

**Draft report of the 31<sup>st</sup> Session  
GRSG informal group on  
awareness of Vulnerable Road Users proximity  
in low speed manoeuvres (VRU-Proxi)**

Date: Monday 25<sup>th</sup> and Tuesday 26<sup>th</sup> of September 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-31-01 \(Chair\)](#)

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-30-09 \(Chair\)](#)

The group adopted the report of the 30<sup>th</sup> session (19<sup>th</sup> of June 2023).

**4. Reversing Motion (R158)**

Document: [ECE/TRANS/WP.29/GRSG/2023/20](#)  
[VRU-Proxi-30-06 \(OICA – JAMA\)](#)  
[VRU-Proxi-30-08 \(OICA – JAMA\)](#)

- The group reviewed the proposed Supplement 3 to Regulation No. 158 as described in Working Document 2023/20. The Chair questioned if the last part between brackets of paragraph 16.1.1.3 needs to be considered as new text and therefore needs to be written in bold characters. The expert from OICA responded that there is no need for change as this text was already adopted with Supplement 2 of this Regulation.
- The expert from LDS asked if demonstration to the Technical Services is required for the conditions as defined in paragraph 1.3.3.5 of Annex 9. The group stated that this part was taken over from Regulation No. 121 and no demonstration was requested in that Regulation neither.

Conclusion: The group agreed with the current text of the proposed Supplement 3 and no amendments were needed to the already submitted Working Document 2023/20 to the GRSG for its 126<sup>th</sup> session.

- The expert from JAMA presented VRU-Proxi-30-06 and explained a proposal for automatically switching between the view of a camera mounted on the rigid or tractor and the view of a camera mounted on the detachable body or trailer. The proposed idea is that compliance with Regulation No. 158 can be fulfilled by either the monitor of the camera on the rigid or tractor or by the monitor of the camera on the detachable body or trailer.
- The expert from OICA stated that switching to a camera on the trailer is already allowed in the current regulation in case "when the vehicle detects a coupling by means of a coupling device". The situation of a detachable body needs more consideration as the current regulation seems not to give room to switch to another device. Also a body is not regulated and is no part of the vehicle type approval which makes it in the current regulation not possible to switch to a body camera.

Conclusion: The Chair concluded that more consideration is needed on this proposal and asked for reconsideration and proposed to continue further discussion in the next VRU-Proxi session.

## 5. Direct Vision (R167)

Document: [ECE/TRANSP/WP.29/GRSG/2023/19 \(UK\)](#)  
[ECE/TRANSP/WP.29/GRSG/2023/21 \(VRU-Proxi\)](#)  
[VRU-Proxi-31-02 \(OICA\)](#)  
[VRU-Proxi-31-03 \(LDS\)](#)

The Chair of the Taskforce Direct Vision introduced the following proposals for Supplement 1 to Regulation No. 167 as laid down in Working Document 2023/21:

- Front visible volume limit value depending on the distance between the A-pillars
- Definition and special requirements for High Capacity Transport (HCT) vehicles

After the introduction the group discussed the proposed Supplement 1 line-by-line:

- The group agreed with the first proposal and approved the removal of the square brackets in Table 1 and Paragraphs 5.3.1., 5.3.2. and 5.3.3..
- For the second proposal regarding the HCT vehicles the Chair mentioned 3 options:
  - No limit value for front visible volume
  - Keep both options (no or reduced limit value) open and let GRSG decide
  - Full deletion of Paragraph 5.2.2.2 resulting in no special requirements for HCT
- The expert from ACEA mentioned (in absence of the expert from SE) that SE was really promoting separate requirements for HCT (only small number of vehicles) in the Taskforce Direct Vision and argued that this proposal needs to be forwarded to GRSG.
- The expert from Apollo Vehicle Safety stressed that only the front volume is considered here, in any case these vehicles need to meet the combined volume requirements.
- The expert from UK stated to be in favor of a reduced requirement for the front visible volume instead of waiving this requirement.
- Currently no positions from J, EC and DK
- The expert from LDS indicated that it might be difficult to define a specific reduced front volume limit for HCT vehicles and asked the Industry to deliver typical cab heights for HCT vehicles.
- Conclusion: The Chair concluded that the proposal for a special requirement for HCT

shall remain and for now both options (no / reduced front volume) shall stay in the proposal in between brackets. The expert from LDS is asked to check if a value for a reduced volume can be defined. If no reduced volume can be determined this requirement probably needs to be waived in the proposal to GRSG.

