

**Draft report of the 30<sup>th</sup> Session  
GRSG informal group on  
awareness of Vulnerable Road Users proximity  
in low speed manoeuvres (VRU-Proxi)**

Date: Monday 19<sup>th</sup> of June 2023  
Venue: Webex meeting  
Chair: Mr. Lukasz Rozanski (European Commission)  
Secretary: Mr. Johan Broeders (OICA)

**1. Welcome and introduction**

The Chair welcomed the participants of the Informal Working Group.

**2. Adoption of the agenda**

Document: [VRU-Proxi-30-01 \(Chair\)](#)

The group adopted the agenda and the running order.

**3. Adoption of the report of the 29<sup>th</sup> VRU-Proxi session (online meeting)**

Document: [VRU-Proxi-29-08 \(Chair\)](#)

The group adopted the report of the 29<sup>th</sup> session (14<sup>th</sup> of March 2023).

**4. Reversing Motion (R158)**

Documents: [VRU-Proxi-30-02 \(OICA\)](#)  
[VRU-Proxi-30-06 \(OICA – JAMA\)](#)  
[VRU-Proxi-30-08 \(OICA – JAMA\)](#)

The group discussed the proposal submitted by the experts from OICA regarding the Regulation No. 158 Reversing Motion:

- Paragraph 16.1.1.3:
  - Agreed, no changes proposed by the members
- Paragraph 16.1.1.4:
  - Change agreed in the meeting “...to the satisfaction of the Technical Service **and Type Approval Authority, ...**”
- Paragraph 16.1.3.1:
  - Changes agreed in the meeting:
    - “The **regulated field of vision displayed on the monitor** ~~defined-size of the monitor...~~”
    - Last section of the paragraph was removed

- It was questioned whether dynamic/situational view (moving images) depending on steering wheel position could be accepted. Some CP's stated that this would not be wanted as discussed in earlier meetings.

The Secretary was asked to prepare a Working Document for GRSG containing these changes agreed in the meeting. The proposal will be shared with the group for review before submitting it to GRSG.

The expert from JAMA presented VRU-Proxi-30-06 and VRU-Proxi-30-08 considering a proposal for switching between cameras on the truck and on detachable bodies or coupled trailers. As the proposal was submitted at a late stage to the group, the Chair proposed to proceed with this proposal in the next meeting and asked the members to check the proposal prior to the next meeting.

## 5. Direct Vision (R167)

Document: [VRU-Proxi-30-03 \(OICA\)](#)  
[VRU-Proxi-30-04 \(OICA\)](#)  
[VRU-Proxi-30-05 \(LDS\)](#)  
[VRU-Proxi-30-07 \(DV Taskforce\)](#)

The expert from OICA presented proposals for amendments to Regulations No. 125 and No. 167 by tabling the documents VRU-Proxi-30-03 and VRU-Proxi-30-04. The aim of the proposals was to allow approval to Regulation No. 125 instead of Regulation No. 167 for vehicles of categories M2 and N2 that are derived from the vehicles of categories M1 or N1.

It was stated by members in the group that paragraph 2.1.2 of Annex 5 of Regulation No. 167 would already include this provision. The Chair asked to come back on this proposal in the next meeting. The expert from OICA indicated to re-consider the proposal and to take the comment made by the group into account.

The Chair of the Direct Vision Taskforce explained the progress and status of the Taskforce by presenting VRU-Proxi-30-07 for the two main topics: Design Dependent Approach (DDA) and definition of High Capacity Transport (HCT) vehicles.

For DDA no consensus was achieved on one of the four options for the frontal volume. Therefore a new proposal was made by scaling the frontal limit value based on the distance between A-pillars.

For the definition of the high capacity vehicles ACEA proposed the following:

- Vehicle configuration with 3 axles or more;
- Maximum engine / E-motor power rating of 320 kW or more;
- Maximum permitted Gross Combination Weight more than 50 tonnes.

The abovementioned definition was supported by experts from SE and D.

The expert from LDS presented VRU-Proxi-30-05 and explained the methods for A-pillar distance measurements and reduction in volume by A-pillar distance. As there was no significant difference between the different options for measurements the most simple method

(shortest distance between the A-pillars) was preferred.

The expert from LDS presented also a recently identified issue regarding the current regulation. The raised concern, that was supported by the expert from the UK, was about volume that could be gained by the movement of the A-pillars to the rear without improving the view of the area of the greatest risk in front of the vehicle. To address this issue the definition of an additional Frontal Extents Volume (FEV) was proposed directly in front of the vehicle based on the visibility of three VRUs as used for the Series 00 of the regulation. The proposed values for the volume limits are 0.441m<sup>3</sup> for Level 1 and 0.114m<sup>3</sup> for Level 2 and 3.

The expert from D indicated to be not supportive to this new proposal as only a comparable alternative for the current method was asked by the Terms of Reference. The expert from UK explained that it is important to end up with a regulation as good as it can be and by not addressing this issue an opportunity for further improvement will be missed. The expert from ACEA supported the statement of D and mentioned that this is an additional requirement and not according earlier agreements and tasks of the Terms of Reference of this IWG.

The Chair asked the group if the new proposal could be incorporated in the proposal to GRSG. The expert from UK stated that it should be included in the proposal to GRSG. The expert from NL mentioned that the proposal seems convincing but other solutions may be possible as well. The expert from D recalled earlier discussions and proposals for other solutions from them which were ignored and all CP's agreed to the approach as laid down in the current regulation. The expert from FR expressed to see it as interesting but would need more time for consideration.

The Chair concluded for now to organize a meeting with interested CP's and the Chair of the Direct Vision Taskforce to have a further discussion on this proposal.

## **6. Component approval**

The Chair mentioned to install a Taskforce for the implementation of component approvals in regulations that have been drafted by VRU-Proxi. The expert from CLEPA indicated to prepare a document with proposals for the component approvals. This discussion will be continued in the next IWG meeting.

## **7. Any Other Item**

No other items were discussed.

## **8. Next meeting**

The Chair proposed to organize the next 31<sup>st</sup> VRU-Proxi meeting as a 2-day physical meeting by the end of September 2023 to discuss final modifications to the documents submitted to GRSG. The venue may be the European Commission in Brussels, Belgium. A Doodle will be sent out to the members to select the final dates.

-----