Euro NCAP

- Euro NCAP published the protocol for car-to-car AEB tests in 2013
- AEB assessment included in Safety Assist assessment from 2014
- Test results published in datasheets
- Difficult to earn 5 stars without AEB
Approaching a Braking Vehicle (close)

Approaching a Braking Vehicle (far)

Pedestrians and other vulnerable road users (VRU AEB)
Pedestrians and other vulnerable road users (VRU AEB)

Test facilities - Moving Vehicle Tests

- Speed control and distance control for both vehicles
- Target “vehicle” that looks like a real car to the AEB system
- Towing system to simulate a real vehicle and minimise damage if a collision occurs
- Long, flat test area
Australian AEB Research

- In 2012 CASR conducted an evaluation of the potential safety benefits of “forward collision avoidance technology” (FCAT) for Austroads.
- AEB was the major technology evaluated.
- Report published in April 2012.
- Major benefits for Australia.

ANCAP and AEB

- Has been an optional SAT since 2011.
- 2012 Road Map introduced a pedestrian rating concession for vehicles with Pedestrian AEB (e.g. marginal protection instead of acceptable or good, if pedestrian AEB fitted).
- Monitoring developments in Europe, USA and Japan.
- From 2015 republished Euro NCAP ratings will need the same AEB as the European model to meet Safety Assist requirements for 5 stars.
-ANCAP ratings are the same as Euro NCAP from 2018 and so AEB will be strongly encouraged.