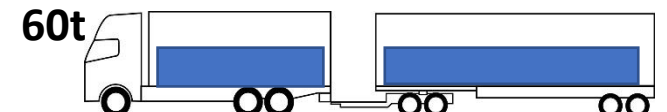
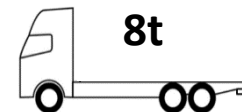


AEBS HDV IWG

Industry input for the kick-off meeting of November 9, 2020

Generals

- ❑ Industry will support the adaption of current R131 to the new state-of-the-art, which may include some reasonable carry-over of new concepts from UN R152.
- ❑ R131 currently specifies AEBS for vehicles **primarily used under monotonous highway driving conditions**.
- ❑ Including *city driving* means developing a **new system**, e.g. with regard to the control strategy and sensors.
- ❑ HDV manufacturers have low experience on city-AEBS, unlike passenger car manufacturers.
 - With regard to LPB vs LPS, there is a world of difference between for example a solo tractor and a multi-trailer combination. How will this be accounted for?
- ❑ With regard to pedestrians and cyclists, industry efforts are currently put on “VRU-Proxi”.
 - A new work item related to VRU / low speed creates a new burden with regard to resources, as well as risks to get contradictory requirements.
 - Raises the question of whether VRU proxi has tackled the right priority with regard to VRU. The group needs accident statistics to support the need to regulate city driving / C2P / C2B, and to fix relevant priorities.
- ❑ Industry is open to consider feasibility of solutions for roadworks/service vehicles.
- ❑ More stringent requirements may lead to:
 - Even earlier warning / braking
 - More potential false warnings / braking
 - Drivers mistrusting the system
 - Higher risks of rear-end collisions (added to the lack of forward visibility when behind an HDV)



Industry recommendation

- ❑ Focus on updating UN R131 with state-of-the-art and with most interesting concepts from UN R152:
 - E.g. stationary objects, clarification of range of parameters where performance is expected, system robustness (while taking care to avoid the multiplication of tests)
 - Keep the focus on vehicles “primarily used under monotonous highway driving conditions”

- ❑ Consider technical feasibility to improve detection of stationary roadworks / service vehicles

- ❑ Exclude city driving / C2P / C2B from the scope, at least until the items above are cleared and relevant accidentology data given