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

Part 5: Requirements for powered two-wheeler targets

National foreword

This British Standard is the UK implementation of ISO 19206-5:2025.

The UK participation in its preparation was entrusted to Technical Committee AUE/15, Safety related to vehicles.

A list of organizations represented on this committee can be obtained on request to its committee manager.

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

**Part 5:
Requirements for powered two-
wheeler 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 5: Exigences pour cibles de deux-roues motorisées

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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	4
5 PTW target specifications	4
5.1 Vehicle classes and PTW target applicability	4
5.2 Reference dimensional measurements	5
5.3 Safety considerations	5
5.4 Repairability and robustness	5
5.5 Environmental conditions	5
5.6 Target coordinate system	5
5.7 Speed classes	6
6 PTW target response to sensing technologies	6
6.1 General	6
6.2 Optical requirements	7
6.2.1 General	7
6.2.2 Reference measurements	7
6.2.3 Stability of dimensions for optical recognition	7
6.2.4 Viewing angles	7
6.2.5 Features related to optical requirements	8
6.3 Radar requirements	8
6.3.1 Reference measurements of radar properties	8
6.3.2 Reference measurements	8
6.3.3 Radar cross-section, static measurements and requirements	8
6.3.4 Radar recognition features of PTW target	8
6.3.5 Stability of dimensions for radar recognition	9
6.3.6 Micro-Doppler properties	9
6.4 Thermal requirements for far infrared vision systems	9
6.4.1 General	9
6.4.2 Reference measurements	9
6.4.3 Thermal characteristics	9
6.5 Ultra-sonic sensing requirements	9
6.6 Calibration	10
6.7 Field verification	10
7 Motion and positioning during test for PTW target including target carrier system	10
7.1 General requirements	10
7.2 Longitudinal positioning	10
7.2.1 Speed range for operation	10
7.2.2 Accelerations	10
7.3 Lateral positioning	10
7.3.1 General	10
7.3.2 Yaw rate	11
7.3.3 Lateral position	11
7.3.4 Lateral acceleration	11
7.4 Vertical positioning	11
7.4.1 General	11
7.4.2 Pitch angle	11
7.4.3 Vertical motions	11
7.5 Roll	11
Annex A (normative) PTW target dimensions and main properties	13

Annex B (normative) Visual and near infrared sensor-specific recognition properties and measurements	18
Annex C (normative) Radar-specific recognition properties and measurements	23
Annex D (normative) PTW target micro-Doppler properties	39
Annex E (informative) Field verification of PTW target properties	41
Annex F (informative) Example PTW motorcycle and scooter dimensions	42
Annex G (informative) Properties of example motorcyclist clothing	48
Bibliography	49

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 of 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 www.iso.org/iso/foreword.html.

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

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

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

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.

The surrogate target is an essential component in the evaluation of ADAS/active safety functions and different levels of automated driving systems, in all situations where a collision with the target can occur.

This document addresses the specification of test targets representing powered two-wheelers (PTW). This includes motorcycles, scooters, mopeds and similar vehicles, referred to as "category L vehicles" in the UNECE vehicle classification system.

In the context of this document, the term PTW target (PTWT) is used to refer to a surrogate powered two-wheeler which includes a rider.

The characteristics of targets should be trustworthy and it is important that a PTWT is recognized as a real vehicle by the various sensing technologies.

It is also important that a PTW test target provides safety for the subject vehicle and test operators in the event that contact is made between the tested vehicle and the PTWT. Crashworthiness and durability requirements for the PTWT puts specific demands on the material and construction of the PTWT to make it fit for its purposes.

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

Targets described in the ISO 19206 series can 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.

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

Part 5: Requirements for powered two-wheeler 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 an omni-directional multi-purpose powered two-wheeler (PTW) target for assessment of interaction in a variety of traffic scenarios.

This document specifies the properties of a PTW target (PTWT) representing a powered two-wheeler in terms of size, shape, reflection properties, etc. for testing purposes. This document addresses the detection requirements for a PTWT 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 performance requirements for the target carrier.

The PTWTs specified in this document reflect two-wheeled vehicles corresponding to UN Category L3¹⁾ and to UN Category L1²⁾, with the restrictions that the vehicle is not intended for human propulsion (for example, pedalling) and its two wheels are inline.

