Proposal to amend ECE/TRANS/WP.29/GRSG/2022/9

**Submitted by the experts of the IWG on VRU-Proxi**

The text reproduced below was prepared by the experts of IWG VRU-Proxi. The modifications to the current text of ECE/TRANS/WP.29/GRSG/2022/9 are marked in bold characters and strikethrough for deleted characters.

1. Proposal

*Table 1 of Appendix 1*, amend to read:

“Scenarios (other parameters possible as long as those are within the limits as defined in the core text)

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| --- | --- | --- | --- | --- | --- |
|  | Envelope | Lateral bicycle coordinate with respect to dummy center, in the coordinate systems as shown above (tolerance: ± 0.1 m) | Bicycle speed (tolerance:  ± 2 km/h) | Initial vehicle speed (tolerance: ± 2 km/h) | Impact position with tolerance (for two points each) |
| Single trucks, single tractors | 1,3 | -2.9 m, -5.7 m | 10 km/h, 20 km/h | 10 km/h, 20 km/h | 0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m) |
| Trucks equipped to tow trailers | 1, 2, 3 | -2.9 m, -5.7 m | 10 km/h, 20 km/h | 10 km/h, 20 km/h | 0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m) |
| Tractors (equipped to tow semitrailers) | 1, 3 | -2.9 m, -5.7 m | 10 km/h, 20 km/h | 10 km/h, 20 km/h | 0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m) |
| ~~M~~~~3~~ ~~of Class I~~ **M3 Class I ~~non-articulated~~ ~~(rigid)~~ with the exception of articulated M3 ,Class I1** | 4, 5 | -2.9 m, -5.7 m | 10 km/h, 20 km/h | 10 km/h, 20 km/h | 0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m) |
| All other M3 | 5 | -2.9 m, -5.7 m | 10 km/h, 20 km/h | 10 km/h, 20 km/h | 0m (-0 m, +0.5 m), 6m (-0.5 m, +0 m) |

Place the relevant speed signs in relation to the vehicle longitudinally within the first 10 m of the trajectory, and with a distance of up to 2 m laterally to the foreseen vehicle path, but not in the vehicle path.”

Footnote amend to read:

**“1 As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.3, para. 2 - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html”**

1. Justification
2. In order to validate a realistic test scenario, appropriate trajectories are required for each type of M3 vehicle. Envelope 4 represents a specific trajectory for a Class I non-articulated (rigid) M3 vehicle. Envelope 5 represents trajectories for Class II, Class III and articulated M3 vehicles of all classes.
3. ‘Classification of power-driven vehicles and trailers’ in line with the Consolidated Resolution on the Construction of Vehicles (R.E.3.)

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