

**GRRF AEBS/LDWS Informal Working Group  
15<sup>th</sup> Meeting, 26 to 27 May 2011**

**Proposed amendments to the warning and activation test requirements and pass/fail values in Annex III to the draft regulatory text proposals on AEBS following the discussions in GRRF 70 on the pneumatic rear axle suspension issue.**

1. Document AEBS/LDWS-15-01 (00 series of amendments)

Annex III to be amended as follows:

- a) Delete the references to footnote [4/] in Cells A1 and A2, and place a reference to footnote 4/ (without square brackets) in cells D1, D2, G1 and G2 respectively.
- b) Delete the square brackets around the wording of footnote 4 below the table.

2. Document AEBS/LDWS-15-02 (01 series of amendments)

Annex III to be amended as follows:

- a) Delete the references to footnote [3/] in Cells A1 and A2
- b) Delete the wording of footnote 3 below the table.

**Justification:**

At the 70<sup>th</sup> session of GRRF the outstanding issues regarding the pass/fail values for the warning and activation tests requirements were discussed. One of these outstanding issues concerns the restriction of the pass/fail values to vehicles equipped with pneumatic rear axle suspension only.

GRRF 70 acknowledged the lack of broad experience in using AEBS technology on vehicles equipped with rigid rear suspension. The European Commission representative suggested, by way of compromise, to start with collision-warning only systems on vehicles with rigid rear axle suspension, in order to build such experience and to enable for further technological development to cater for any problems related to the possible misalignment of the radar sensor due to large vehicle pitch variations stemming from load conditions.

However, GRRF70 could not reach a consensus on this item, and OICA was requested to provide information on the possibility to have CWS for rigid suspension vehicles, and whether it would fit in the 2-step approach as a starting point. GRRF70 provided the mandate to the IG to hold another meeting to further consider and to try resolving the rear axle suspension issue.

The above mentioned amendments are proposed as a reply to the request by GRRF70 and with the aim to reach a compromise consensus within the informal group on the rear axle suspension issue.

The consequence of the proposed amendments would be that in the 1<sup>st</sup> implementation step (00 series of amendments) vehicles of category M3, N3, and N2 > 8 tons, which are not equipped with pneumatic rear axle suspension, would have to comply with the collision detection and warning requirements (CWS), but not with the emergency braking requirements.

This would enable to start building experience with the functioning of the collision detection equipment on these vehicles, in particular with regard to the possible need for self-levelling or self-adjustment of their sensors to cope with vehicle pitch variations due to varying load conditions.

Once this experience has been built up and proper technological solutions are available to ensure proper functioning of the collision detection in all load conditions, these vehicles would then be required to comply with the emergency braking requirements in the second implementation step (01 series of amendments), by applying the same pass/fail criteria as for other vehicles within the same category which are equipped with the same braking technology.