Discussion point;

(1) OICA will introduce the technology (Homework)

Discussion of regulation:

1. **Definition of AEBS**

   AEBS car2car, AEBS car to pedestrian / cyclist

2. **Operating range**

   Speed range

   - OICA proposed that 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-false warning)
   - OICA proposed that Forward Collision Warning and Brake Assist Systems are more effective than AEB at higher speeds (which ones??).

3. **General, performance and HMI requirements should also be taken from UNECE R131.**
   - Warning strategy(test?)
   - Emergency Event Preparation and Collision Warning
   - The system should be default ON, but the driver has the ability to switch the system off. OFF switch (not too easy)
   - Malfunction(test?), etc

4. **Scenario for tests (Car to Car)**
   - Stationary target, Moving target and Braking target
   - Test method and targets should be inspired from ENCAP, JNCAP and ISO test protocol

5. **Scenario for tests (Car to Pedestrian)**
   - Near side, Far side, Adult, Child, (Cyclist?)
   - Test method and targets should be inspired from ENCAP, JNCAP and ISO test protocol

6. **False warning/activation**
   - AEB should not activate when the last point to brake is after the last point to steer. (Last point to steer, Last point to brake)
   - Timing of Braking Control
   - Collision Judgment Line
   - Requirement of Braking Deceleration
   - Enhance Damage Reducing Effect
   - Collision Risk Judgment Line

7. **Coverage of 1st draft text [Car to Car, Car to Pedestrian]**
   - Follow up

- New regulation drafted according to this list.

8. Next meeting

January then every two months.

Schedule:

January 9-10(Europe), January XX-XX(Japan) or February 19-20(Europe)

We will arrange the date of next informal meeting based on the schedule of 16th ACSF informal meeting.