This document also addresses requirements for motion and positioning during test for PTWT including target carrier system.

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

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, *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 and the following apply.

1) The vehicle categories are defined in Consolidated Resolution on the Construction of Vehicles (R.E.3): <https://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html>.

2) See <https://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html>.

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

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <https://www.electropedia.org/>

3.1

subject vehicle

SV

vehicle with active safety system to be tested

3.2

powered two-wheeler

PTW

motorized two-wheeled vehicle corresponding to UN Category L1 or UN Category L3

3.3

powered two-wheeler target

PTWT

test device representing a *powered two-wheeler (PTW)* (3.2) with a rider, whose purpose is to activate sensor-based active safety systems

Note 1 to entry: PTWT consists of a target structure and optionally a *target carrier* (3.4).

Note 2 to entry: This document addresses test devices representing a PTW having the necessary features to be recognized from any direction (3D vehicle target).

3.3.1

PTW target structure

PTWT structure

physical structure whose purpose is to maintain the shape and provide the relevant sensor signature representing a *powered two-wheeler (PTW)* (3.2) with rider

3.3.2

PTW rider

operator of a *powered two-wheeler (PTW)* (3.2)

[SOURCE: ISO 13232-1:2005, 3.1.8, modified — “motorcycle” was replaced by “PTW”.]

3.3.3

PTW target rider

PTWT rider

rider part of the *powered two-wheeler target (PTWT)* (3.3)

3.4

target carrier

mechanical or electro-mechanical system used to move and/or support the *PTWT structure* (3.3.1) according to a test protocol

Note 1 to entry: Target carrier may be self-contained within, or supporting the target structure or external devices connected with cables, beams, or similar structures. It can also be a self-propelled carrier.

Note 2 to entry: PTWT structure and target carrier can be integrated.

3.5

target axis system

X_t, Y_t, Z_t

axis system fixed in the reference frame of the target, so that, with the target at rest, the X_t axis is substantially horizontal and forwards, and is parallel to the target's longitudinal plane of symmetry, and the Y_t axis is perpendicular to the target's longitudinal plane of symmetry and points to the left with the Z_t axis pointing upward

Note 1 to entry: See [Figure 2](#).

3.6

target coordinate system

x_t, y_t, z_t

coordinate system based on the *target axis system* (3.5) with the origin located at the *target reference point* (3.7)

Note 1 to entry: See [Figure 2](#).

3.7

target reference point

point whose location relative to the external dimensions of the target, in its initial condition, remains constant

Note 1 to entry: The target reference point is defined as the midpoint of the line segment connecting the tyre/ground contact points. See [Figure 2](#).

3.8

measurement equipment

equipment used to record the position and motions of the *powered two-wheeler target (PTWT)* (3.3) relative to the *subject vehicle* (3.1)

Note 1 to entry: The measurement is used to ensure that the test protocol is followed within prescribed tolerances and to record data documenting the function of the active safety system and allowing its performance to be assessed.

3.9

planned path

X,Y coordinates that define the desired trajectory of the target vehicle

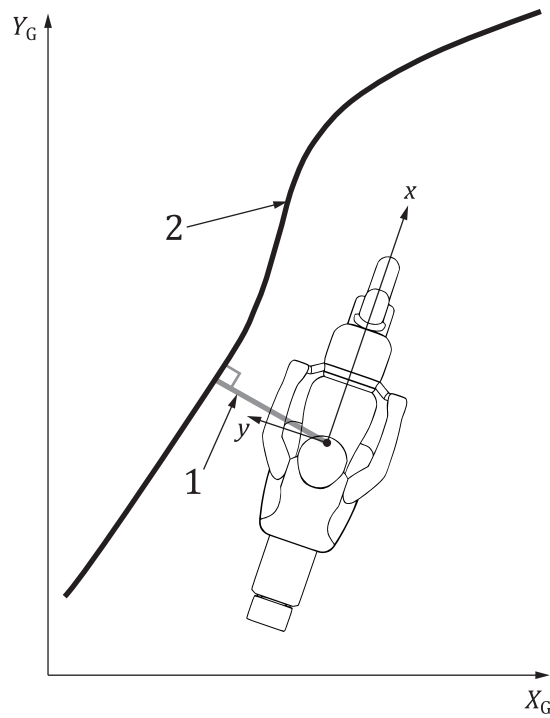
3.10

lateral path deviation

position error of the target vehicle relative to the *planned path* (3.9) measured perpendicular from the planned path direction

Note 1 to entry: See key 1 in [Figure 1](#).

