Industry Position

- A new regulation should be built separate to UNECE R131.

- Establish 'if fitted' requirements.

- Test method and targets should be inspired from ENCAP/ISO test protocol.

- Test scenarios for: False reaction test, failure detection test and deactivation test can be taken from UNECE R131.

- General, performance and HMI requirements should also be taken from UNECE R131.

- AEB should be activated at least above 10km/h (prevent activation during low speed manoeuvre/parking), and deactivated above 50km/h (prevent activation in inter-urban environments)

- The system should be default ON, but the driver has the ability to switch the system off.

- AEB should not activate when the last point to brake is after the last point to steer.

- Forward Collision Warning and Brake Assist Systems are more effective than AEB at higher speeds.