



ACPE-13-06







# **#13 ACPE IWG**

## **Industry Comment**

## Subject #13 IWG

From Chairs note  
ACPE-12-08

### ■ Open items to be addressed in the next meeting:

1. Speed 10 or 15 km/h for in 5.1.4.1  
• Operation speed threshold  Propose 10 km/h
2. Definition of “Accelerator Demand”  
• Relating performance requirement at Creeping test  Support UK definition (ACPE-13-05)
3. Wording in 6.6.2.1, “ACPE suppression”  
• Based on China proposal  Text is fine as it is.  
No need to change
4. Wording in 6.7.1.  
• Based on UK proposal  Support UK amendment (ACPE-13-05)

### ■ Comment to China proposal (ACPE-13-04)

**Item 1. Speed 10 or 15 km/h for in 5.1.4.1****■ Discussion history**

- The 00 series is to determine the requirements for ACPE operation when starting from a standstill, and **the 01 series is to determine the requirements for ACPE operation from creeping,** and 10km/h is an appropriate upper limit for creeping.
- We don't have no experience below these test method for operating ACPE at "Creeping"  
Considering the technical feasibility and the lower limit of AEBS operation speed of 10km/h, the speeds **should not overlap between 2 systems.**

**● Industry proposal : 10 km/h as upper limit speed**



## ■ Comment to China proposal (ACPE-13-04)



### ➤ ACPE-13-04

#### Proposal:

Paragraph 5.1.2 amend to read

5.1.2. An accelerator control application resulting in continuous acceleration and 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** with that velocity shall be regarded as an accelerator control misapplication in the context of the paragraph 5.1.1. **It is allowed that the manufacturer can apply a different threshold which is earlier on time than mentioned threshold above to confirm an accelerator control misapplication.**

#### ➤ Comment

- It seemed there is no need to amend the text.
- Because this pedal application is mentioned "at least" pedal application profile and does not prohibit other operations.
- This text is already allowed another threshold



## ■ Comment to China proposal (ACPE-13-04)



### ➤ ACPE-13-04

#### Proposal paragraph 5.1.4.1. amend to read

5.1.4.1 An ACPE intervention is not required when:

- (a) There is an AEB warning or intervention occurring, **this is only for that the application of the accelerator pedal cannot override the AEB system.** or
- (b) The vehicle speed is greater than [15/10] km/h.

### ➤ Comment

- **Oppose to amend red text.**
- **This matter is already discussed in IWG several times and agreed this text.**
- **This text is mentioned only condition.**
- **There is no mention of control priority, so design freedom is guaranteed.**  
**Additional text would lead the system priority, which would restrict design freedom.**



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**Thank you for your attention**