

# AEBS-HDV 06

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# Deactivation of AEBS

## § 5.4.1.4.

- We strongly disagree with OICA: this paragraph should stay: « *It shall not be possible to manually deactivate the AEBS at a speed above 10 km/h*”

## § 5.4.2.3.

- Driver manually switching off the ESC function of the vehicle should not lead to an automatic deactivation of the AEBS function  
*Remark: AEBS function may be deactivated automatically, when the ABS function is not active, e.g. trailer ABS connector not connected*

## § 5.3 Interruption by the driver

For *fast motorway driving*:

- the kick-down of the accelerator pedal should be the only allowed means of overriding the emergency braking intervention.
- A braking intervention that has already been initiated by the AEBS can and should be maintained during a swerving manoeuvre at a high speed and should not be interrupted by a steering action alone..

*At low speeds in urban traffic*

- Interruptions of the AEBS through steering movements or actuation of the direction indicator may be allowed **but** should be standardised by manufacturers as much as possible.

## § 5.2.3.4 Maximum relative Impact Speed (km/h)

DVR- ETSC proposal

Relative speed (km/h)	M <sub>2</sub> N <sub>2</sub> Vehicle derived from M1/N1 acc. to Reg. No. 152	M <sub>3</sub> and M <sub>2</sub> Vehicle derived from M <sub>3</sub> and pneumatic brake	N <sub>3</sub> and N <sub>2</sub> Vehicle derived from N <sub>3</sub> and pneumatic brake
		All load conditions except those specified in paragraph 5.1.8.	
10	0	0	0
20	0	0	0
30	0	0	0
40	0	0	0
50	0	0	0
60	25	0	0
68	35	0	0
70	37	0	0
80	49	0	0
88		0	0
90	60	0	12
100	71	0	34