

DRAFT REPORT for ACPE-GTR-03

Date: May 8th, 2026
Time: 12:00 - 14:00 CEST
Location: Online

1. Welcome and introduction

Discussion: The co-chairs welcomed the participants including representatives from contracting parties (Germany, Japan, Canada, Korea, Norway, United Kingdom, China) and industry (OICA, CLEPA).

2. Approval of the agenda

Document: ACPE-GTR-03-01-Rev5 (Co-Chairs)
Conclusion: Endorsed without comment

3. Adoption of the draft report for the previous meeting

Document: ACPE-GTR-02-13 (Secretary)
Conclusion: Endorsed without comment

4. List of ACPE-equipped vehicles

Document: ACPE-GTR-03-03-Rev1 (OICA & CLEPA)

Presentation:

OICA & CLEPA presented a non-exhaustive list of representative models currently on the market equipped with ACPE functionality. The key messages are as follows:

1. No vehicles have yet been certified under UN R175. In Japanese market, due to accidents involving aged drivers, ACPE adoption is relatively high, but currently there are no UN R175 compliant vehicles.
2. The listed vehicles feature diverse sensor configurations. There are many vehicles that do not currently support pedestrian detection.
3. There is a variation among manufacturers regarding installation in the front and rear direction and the inclusion of low-speed braking function.
4. The listed characteristics are not directly comparable across OEM and do not directly relate to the requirements in UN R175.
5. The performance definitions of existing systems differ among OEMs, making direct cross-comparison difficult.
6. This list is a non-exhaustive collection of representative models compiled from publicly available information.

Q & A session:

1. Canada noted that the list did not include all known models (e.g., Honda Passport), confirming its non-exhaustive nature.
2. Regarding the mandatory enforcement timeline for UN R175, Japan will mandate the UN R175-00 series for new vehicle types from 2028, and the UN R175-01 series for new and existing vehicle types from 2030 and 2032, respectively. Europe currently has no fixed mandatory enforcement date.

5. Preliminary outcome and planning research activities

Document: ACPE-GTR-03-05 (South Korea)

Presentation:

Korea reported interim results from two main studies:

1. Study on pedal operation speed range during normal driving:
 - a. Currently in the phase of discussing triggering criteria for data collection.
 - b. Results are expected to be shared in the second half of 2027; completion in 2026 is not feasible.
2. Analysis of pedal misapplication patterns based on EDR data:

- a. Analyzed 9 confirmed real-world misapplication accident cases not caused by vehicle defects, as verified by manufacturers.
- b. Many of the 9 accidents occurred when the Auto Hold function was activated; the average pedal speed during misapplication was lower than expected; ACPE triggering criteria in UN R175 might have prevented 1 among 9 cases, but not quite sure as the vehicle was positioned with an angle.
- c. Starting from 2025, KNCAP test requires EDR data to have a 10Hz sampling rate, and Korea expects to see more 10Hz data and will share with the group as soon as possible.

Q & A session:

1. Norway inquired about the prevalence of 10Hz EDR data. Korea confirmed that 10Hz EDR data is currently rare, only 9 out of 200 cases per year.
2. Norway requested sharing the accident video shown in ACPE-GTR-02 meeting. Korea stated they would discuss it internally and share it privately via email due to privacy concerns.

Research status of other contracting parties:

1. Canada: Still conducting data calculation and analysis; an update is expected at the next meeting. Plans are in place for more testing in the coming months, including tests at different distances (2, 2.5 meters), with different pedal application speeds, against obstacles specified in R175 and different types of wall-like structures, as well as radar/sonar signature measurements for the wall-like structures.
2. Norway: New accident and fatality cases are being collected. The main challenge lies in obtaining detailed accident data during court investigations. Has not yet initiated specific research work.
3. Germany: Test vehicles with mechanisms to introduce undesired acceleration for driver behavior study are almost ready. Next step is to conduct research. A bit out of line of the focus of this group but just to announce that.
4. United Kingdom: Driver behavior data for large vehicles like city buses can be useful but emphasizes that no intention to change the research scope beyond light vehicles due to lower prevalence of misapplication in heavy vehicles. Data necessary for cost-benefit analysis is also being investigated.

6. Coordination of research activities (if needed)

Document: ACPE-GTR-03-02 (Co-Chairs)

Presentation:

The co-chairs proposed research priorities for ACPE-GTR IWG as follows, aiming to assess the feasibility of expanding the activation conditions of ACPE as prescribed Regulation R175-01 rather than completely overhauling the existing regulation.

1. Activation at [2, 2.5, 3, ...] m range: yes/no
2. Activation at [350, 300, 250, 200, ...] %/s pedal application rate: yes/no
3. Activation against a wall obstacle: yes / no (describe wall dimension and material construction)
4. Other items are valuable but have lower priority

Discussion on accident data collection:

1. Japan inquired about the possibility of collecting broader statistical data on pedal misapplication accidents such as data in which have been shown in ACPE-GTR-02-04, because it will be necessary for cost and benefit analysis.
2. Canada and Germany pointed out that collecting broader statistical data on pedal misapplication accidents is very challenging, as minor collisions in parking lots often lack detailed investigation or recording, and difficult to accurately determining whether it is a pedal misapplication or not

No objections from the participants regarding the research coordination in ACPE-GTR-03-02.

3. Other business

None

4. List of action items and next meetings

Next meetings:

1. The next online meeting was initially proposed to be held on July 8th, lasting 2 hours. During the meeting, Norway representative mentioned the proposed date is conflicting with holiday season in Norway. The

leadership agreed to reconsider the exact date. After offline discussions, Norway kindly agreed to continue with the original proposed date, and the leadership decided to have the next online meeting on July 8th.

2. Next in-person meeting is planned around January 2027 in Japan, prior to the 27th session of GRVA.

Action items:

1. All members are to review the provided vehicle list and investigate the research priorities listed above.
2. Korea will share accident videos with Norway via email.