Proposal for footnote to doc. GRRF-84-02 par. 5.6.4.8.1; description of the motorcycle to be used in the tests in Annex 8.

5.6.4.8.1

The ACSF of Category [C1] shall be able to detect vehicles approaching from the rear in an adjacent lane up to a distance S_{rear} as specified below:

…

The declared distance shall be tested according to the relevant test in Annex 8 using a two-wheeled motor vehicle of Category L3 as the approaching vehicle.*/

…

Footnote:

* Until a uniform test target, having the radar cross section (rcs) characteristics of an appropriate L3 vehicle have been agreed, the motorcycle used for type approval shall ~~have an engine capacity greater than 500cm³~~ be a light general-purpose street motorcycle without fairings or windscreens having an engine capacity between 400 cm³ and 600 cm³. The choice of the motorcycle shall be agreed with the Technical Service and the details recorded in the Test Report.

Justification;

The current description is too wide and would allow very big motorcycles with engine capacities of e.g. 1300cm³ and a lot of bodywork. Such motorcycles would have a too big radar cross section not representative for motorcycles generally used at speeds up to and over 130km/h.

To give more guidance to the car manufacturer and the technical service a more detailed description of the motorcycle is needed. Unfortunately there are no standardized descriptions of motorcycle types such as ISO 3833 which gives among others descriptions of several types of cars. Therefor we have to fall back on descriptions of motorcycle types which can be found on the internet. As base for the proposed description the general descriptions for standard and sport bikes were used.

To assure the capability of the motorcycle to be used in the test scenario's an engine capacity of 400 – 600cm³ is necessary.