DIRECT VISION
Industry position

EG-VRU-PROXI-DV

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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
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
DIRECT VISION

Direct Vision task force status

• Categorization for urban (A) and rural (B) vehicles as well 3rd category (B+) between A and B broadly accepted

• Industry presented possible thresholds to task force lower than position of other stakeholders

• Intensive discussions led to no further approach between stakeholders position

⇒ 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:
    - Combined approach with industry values for categories (6.0, 7.0, 8.5) and inclusion of a new assistance system/functionality (e.g. front-end surround view, MOIS+, BSIS+)

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