

## **Introduction of OICA proposal on AEBS-LDWS regulations**

Vehicle manufacturers are currently implementing AEBS and LDWS on a large variety of models, e.g. to fulfil requirements mandated by some Contracting Parties. This implementation work confirms the concerns which have been brought up for discussion during the AEBS/LDWS informal group activities and sheds light on a number of technical issues that appeared when installing obstacle and lane marking detection devices on some specific vehicles, in particular in case of huge technical diversity and where the vehicle environment can have negative impact on system reliability and on its ability to operate.

For example:

- Due to the technical environment specific to off-road vehicles (e.g. steel bumpers, truck electric winches, thickness of windshield, split windshields, asymmetrical cabs, front hood vehicles etc.) robust and reliable sensor integration is often not possible.
- Robust sensor installation on special purpose vehicles is also often not possible (e.g. snow plows, external devices, front mounted equipment etc.).
- The environment conditions for construction vehicles may also negatively affect the sensors, in a similar way as for off-road vehicles (e.g. due to dust, mud, humidity in off-road areas or on gravelled tracks...).

At the 76<sup>th</sup> session of GRRF, OICA proposed an approach where a footnote was added to the scope, which was proposing a list of “exemptions” as recommendation to the Contracting Parties applying these regulations. The proposal met some support from a few contracting parties but was mostly rejected by GRRF. The Chair invited OICA to find another approach. During the session, two approaches were suggested: amending the AEBS introduction (and adding an introduction in the case of LDWS) or excluding from scope the vehicle categories where acceptable technical justifications can be shown.

Thus OICA prepared two sets of proposals based on these two approaches:

- Approach 1: amending the AEBS introduction (and adding an introduction in the case of LDWS) to mention concerned vehicle categories
- Approach 2: excluding from scope the concerned vehicles categories, keeping the possibility for a vehicle manufacturer to approve an AEBS on a vehicle excluded from scope, if the system can be installed in such a way that the AEBS requirements can all be fulfilled. This possibility may also give the opportunity to a vehicle manufacturer to respond to a Contracting Party who may mandate the installation of AEBS on vehicles excluded from the scope, due to some traffic / market specificities in this particular country.

OICA is now seeking for guidance from GRRF on one or the other approach, the possibility of combining the two approaches or on finding a third one.