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Road vehicles — Test devices for target vehicles, vulnerable road users and other objects, for assessment of active safety functions —

Part 1: Requirements for passenger vehicle rear-end targets

Véhicules routiers - Dispositifs d'essai pour véhicules cibles, usagers de la route vulnérables et autres objets, pour l'évaluation de fonctions de sécurité active —

Partie 1: Exigences pour cibles d'arrière de véhicules particuliers



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Contents

	Page
Foreword	v
Introduction	vi
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Symbols and abbreviated terms	2
5 Vehicle target specifications	2
5.1 Vehicle classes and target applicability.....	2
5.2 Reference dimensional measurements.....	3
5.3 Safety considerations.....	4
5.4 Repairability.....	4
5.5 Environmental conditions.....	4
6 Vehicle target response to sensing technologies	4
6.1 General.....	4
6.2 Optical requirements.....	4
6.2.1 General.....	4
6.2.2 Reference measurements.....	4
6.2.3 Stability of dimensions for optical recognition.....	5
6.2.4 Viewing angles.....	5
6.2.5 Features related to optical requirements.....	5
6.3 Radar requirements.....	5
6.3.1 Reference measurements of radar properties.....	5
6.3.2 Reference measurements.....	5
6.3.3 Radar cross section, static measurements and requirements.....	5
6.3.4 Radar recognition features of vehicle target.....	5
6.3.5 Stability of dimensions for radar recognition.....	5
6.4 Thermal requirements for Far Infrared vision systems.....	6
6.4.1 General.....	6
6.4.2 Reference measurements.....	6
6.4.3 Thermal characteristics.....	6
6.5 Calibration.....	6
7 Motion and positioning during test for VT including target carrier system	6
7.1 General requirements.....	6
7.2 Longitudinal positioning.....	7
7.2.1 Speed range for operation.....	7
7.2.2 Accelerations.....	7
7.3 Lateral positioning.....	7
7.3.1 General.....	7
7.3.2 Yaw angle.....	7
7.3.3 Lateral position.....	7
7.4 Vertical positioning.....	7
7.4.1 General.....	7
7.4.2 Pitch angle.....	7
7.4.3 Vertical motions.....	7
Annex A (informative) Vehicle classes	8
Annex B (normative) Sensor-specific recognition properties	10
Annex C (normative) Vehicle target measurements and measurement equipment	13
Annex D (informative) Field verification of vehicle target properties	16
Annex E (informative) Examples of existing vehicle rear-end targets	17

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Bibliography	20
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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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For an explanation on the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 33, *Vehicle dynamics and chassis components*.

A list of all parts in the ISO 19206 series can be found on the ISO website.

Introduction

ADAS (Advanced Driver Assistance Systems) and Active Safety systems are designed to support decision-making for the driver, extend the driver's awareness of the traffic situation with advanced warnings, improve the behaviour of the vehicle, and even take over vehicle control in an emergency situation. The goal is to completely avoid an accident or at least reduce the severity of an accident.

Testing of active safety systems requires documentation of test materials, test environment, testing procedures, and performance criteria. This document series addresses the specification of test target objects for traffic scenarios representing vehicles, vulnerable road users and other objects in the forward path of the subject vehicle.

This document addresses the specification of vehicle rear-end test targets (see [Annex E](#) for examples of existing vehicle rear-end targets). A future part of this document series is intended to address also other configurations (3D targets).

A surrogate vehicle target needs to represent a real vehicle in terms of detectability and movement. It should also provide safety for the subject vehicle and test operators in the event that contact is made between the subject vehicle and the target. Crashworthiness and durability requirements for the vehicle target require that the material and construction of the vehicle target are adapted to fit the purposes.

Test cases usually address both stationary and moving vehicle targets and, as such, the physical construction of the target accommodates a target carrier system capable of mimicking realistic motions. This document includes requirements on the target carrier system as applicable.

Targets described in this document series may be used for system development or applied in conjunction with existing standards, or standards under development, for assessment of ADAS and active safety functions of vehicles.