INTERNATIONAL STANDARD

ISO 19206-2

First edition
2018-12

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

Part 2: Requirements for pedestrian 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 2: Exigences pour cibles de piétons

Reference number
ISO 19206-2:2018(E)

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Published in Switzerland

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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).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

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.

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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 pedestrian test targets.

A pedestrian test target needs to resemble the characteristics of a human, yet provide safety for the subject vehicle and test operators in the event that contact is made between the subject vehicle and the pedestrian target. Crashworthiness and durability requirements for the pedestrian target require that the material and construction of the pedestrian target are adapted to fit the purposes.

Pedestrian test targets may need to represent a range of pedestrian sizes to evaluate the performance of an active safety system. Test cases may address both stationary and moving targets and, as such, the physical construction of the target may accommodate a target carrier system capable of mimicking the motions of a human. 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.

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

Part 2: Requirements for pedestrian targets

1 Scope

This document specifies performance requirements for surrogate targets used to assess the system detection and activation performance of active safety systems.

This document specifies the properties of pedestrian targets that represent an adult or a child in terms of size, shape, reflection properties, etc. for testing purposes. The document addresses the detection requirements for a pedestrian target in terms of sensing technologies commonly in use at the time of publication of this document, and where possible, anticipated future sensing technologies. It also addresses methodologies to verify the target response properties to these sensors, as well as some performance requirements for the target carrier.

This document does not address the test procedures in terms of speeds, positions, or timing of events. Performance criteria for the active safety system being evaluated are also not addressed.

A related test procedure using pedestrian targets according to this document can be found in ISO 19237.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 8855:2011, *Road vehicles — Vehicle dynamics and road-holding ability — Vocabulary*

ISO 8608, *Mechanical vibration — Road surface profiles — Reporting of measured data*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 8855:2011 and the following apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

— IEC Electropedia: available at http://www.electropedia.org/

— ISO Online browsing platform: available at https://www.iso.org/obp

3.1
subject vehicle
SV
vehicle with active safety system to be tested

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3.2
pedestrian target
PT
test device representing a pedestrian used to test active safety systems

3.3
target body
physical structure that resembles a human used to activate sensor systems

3.4
target carrier
mechanical system used to move the target body according to a test protocol

Note 1 to entry: It may be a self-propelled platform or external devices connected with cables, beams, or similar structures.

Note 2 to entry: Target body fixation is included in the target carrier.

3.5
measurement equipment
equipment used to record the position of the pedestrian target relative to the subject vehicle to ensure that the test protocol is followed within prescribed tolerances and record data documenting the function of the active safety system and allowing its performance to be assessed

4 Symbols and abbreviated terms

CCD	Charge-Coupled Device
FIR	Far Infrared
LIDAR	Light Detection and Ranging
NIR	Near Infrared
PMD	Photonic Mixer Device
RCS	Radar Cross Section

5 Pedestrian target specifications

5.1 Pedestrian size

The pedestrian targets specified in this document reflect both adults and children. Male and female attributes are not explicitly defined as the systems being tested should not rely on the sex of the pedestrian. References for subsequent requirements are based on sample measurements of different demographics and compiled into categories. The following pedestrian sizes are relevant for this document:

— Adult: 50 %-ile male (walking mode);

— Child: 6-7 year old (running mode).

5.2 Dimensions of the targets

Annex A and Table A.1 provides the dimensional requirements for walking postures of a 50 %-ile male adult and running postures of a 6-7 year old child.

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