DIRECT VISION

Industry position

EG-VRU-PROXI-DV

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DIRECT VISION

Keep all requirements in mind

- EU 2019/1242 on CO2 force industry to introduce new and alternative power trains to reach 2025/2030 CO2 reduction targets
- EU 2019/1892 Elongated Cabs is offering additional space which now need to be used to implement new power trains as they need more space than conventional ones
- In addition to that future requirements asking for space have to be fulfilled, in particular but not limited to noise and emissions
DIRECT VISION

Industry overview to Direct Vision

• Industry is fully aware of necessity to improve VRU safety
• In depth analysis of manufactures shows possible changes to improve Direct Vision (e.g. lower door windows, replacement of mirrors with cameras …).
• These changes will lead to structural changes up to complete re-design of vehicle cabs
• Due to high diversity of vehicle architecture manufactures need maximum design freedom to achieve requirements including Direct Vision improvements
• Categorization for urban (A) and rural (B) vehicles as well as the 3rd category (B+) between A and B broadly accepted.

• Industry presented possible thresholds to the task force that were lower than the position of other stakeholders.

• Intensive discussions led to no further approach between stakeholders.

→ NEW PROPOSALS NEEDED TO MAKE PROGRESS
Industry proposal

• Combined approach basic requirement for design freedom and technical neutrality

• As industry’s thresholds are too far away from stakeholders requirements industry would like to offer a package proposal including both two alternatives below to fulfil the Regulation

• Alternative 1:
  o Combined approach with industry values for categories (6.0, 7.0, 8.5) and inclusion of a new assistance systems/functionality (proposed and agreed by taskforce)

• Alternative 2:
  o Combined approach to meet values for categories decided in VRU PROXI – (8.0, (9.0), 11.0)?
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