **Acceleration Control for Pedal Error systems (ACPE) for a vehicle and wall.**

(b) **ACPE for a pedestrian.**

1.2. At the request of the manufacturer, vehicles of other categories may be approved under this Regulation.

Request for guidance to GRVA:

CP of IWG support to include N1 vehicles in the scope.

Industry support not include N1 vehicle in the scope, N1 vehicles can be covered by para. 1.2.

ACPE-11-02

Positions with regard to N1 vehicles

Industry (OICA+CLEPA) Position

Accidentology **does not support** inclusion of N1 vehicles in the scope since the **risk per milage** is much lower for N1 than for M1.

Accident situation with N1 **differs between countries**.

N1 vehicles are usually driven by **professional drivers**.

Technical **difficulties for sensor mounting** anticipated especially to the **rear**.

Relevant documents for accidentology:

GRVA-14-14 (JPN), ACPE-02-02 (DE), ACPE-02-05 (Ind),
ACPE-03-11 (Ind), ACPE-04-12 (KOR), ACPE-04-11 (Ind),
ACPE-06-10 (KOR), ACPE-10-05 (KOR)

CP (DE, JP, UK, KR) Position

Accidentology for various countries **supports** the inclusion of N1 vehicles in the scope since the **risk per registered vehicle** is the same for M1 and N1.

Technical **difficulties** should be **solvable** until introduction of the 01 series

ACPE-11-02

1998 agreement (GTR) activities of ACPE regulation

ACPE IWG confirmed the activity of Global Technical Regulation (GTR)

- IWG confirmed the discussions on the June session of WP.29.
- IWG shared information on confirming the sponsors of GTR activities in 20th GRVA.

Schedule of meetings:

IWG meetings **11th meeting in Web**

[21/28, 29] October 2024

Date	Meeting	Detail
[21/28-29] October 2024	11 th Informal meeting in Web	Discussion about requirements and test procedures for 01 series. Deadline for submission of working document to 21st GRVA
20-24 January 2025	21 st GRVA	Submission of working document and small changes in informal for 01 series and 00 series

**Thank you
for your attention**