

Outcomes of 86th session of GRRF regarding to AEBS for light vehicles

I. Detail of report

Japan reported the activity of AEBS IWG based on the informal document of GRRF-86-12. Japan asked to GRRF a guidance of regulatory approach that is new regulation or amendment of existing regulation. Japan indicated that the informal group was open on the different scenarii (Car to Car (C2C), Car to Pedestrian (C2P), Car to Bicycle (C2B)).

GRRF chair asked that (1) the reason for making new regulation, (2) one single regulation or others. Japan answered this question. About (1): This regulation focused on the city condition, R131 focused on the highway condition. About (2): IWG didn't discuss this issue yet, but there is any possibility.

The GRRF chair suggested to make one single new regulation (including C2C, C2P and C2B).

II. Details of discussion

(1) Regulatory approach

IWG proposed to make a new regulation, and CP of GRRF have not opposite opinion about this issues. GRRF chair will confirm this approach in next WP.29 (March 2018).

(2) Scope

The GRRF chair requested the floor about the scope. C2C and C2P: certainly. C2B: according to the status of the technology. Some progressive approach could be implemented.

Opinions of CPs

- Sweden recalled being interested in "big animals". This was not dismissed, yet postponed.
- UK would like to regulate C2C and C2P at same timing.
- Netherland would like to regulate C2C, C2P and C2B at same timing.
- Japan would like to regulate C2C in a 1st step, C2P in a 2nd step, C2B in a 3rd step. And Japan suggested that the experience of C2C will be useful for C2P and C2B.
- OICA, CLEPA supported Japanese approach.
- Germany would like to regulate C2C and C2P as same timing, and Germany recalled that TOR (GRRF-84-03) cover C2C, C2P and C2B in a pararell approach.
- GRRF chair attempted to summarize that the IWG should address C2C, C2P and C2B in a unique step, and that GRRF will confirm the approach and make a decision on this issue in September 2018 session of GRRF.
- C2C and C2P will use the experience of NCAP, but C2B should have more experience. GRRF chair suggested that C2C and C2P is as same timing, and C2B have a possibility to regulate with delay.

III. Summary:

- Regulatory approach: GRRF endorsed the recommendation of the informal group.
- Scope: majority of the contracting parties support addressing the 3 (C2C, C2P and C2B) in the same time, yet GRRF could review this at the September session of GRRF.