Note 2 to entry: Y_G and X_G are the ground (fixed) coordinate axes in which the planned path is defined.



Key

- 1 lateral path deviation
- 2 planned path

Figure 1 — Lateral path deviation

4 Symbols and abbreviated terms

CCD	charge-coupled device
CMOS	complementary metal oxide semiconductor
FIR	far infrared
LIDAR	light detection and ranging
NIR	near infrared
PMD	photonic mixer device
PTW	powered two-wheeler
PTWT	powered two-wheeler target
RCS	radar cross-section
SV	subject vehicle

5 PTW target specifications

5.1 Vehicle classes and PTW target applicability

The test devices described in this document are intended for testing of systems designed to mitigate or avoid collisions in which the subject vehicle approaches the PTW target from any direction.

The PTWTs specified in this document reflect two-wheeled vehicles corresponding to UN Category L1, with the restrictions that the vehicle is not intended for human propulsion (for example, pedalling) and its two wheels are inline, and UN Category L3.

In real world both PTW categories show a large variety of different sizes and shapes which cannot be represented in one target. The aim of this document is to specify a typical representative of each of the two categories with reasonably narrow but realistic tolerances regarding their detection characteristics. The purpose of such a well-defined target is to provide reproducible and comparable results in official tests (e.g. type approval and consumer tests). Nevertheless, system and sensor developers may use modified targets with deviating properties to improve detection and system performance.

The types of PTWT specified in this document correspond to motorcycles and scooters/mopeds. See [Annexes A, B, C and D](#) for detailed information.

5.2 Reference dimensional measurements

Reference measurements for the PTW target should come from a representative sample of vehicles from the corresponding vehicle category that were manufactured within five years prior to the publication date of this document. General dimensions of common PTW motorcycle and scooter categories and models are given in [Annex A](#). Background data from reference measurements are shown in [Annex F](#).

5.3 Safety considerations

Drivers of the subject vehicle shall not be exposed to any substantial risk of personal injury. The PTW target and its components should not cause more than cosmetic damage to the subject vehicle when struck at a relative velocity of 60 km/h. The conditions specified by the test procedure application shall be taken into consideration.

NOTE Test procedures for specific applications typically indicate what measures are taken to reduce the risk of injury and vehicle damage. These measures can include instructions to disable subject vehicle systems such as supplementary occupant restraints, seatbelt pre-tensioners, vulnerable user protection systems, etc.

5.4 Repairability and robustness

The PTW target should be easily reassembled or repaired after contacts. Field repairs should be possible to perform with standard hand tools and supplies. The sensor specific characteristics shall also be met after re-assembly and repair.

NOTE This requirement does not apply to disposable and single impact targets.

5.5 Environmental conditions

The PTW target shall fulfil all requirements in an ambient temperature range of $-5\text{ }^{\circ}\text{C}$ to $+40\text{ }^{\circ}\text{C}$. The PTW target shall not deteriorate under storage temperatures in the range of $-40\text{ }^{\circ}\text{C}$ to $+80\text{ }^{\circ}\text{C}$ when properly stored.

NOTE The specified temperature range recognizes that there are substantial technical challenges achieving a cost-effective target fulfilling the requirements at lower temperatures than $-5\text{ }^{\circ}\text{C}$.

5.6 Target coordinate system

The reference target coordinate system in this document essentially adopts the coordinate system given in ISO 8855, adapting it to the purpose of the target vehicle movement. The target reference point is defined as the midpoint of the line segment connecting the tyre/ground contact points. See [Figure 2](#).

