



ACPE

Industry overall position

ACPE IWG kick-off meeting
(March 24 and 27, 2023)

| | Stakeholder position | JNCAP | JASO |
|---|--|---|---------------------------------------|
| Definition | (CP1:J) Acceleration control Industry: ACPE = system able to inhibit acceleration when a potential pedal error is detected | Acceleration control | Acceleration control |
| Vehicle categories | (CP1:J) M1 and N1. After initial discussion M1/N1, we can discuss application and modification to other vehicle categories. Industry: M1N1 | Pass car $\leq 9P$ Track $\leq 2.8t$ | M1 and N1 |
| Collision obstacle (Working direction) | (CP1:J) Wall, vehicle and pedestrian, but no obstacles operation [※] can be accepted as alternative Industry: <ul style="list-style-type: none"> Clarify “no obstacles operation[※] can be accepted as alternative” → systems only reacting on actuation speed of the accelerator pedal would still be accepted, right? See next slide | Vehicle(2018~) Pedestrian(2023~) (front and rear) | vehicles or walls (front and rear) |

Industry position

- Regulate what exist on the market with sufficient feedback / experience (e.g. JNCAP scenario)
- Limit ACPE operation to standstill use case

Lack of experience / clarity, with regard to overlapping requirements with AEBS (e.g. accelerator kick down is an ACPE trigger, while also an AEBS overriding means)

- Keep current systems on the market possible, e.g.

Systems without obstacle detection capability, based on actuation speed of the accelerator pedal

Systems with obstacle detection capability, to trigger ACPE acceleration inhibition