



# **TASK FORCE DIRECT VISION: PROGRESS & STATUS**

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# OBJECTIVES

- From Terms of Reference
  - Amending the alternative testing method for innovative vehicle designs (e.g. aerodynamic narrow A-pillar designs) by replacing paragraph 5.3. (April 2023 or earlier if possible)
  - For vehicles with competing objectives (e.g. improved direct vision versus high capacity transport, high efficiency, new powertrain technology, impact on freight industry) with direct vision challenges an alternative approach could be considered. It shall be limited to Level 3 for N3 category of vehicles and shall be based on quantified data. (October 2023 or earlier if possible)

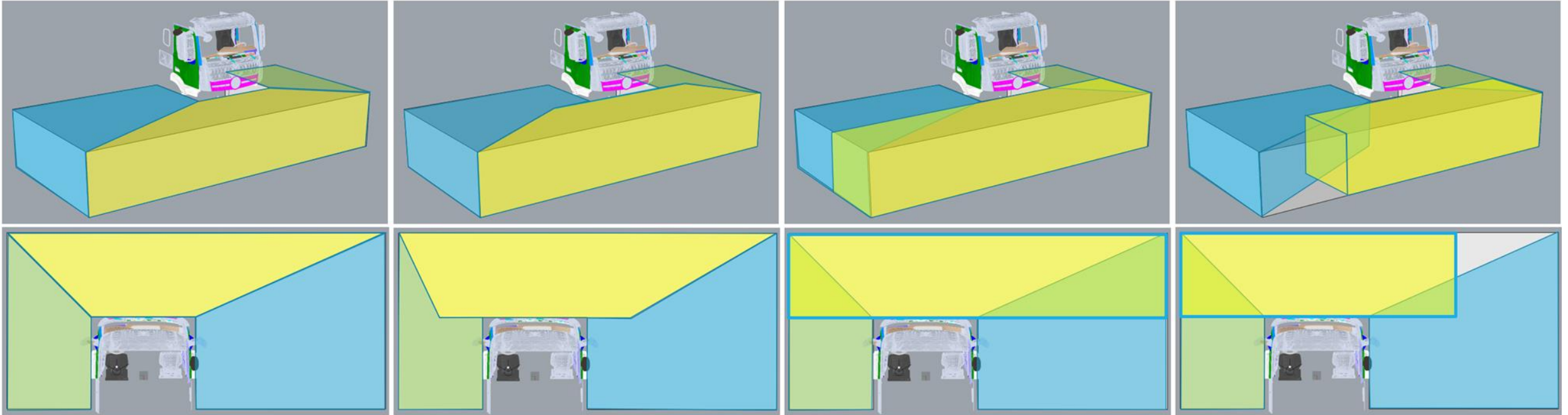
# DESIGN NEUTRALITY – SOLUTIONS INVOLVING DIFFERENT ASSESSMENT VOLUMES

Option 1

Option 2

Option 3

Option 4

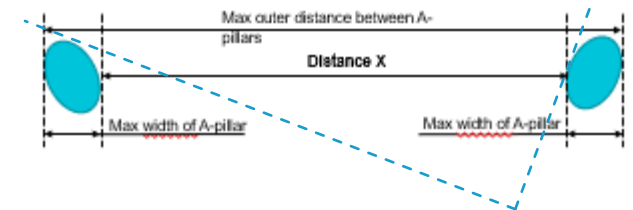
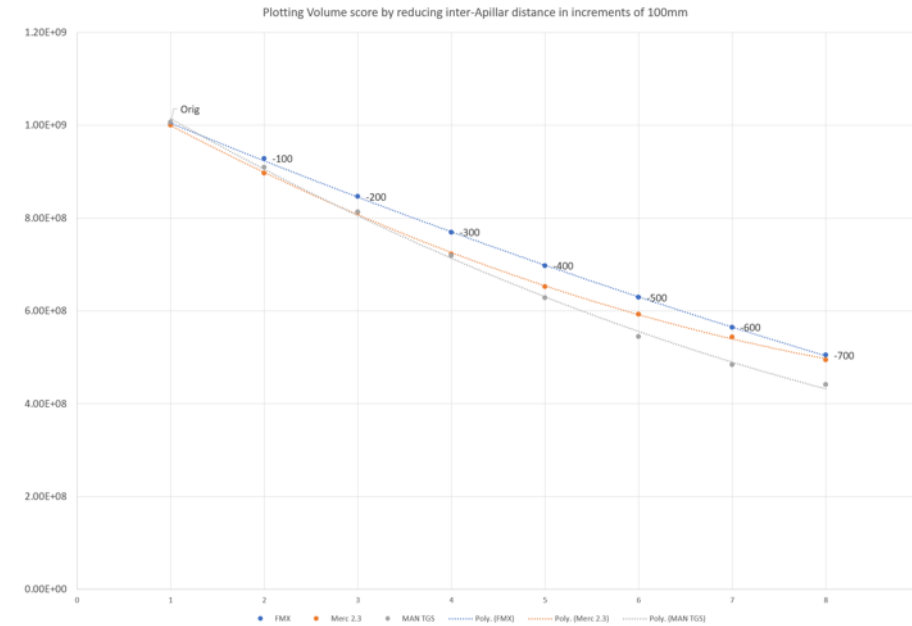
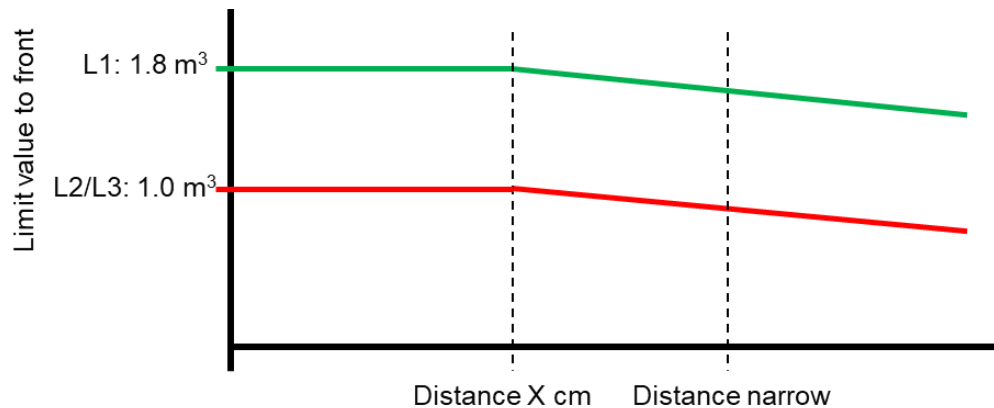


- Vision to the front
- Vision to the passenger side
- Vision to the driver's side

■ No Agreement could be reached on this approach. No method was perfect, all had advantages and disadvantages

# ALTERNATIVE: DESIGN DEPENDENT APPROACH (DDA)

- Simpler Approach based on scaling the frontal limit value based on the distance between A-pillars
- Working on key definitions now
  - How to fairly measure inter A-pillar distance without unintended consequences
  - By what formula/factor should the volumetric limit value change, bearing in mind variable dashboard shapes etc that may make it non-linear



# ALTERNATIVE APPROACH FOR COMPETING OBJECTIVES

- High Capacity Transport (HCT) Concept
  - Sweden has proposed general text to deal with this issue
  - ACEA has proposed identifying features as follows:
    - 3 or more axles
    - Minimum 320 kW power (independent of power train type)
    - Maximum permitted combination mass in country of sale more than 50 tonnes





# OUTSTANDING ISSUES

- Further evidence to be presented on key principles for DDA – decisions required
- Draft Text required for the DDA
- Revised limit value required for the ‘competing objectives’ proposal