

## **DRAFT AGENDA**

### **11<sup>th</sup> and 12<sup>th</sup> meeting of the GRRF informal group on**

### **Advanced Emergency Braking and Lane Departure Warning Systems**

Venues: 11<sup>th</sup> meeting: OICA Offices, 4 rue de Berri, 75008 Paris  
12<sup>th</sup> meeting: UNECE, Palais de Nations, Geneva  
Chairman: Mr. Johan Renders (EC) (johan.renders@ec.europa.eu)  
Secretariat: Mr. Olivier Fontaine (OICA) (ofontaine@oica.net)  
Duration of the sessions:  
11<sup>th</sup> meeting: Wednesday, 26 January 2011: starting at 9 am  
until Friday, 28 January 2011: ending at 4 pm  
12<sup>th</sup> meeting: Monday, 31 January 2011: starting at 10.30 am

Note: Any comments or documents relating to this meeting should be sent to the OICA Secretariat ([ofontaine@oica.net](mailto:ofontaine@oica.net)) in e-format, so that meeting documents can be made available to the UNECE secretariat for publication on the website of WP29.

#### **1. Welcome and Introduction**

#### **2. Approval of the agenda**

Document: AEBS/LDWS-11-01 (Chair)

#### **3. Outcome of the 10<sup>th</sup> meeting of the AEBS/LDWS IG**

Report by the Chair and approval of the draft minutes

Document: AEBS/LDWS-10-10 (draft minutes)

#### **4. Outstanding issues from the 10<sup>th</sup> meeting of the AEBS/LDWS IG**

##### **4.1. draft LDWS Regulation: Accuracy of the measurements**

*"Conclusion:*

- *paragraph 6.2. deleted in both AEBS-A and M.*
- *informal group to look at LDWS draft Regulation for consistency, at next meeting."*

##### **4.2. Introductory text of the draft AEBS Regulation**

Document: AEBS/LDWS-11-09: Japanese proposal for the Preamble of the AEBS draft Regulation (J)

*"Japan was keen to react about this document (AEBS/LDWS-10-05) at the next meeting of the informal group"*

*"Highway conditions usage, equipment with ABS and EVSC (paragraph 5.1.1.):*

*Conclusion: Proper wording to be accommodated in the Preamble."*

#### 4.3. Definition of “Emergency Braking Phase” (paragraph 2.11)

*Conclusion: In view of the lack of possible consensus, the group agreed to postpone the decision to the next opportunity (see item 5.1.2.2. below), and the Chair urged all parties to prepare valuable proposal to solve the issue.*

*Conclusion of item 5.1.2.2.:*

- *Reference to the maximum braking demand deleted.*
- *Discussions on differentiations among the vehicle categories to be held at a subsequent stage."*

#### 4.4. Prerequisite for equipment with ABS and EVSC (paragraph 5.1.1.)

*"Conclusion: Since CPs are keen for mandating ABS whilst industry is in favour of mandating EVSC, no final decision could be made."*

Document: AEBS-LDWS-11-07: Justifications and explanations for the contribution by the European Commission to the draft text for a consolidated regulation capturing AEBS-M and AEBS-A into one unique regulation and a 2-step implementation (EC)

#### 4.5. Interruption by the driver (paragraph 5.3.)

##### a. Means to interrupt the collision warning phase

*"Conclusion: item to be revised for the next opportunity, request to Japan to revise their position."*

##### b. Overriding capabilities and actions list in the report (paragraph 5.3.3.)

*"OICA and J requested further consideration.*

*Conclusion: positions to be provided at the next opportunity (see also item 5.1.2.5. below)."*

*"In addition, the group agreed on the following text: “The vehicle manufacturer shall provide a list of these positive actions to the technical service at the time of type approval and it shall be annexed to the test report”."*

#### 4.6. Easy access to the AEBS-OFF control (paragraph 5.4.3.)

*"Conclusion: Japan is urged to reflect about the issue again, in the light of the comments emitted during the meeting."*

#### 4.7. Description of the test targets (paragraph 6.5.1.)

*"J, D, NL supported the text proposed by CLEPA per document AEBS/LDWS-10-09. UK and F had reservations*

*Conclusion: UK and F to provide input at the 11<sup>th</sup> meeting of the informal group. Conclusion will be applicable to AEBS-M as well."*

#### 4.8. Performance requirements – speed reduction (paragraph 6.6.3.)

*"CLEPA and J found necessary to distinguish the vehicles of category 2 according to the braking system (pneumatic vs. hydraulic) or the weight (below 7.5 tons vs. above).*

*The group however decided not to enter yet into discussing the details of the test requirements in terms of speed reduction values at the time of impact."*

#### **4.9. Earliest start for the emergency braking phase (paragraph 6.6.4.) and Maximum braking demand (proposed paragraph 6.6.5.)**

*"Conclusion: complete paragraph remains pending, with in addition, to be decided whether the maximum deceleration must be located in § 6.6.5 or in the definition of § 2.11."*

#### **4.10. False reaction test (paragraph 6.10)**

*"Conclusion:*

- J is willing to check whether the false activation test has to cover both braking and warning*
- (...)*
- UK keen to have a three false activation test procedures specified, out of which one can be selected in common agreement between manufacturer and type approval authority, committing to provide draft text proposals for such procedures.*
- (...)."*

Document: AEBS/LDWS-11-08: UK & NL proposal for false warning and braking tests

### **5. Action points from the 10<sup>th</sup> meeting of the AEBS/LDWS IG**

#### **5.1. OICA to produce a document capturing all requirements in one unique Regulation and including a 2-step approach**

Documents:

- AEBS/LDWS-11-02: Draft text for a consolidated regulation capturing AEBS-M and AEBS-A into one unique regulation and a 2-step implementation – Step 1 (OICA on behalf of the GRRF informal group)
- AEBS/LDWS-11-03: Draft text for a consolidated regulation capturing AEBS-M and AEBS-A into one unique regulation and a 2-step implementation – Step 2 (OICA on behalf of the GRRF informal group)
- AEBS/LDWS-11-04: Justifications and explanations for the draft text for a consolidated regulation capturing AEBS-M and AEBS-A into one unique regulation and a 2-step implementation (OICA on behalf of the GRRF informal group)
- AEBS/LDWS-11-05: Contribution by the European Commission to the draft text for a consolidated regulation capturing AEBS-M and AEBS-A into one unique regulation and a 2-step implementation – Step 1 (EC)
- AEBS/LDWS-11-06: Contribution by the European Commission to the draft text for a consolidated regulation capturing AEBS-M and AEBS-A into one unique regulation and a 2-step implementation – Step 2 (EC)
- AEBS/LDWS-11-07: Justifications and explanations for the contribution by the European Commission to the draft text for a consolidated regulation capturing AEBS-M and AEBS-A into one unique regulation and a 2-step implementation (EC)
- AEBS/LDWS-11-10: AEBS NL comments M+A 110111(NL)
- AEBS/LDWS-11-11: Comments by the European Commission on document AEBS/LDWS-11-04 transmitted by OICA

**6. Other business**

**7. List of action items:**

7.1. Issues for reporting to and for requesting guidance from GRRF -68

7.2. Issues to be carried over to the 13<sup>th</sup> AEBS/LDWS IG meeting

**8. Schedule for further meetings.**

Document: AEBS/LDWS-03-02-Rev.3