

ISO 22733-1:2022-09 (E)

Road vehicles - Test method to evaluate the performance of autonomous emergency braking systems - Part 1: Car-to-car

Contents		Page
Foreword		v
Introduction		vi
1	Scope	1
2	Normative references	1
3	Terms and definitions	1
4	Variables	3
4.1	Reference system	3
4.2	Lateral offset	3
4.3	Variables to be measured	4
5	Equivalent vehicle target	4
6	Measuring equipment and data processing	4
6.1	General	4
6.2	Description	4
6.3	Transducer installation	5
6.4	Calibration	5
6.5	Data processing	5
7	Test conditions	5
7.1	General	5
7.2	General data	5
7.3	Test track	5
7.4	Weather conditions	6
7.5	Surroundings	6
7.6	VUT	6
7.6.1	General vehicle condition	6
7.6.2	AEB system settings	6
7.6.3	Deployable pedestrian protection systems	7
7.6.4	Tyres	7
7.6.5	Braking system	7
7.6.6	Other influencing system	7
7.6.7	Loading conditions of the vehicle	8
8	Test procedure	8
8.1	Test preparation	8
8.1.1	8
8.1.2	Tyre conditioning	8
8.2	Test scenarios	9
8.3	Test conduct	10
8.4	Test execution	10
8.4.1	Speed	10
8.4.2	Validity criteria	10
8.4.3	End of test conditions	10

8.4.4	Determination of speed incremental steps	11
9	DBS tests (optional)	11
10	Performance metrics	11
10.1	Maximum speed of VUT at which collision is avoided: VVUT	11
10.2	Mean longitudinal acceleration of the VUT: AVUTmean	11
10.3	Maximum longitudinal acceleration of the VUT with DBS: AVUTmax	11
10.4	Average increase rate of longitudinal acceleration of VUT with DBS: AVUTincrease rate .	12
10.5	Impact speed of VUT at which collision first occurs: Vimpact	12
10.6	Activation time of AEBS: TAEB	12
10.7	Activation time of FCW: TFCW	12
10.8	Maximum yaw rate of the VUT: VUT	12
10.9	Lateral offset of the VUT: YVUT	12
10.10	Maximum steering wheel velocity of VUT: VUT	12
	Annex A (informative) Brake application procedure	13
	Annex B (informative) Test report	15
	Bibliography	18