

Justification

ACC, AEBS -> The same hardware in use

➔ ACC: In ordinary situations

➔ AEBS: In emergency situations

AEBS should be activated only in emergency situations.

If the system is activated only in emergency situations, rarely happen, the over-reliance does not occur to a driver.

Drivers' action

<In ordinary situations>

- A driver operates the avoiding maneuver while TTC is long.
- A driver does not operate braking with a high deceleration.

<In emergency situations>

- A driver operates the avoiding maneuver after TTC becomes short.
- A driver operates braking with a high deceleration to reduce the damage or to avoid a collision.

Justification

- **Most drivers operate braking to avoid a collision at the earlier time than 1.6s at most of overlapping ratio.**

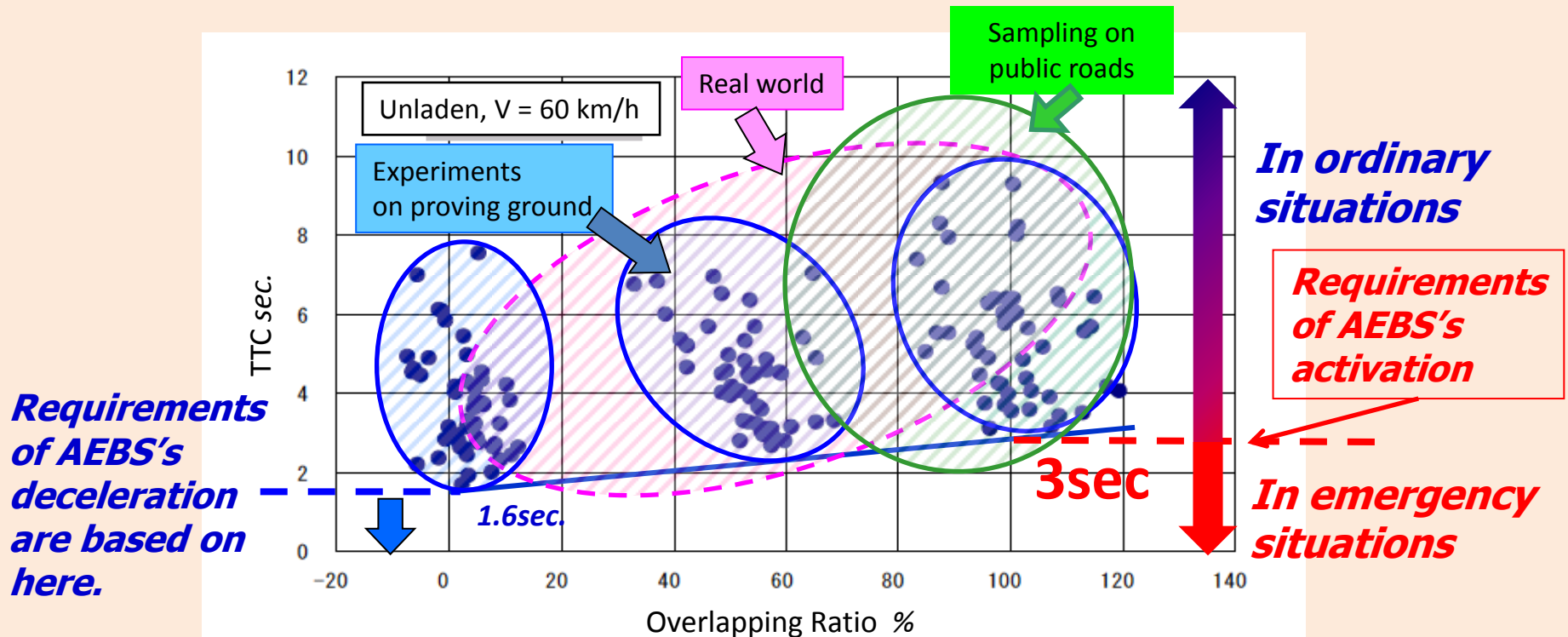
There is no interference with drivers' operations.

The speed reduction of Japan proposal is based on 1.6s.

- **Most drivers operate braking to avoid a collision at the earlier time than 3.0s in conditions of overlapping ratio 100%.**

It is the number which distinguishes an ordinary driving from an emergency operation to avoid a collision.

Drivers' avoiding maneuver for forward obstacles



Justification

- If the system is activated only in emergency situations, the over-reliance does not occur to a driver.
- TTC equal to or less than 3.0s is for a definition of the emergency area.
- If AEBS is activated in other situations except emergency, it is a problem because it affects other traffic.