

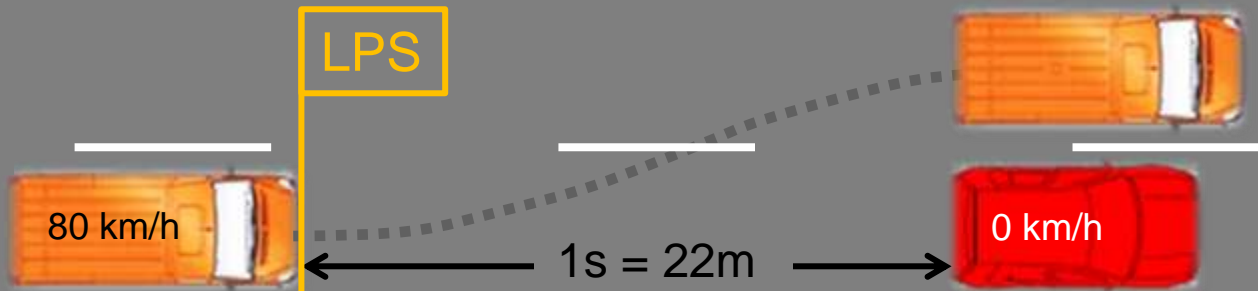


CLEPA
European Association of
Automotive Suppliers

OICA/CL

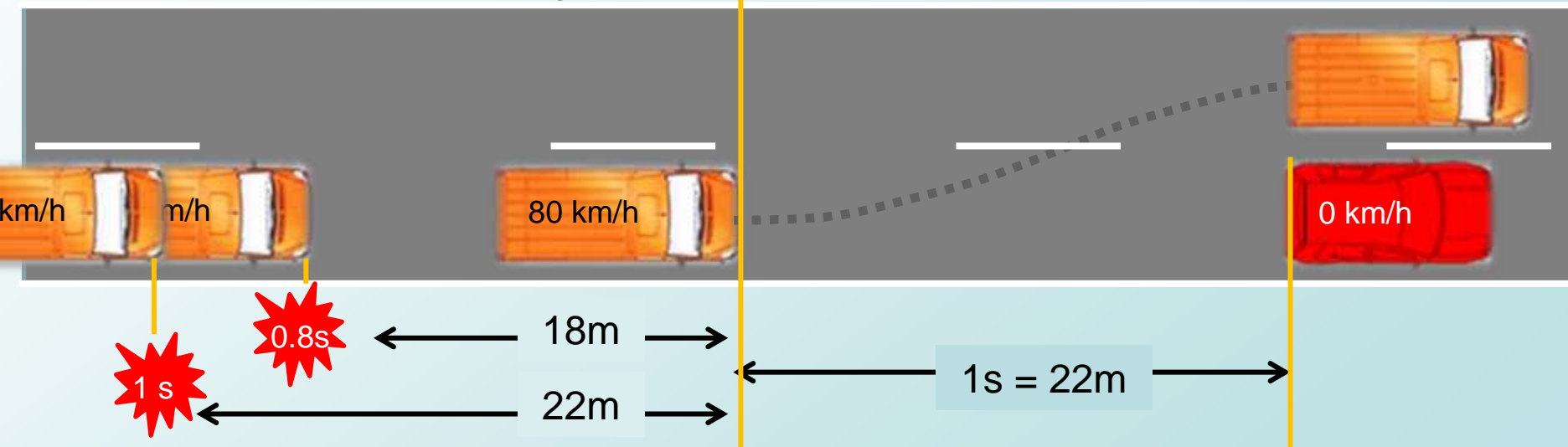
Stationary target scenario

Jeversen test → LPS around 1s
Braking must not start before LPS
Warning too long before LPS will lead driver to deactivate AEBS



Start braking at TTC = 1s
results in a typical speed
reduction of 10km/h

Justification to reject 0.8s warning time



“Compliance margin” is required to fulfil 0.8s at type approval in all cases.
(Here « 1s » is taken as an example).

OICA / CLEPA new proposal



- New OICA / CLEPA Proposal for warning time
 - Moving target scenario: warning not later than [0.8s] before emergency braking phase
 - Stationary target scenario: warning before the emergency braking phase
- Justification for stationary target scenario (see previous slide)
 - There is no field experience of AEBS on N2<8t
 - We believe mandating [0.8s] today will generate “false alarm”, leading to:
 - ❖ system deactivation by driver, leading to loss of safety benefits of AEBS.
 - ❖ loss of confidence in the system / bad image of the system, also leading to poor migration to other vehicle types
 - ❖ driver complaints due to “*nuisance for the driver by too early or too frequent warnings*” (AEBS reg. chapter 5.5.1)
- Justification for moving target scenario
 - With a TTC of 1s, the distance between subject and target vehicle is only 4m. A warning time of 0.8s (with compliance margin 1s) would add “4m warning”, which is manageable regarding driver acceptance.