

ACPE IWG #10

■ 00 series Text amendment

- 5.1.2 Pedal Maneuver
- 5.2.2 Long term deactivation
- 5.2.3.1.3.1 Relationship with other systems

5.1.2 Pedal Maneuver

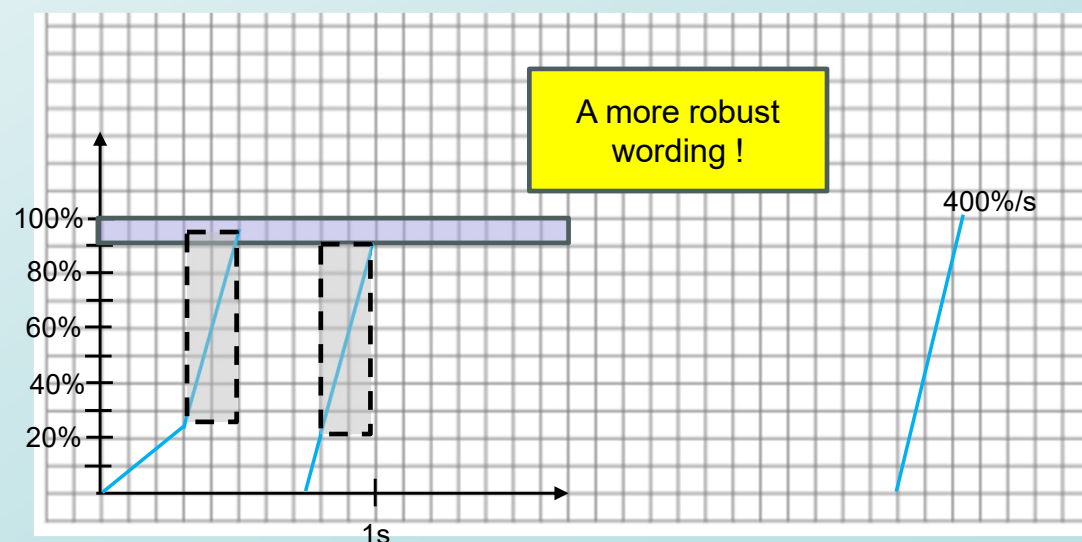
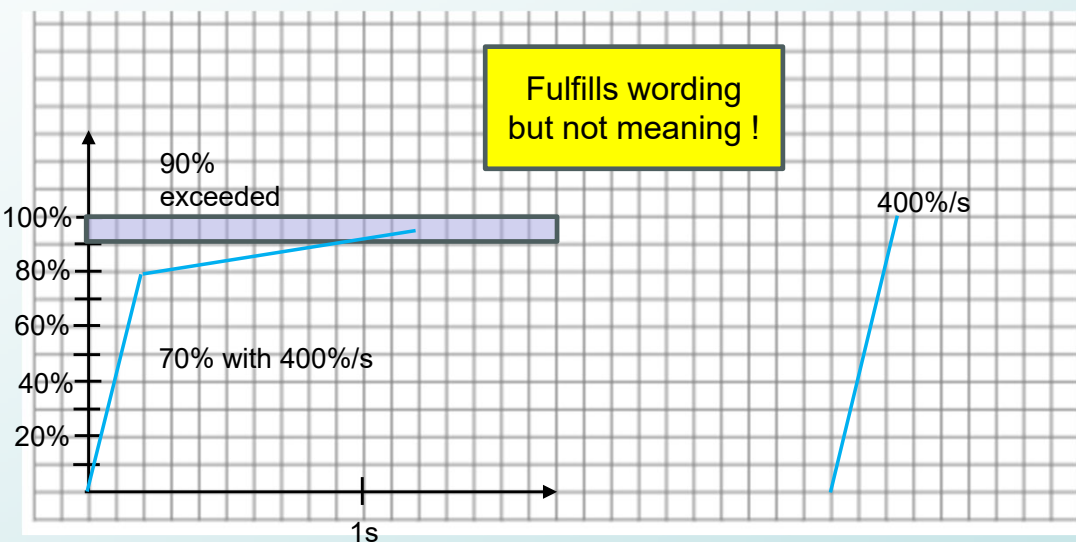
■ Current text

