

VRU-Proxi#15 – MOIS

OICA-CLEPA comments

9-10 september 2020

Manual deactivation

5.4.2. It shall not be possible to manually deactivate any other system at the same time as the MOIS or through the same sequence of actions.

Comment: We cannot influence what is written in other regulations. Current 5.4.3 amends other systems. That is not possible.

Static Crossing Tests

6.5.1. The subject vehicle shall remain in a potential moving off manoeuvre with the MOIS active and the test area marked out as shown in Figure 1 of Appendix 1. The relevant test target (T) shall be manoeuvred such that it moves on a trajectory perpendicular to the longitudinal median plane of the subject vehicle at the test case distance (dTC) away from the vehicle front and from the relevant crossing direction (c) (Table 1 of Appendix 1). The pedestrian test target reference point shall be the H-point (as defined by ISO 19206-2:2018) nearest the subject vehicle. The cyclist test target reference point shall be at the intersection of a plane perpendicular to the test target centreline located at the most forward point of the bicycle and a plane parallel to the test target centreline located at the test target H-point nearest the subject vehicle (as defined by ISO (CD) 19206-4).

Comment: should we add a tolerance angle for the perpendicular trajectory?