- The group also discussed about the Gross Combination Weight condition being 50 tons in the current proposal:
  - The expert from UK raised concerns about the GCW condition as in the UK the GCW may already go up to 48 tons. Because of the small difference in weight it is expected that the allowed weight of more vehicles will be set at 50 tons resulting in more HCT vehicles on the road and in maybe also in city areas.
  - The expert from Apollo Vehicle Safety expressed the expectation that Sweden is in general also focusing on higher GCW values for HCT vehicles.
  - The expert from ACEA mentioned that over 50 tons was based on the general allowance of max 50 tons in the Netherlands. However, the Industry can check if 60 tons is acceptable.
- Conclusion: The Chair concluded that 50 tons shall stay in the proposal in between brackets and asked the group to reflect on this before the end of the week.

The outcome of these discussions and investigation by the expert from LDS as given above will be reflected in an Informal Document to amend Working Document 2023/21 for the 126<sup>th</sup> Session of GRSG.

The expert from LDS presented in VRU-Proxi-31-03 on behalf of UK the proposal in Working Document 2023/19 considering a Subsection Frontal Visible Volume (SFVV) within the area of greatest risk directly in front of the vehicle.

- The expert from OICA asked how many vehicles were used to determine the SFVV limit values. The expert from LDS mentioned that 15 existing vehicles were used for determination of this limit.
- The expert from OICA indicated that the proposed limit values for the SFVV are very small and very close to the tolerance between the physical and virtual test method. Also, the expert checked the values and argued that the requirements cannot be met with an existing vehicle design with a cab positioned at heights where limit values for the Front Visible Volume (1.8 or 1.0 m<sup>3</sup>) are just met. He argued that this means that the proposal in general contains new and more severe requirements which cannot be proposed by amendments or a supplement. He also proposed to apply this SFVV requirement only to the vehicles with smaller IAPD.
- The expert from LDS mentioned that the proposed values were based on the distances of VRUs positioned in the assessment volume of SFVV. He appreciated bringing up the argument about the tolerance between physical and virtual method and proposed to take the discussion to GRSG.
- The expert from UK stated that these are no new requirements but rather refinements of the existing requirements. The aim is to address more specifically concerns that were identified with pedestrians in front of the vehicle.
- Conclusion: Considering the current discussions in VRU-Proxi, the expert from UK indicated that the proposal is probably not ready for adoption by GRSG and further reconsideration might be needed. He suggested to continue with an Informal Document to inform GRSG about the status of this proposal and discussions in VRU-Proxi.

The expert from OICA explained document VRU-Proxi-31-02 with the proposal to change the wording in paragraph 2.1.2 in order to avoid ambiguousness regarding the wording “direct

vision". The chair suggested to remove the second sentence of the first justification. The group agreed with the proposal and the suggestion from the Chair. The document will be adapted accordingly and submitted as an Informal Document to GRSG for its 126<sup>th</sup> Session.

## **6. Component Approval**

The Chair informed the group about discussion concerning the Taskforce for Component Approval and mentioned that initial communication and discussions with CLEPA have taken place. He also indicated that the calls for participants and for the Chair of the Taskforce are still open. In the next period further proceedings with CLEPA were expected to be planned.

## **7. Any Other Item**

No other items were discussed.

## **8. Next meeting**

No dates for the next 32<sup>nd</sup> VRU-Proxi meeting were proposed in the meeting. A Doodle poll will be organized after the meeting to find suitable dates for the next meeting.

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