5.1.2. An accelerator control application having a velocity of at least 400 per cent per second over a travel distance of at least 70 per cent of the total travel distance of the accelerator control, and reaching a maximum position of the accelerator control of at least 90 per cent, shall be regarded as an accelerator control misapplication in the context of the paragraph 5.1.1

■ Proposal text

Amendment text

5.1.2. An accelerator control application having a velocity of at least 400 per cent per second over a travel distance of at least 70 per cent of the total travel distance of the accelerator control, and reaching a maximum position of the accelerator control of at least 90 per cent **within the above 70 per cent travel** shall be regarded as an accelerator control misapplication in the context of the paragraph 5.1.1





5.2.2 Long term deactivation



■ Proposal for Wording Improvement

00 series text for 5.2.2 Long term deactivation:

Notwithstanding paragraph 5.2.1., a vehicle may be equipped with a long term deactivation means to manually deactivate the ACPE, in that case, the system is not required to be reinstated at the initiation of each engine start (or run cycle, as relevant). However, the system shall provide information to the driver by either (a), (b) or (c):

(a) A constant optical warning signal shall inform the driver that the ACPE has been deactivated. The yellow warning signal specified in paragraph 5.4.3. may be used for this purpose;

(b) The driver shall be periodically informed that the ACPE has been deactivated. In this case this information shall be given for a minimum of 10 seconds or until driver confirmation.

This information shall be given at least either every 7 days or every 10 engine starts (or run cycles, as relevant), not counting when a new engine start (or run cycle, as relevant) is performed automatically, e.g. the operation of a stop/start system. This information shall be distinct from the failure warning signal specified in paragraph 5.4.3.;

or

(c) If deactivation is only for one direction of operation (forward or rearwards), a constant optical warning shall be given when the corresponding driving direction is selected for first time in the engine start cycle (or run cycle, as relevant).

The long-term deactivation process shall be designed in such a way that deactivation shall not be possible with less than 2 deliberate actions.

5.2.2 Long term deactivation

■ Current text interpretation

Variation	Spec (a) Constant warning signal	Spec (b) Periodic signal	Spec (c) Inform once engine ON (when off driving direction selected)
Front off & Rear off (select (a) or (b))	X	X	NA
Front off only (select (c))	NA	NA	X
Rear off only (select (c))	NA	NA	X

5.2.2 Long term deactivation

■ Amendment text proposal

(c) If deactivation is only for one direction of operation (forward or rearwards), a constant optical warning that is given when **as long as** the corresponding driving direction is selected for first time in the engine start cycle (or run cycle, as relevant) **can be used alternatively to (a) or (b)**.

The long-term deactivation process shall be designed in such a way that deactivation shall not be possible with less than 2 deliberate actions.

■ Intended signal specification

Variation	Spec (a) Constant warning signal	Spec (b) Periodic signal	Spec (c) Inform once engine ON (when off driving direction selected)
Front off & Rear off (select (a) or (b))	X	X	NA
Front off only (select (a) or (b) or (c))	X	X	X
Rear off only (select (a) or (b) or (c))	X	X	X

- **Justification** ; To avoid design restriction, we can use (a) or (b) or (c) when there is only one direction.

5.2.3.1.3.1 Relationship with other systems

■ Proposal for Wording Improvement

00 series text for 5.2.3.1.3.1 Relationship with other systems

5.2.3.1.3.1:

While an Automated Driving System is in control of the vehicle, or an Advanced Driver-Assistance System is in active mode (e.g. ALKS or ACSF category A is active), the ACPE may be suspended ~~or its control strategies adapted~~ without indication to the driver, ~~as long as it remains ensured that the vehicle provides at least the same acceleration suppression capabilities as the ACPE~~. The suspension of the ACPE ~~or the adapted control strategies~~ shall be documented and demonstrated by the manufacturer to the Approval Authority during the inspection of the safety concept as part of the assessment to Annex 3.

■ Justification

- This paragraph is mainly copy/paste from UN R152.
- The items marked in red do not make sense for ACPE if an Assisted/Automated System is active (there will not be a driver pedal error in this case), and should be deleted, as they lead to confusion.



Thank you