Scope for the draft UNECE Regulation(s) on Automatic Emergency Braking Systems (AEBS)
The current draft proposal for a “unique AEBS regulation” considered by the GRRF informal group on AEBS/LDWS seeks to limit the scope of application to category M2, M3, N2 and N3 vehicles with pneumatic braking and pneumatic rear suspension.

Consequences:

- N2 vehicles with GVW < 7.5 tons, and
- M2 vehicles would be de facto excluded from being fitted with AEBS.
The current draft proposal for a “unique AEBS regulation” considered by the GRRF informal group on AEBS/LDWS seeks to limit the scope of application to category M2, M3, N2 and N3 vehicles with pneumatic braking and pneumatic rear suspension.

Safety consequences (for the EU):

Every year

- **11969 casualties** in AEBS relevant accidents with N2 vehicles < 7.5 tons as guilty party, and
- **797 casualties** in AEBS relevant accidents with M2 vehicles as guilty party would be left unaddressed!
The current draft proposal for a “unique AEBS regulation” considered by the GRRF informal group on AEBS/LDWS seeks to limit the scope of application to category M2, M3, N2 and N3 vehicles with pneumatic braking and pneumatic rear suspension.

Question to Contracting Parties:

Can we afford to leave more than 12500 AEBS relevant casualties unaddressed every year by accepting that category M2 vehicles and category N2 vehicles < 7.5 t would be de facto excluded from the draft UNECE Regulation(s) on AEBS?