

01 November, 2010

Comment on Informal document No. GRE 64-59 by OICA

RE: OICA's Comments

- Page 1: Change of text in the first paragraph ⇒ The sentence “WP29 established ITS Informal Group in 2002” should remain unchanged in order to show the history of discussion.
- Page 6: Exclusion of back-up warning systems from the scope of ADAS Systems with High-Priority Warnings ⇒ Based on the EC's request, the scope of applicable vehicle categories in these guidelines for high-priority warnings has been extended to heavy vehicles. Thus, it is appropriate to treat back-up warnings as high-priority warnings. The UK commented that low speed collisions with pedestrians can result in serious and fatal injuries and so back-up warning systems should remain included.
- Page 6: These principles shall only apply to systems which are not yet in the scope of existing regulations. ⇒ Not necessary to take this OICA comment into account, as the UK commented that these guidelines are design guidelines, not regulations.
- Examples of guidelines given in Section 3.1 on page 11 through Section 3.8 on page 15: Deletion of all the examples ⇒ These examples are necessary because they are given to help understand each guideline (we support the UK proposal, including the reference values). The UK commented that these examples are necessary.
- Section 3.8 on page 15: System status should be displayed only when the system is malfunctioning: Necessary to display the status, to the greatest possible extent, when the system is performing outside of its operating conditions (the phrase “to the greatest possible extent” does not necessarily mean that it is mandatory). The UK agrees with this in its comment.
- Aside from the above, our comments on the details are omitted.

The underlined in the above text refer to OICA's comments.

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