

# Items to be discussed

This table show the Japanese position.  
Please consider positions for each CPs and industry.

ACPE-01-02  
Submitted by Japan

	Stakeholder position	JNCAP	JASO
<b>Definition</b>	(CP1:J) Acceleration control (CP2:D) (....) (OICA/CLEPA) (....)	Acceleration control	Acceleration control
<b>Vehicle categories</b>	(CP1:J) M1 and N1. After initial discussion M1/N1, we can discuss application and modification to other vehicle categories. (CP2:D) (....) (OICA/CLEPA) (....)	Pass car $\leq$ 9P Track $\leq$ 2.8t	M1 and N1
<b>Collision obstacle (Working direction)</b>	(CP1:J) Wall, vehicle and pedestrian, but no obstacles operation* can be accepted as alternative (front and rear) (CP2:D) (....) (OICA/CLEPA) (....)	Vehicle(2018~) Pedestrian(2023~) (front and rear)	vehicles or walls (front and rear)

※Even if an obstacle cannot be detected, ACPE can be activated by judging it as a mis-operation under certain conditions such as operation speed of accelerator pedal, no slope of road.

## References

### < Definition in JNCAP >

In the event of peddle misapplication at times when a vehicle is departing or accelerating, the driver mishandles the operation of the shift lever, acceleration peddle etc., if there is a possibility of colliding with an obstacle nearby, in order to prevent a collision or to reduce injury, the equipment restrains running at times of sudden departure or sudden acceleration.

### < Definition in JASO >

a system that, when there is an obstacle in front of or behind the stationary subject vehicle, controls sudden acceleration when it detects the driver has, instead of pressing the brake pedal, pressed the acceleration pedal hard and suddenly by mistake, which supports damage/injury mitigation in a collision with obstacles