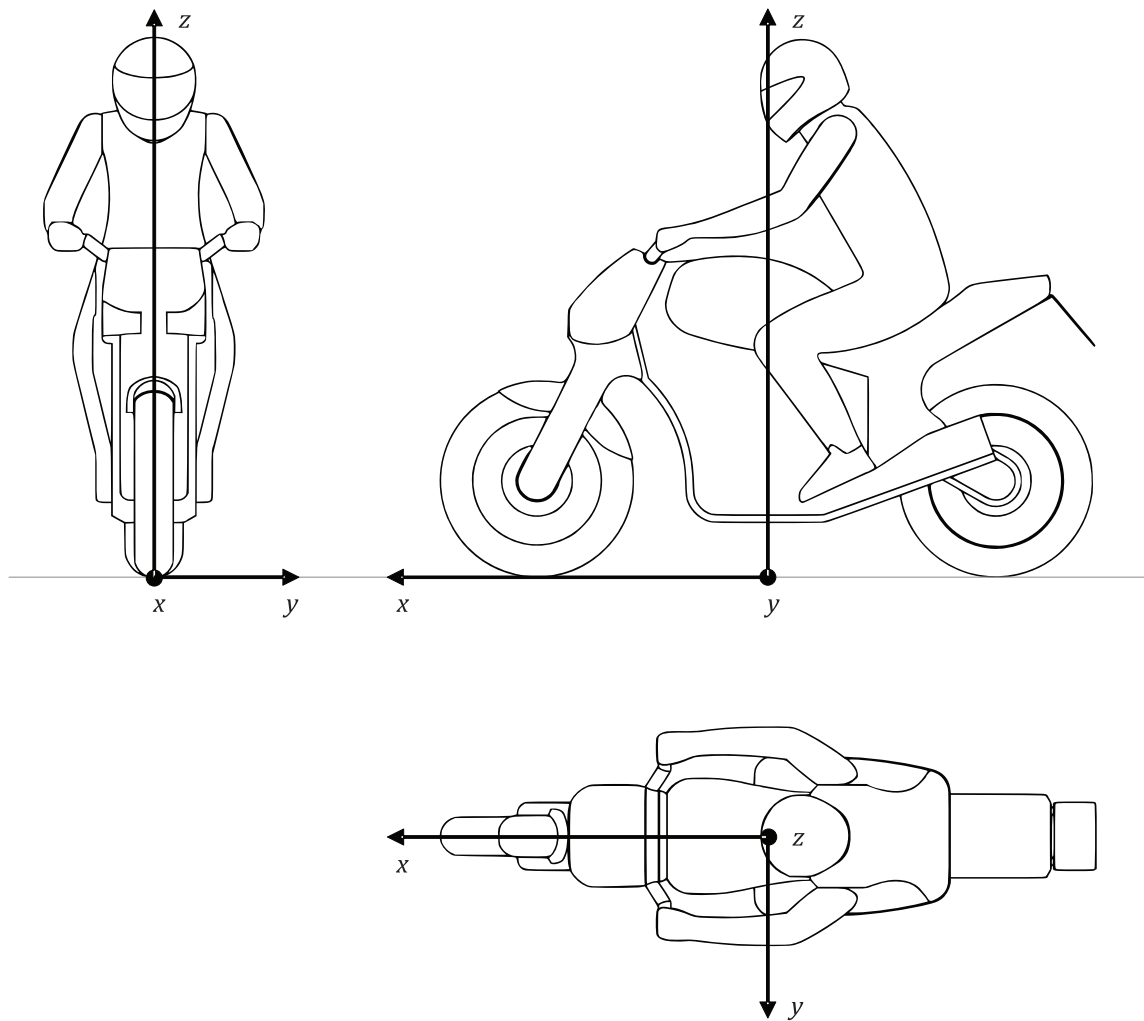


Figure 2 — Target coordinate system

5.7 Speed classes

The speed classes in [Table 1](#) are applicable according to this document.

Table 1 — Speed classes

Speed class	Description
SC50	Operational speed up to 50 km/h (13,9 m/s)
SC80	Operational speed up to 80 km/h (22,2 m/s)
SC80+	Operational speed up to and greater than 80 km/h (22,2 m/s)

6 PTW target response to sensing technologies

6.1 General

Requirements related to sensing technologies commonly in use at the time of publication of this document are listed in [6.2](#), [6.3](#) and [6.4](#). A PTWT intended for use with a specific set of sensing technologies needs only to meet the requirements of those technologies.

6.2 Optical requirements

6.2.1 General

Sensors operating on optical principles include CCD and CMOS camera sensors, mono and stereo camera sensors, photonic mixer devices (PMD) and light detection and ranging (LIDAR). These systems cover visible and near infrared light frequency spectra.

The definition of optical requirements depends on the utilized sensor. For LIDAR sensors the reflectivity of the different target elements is the dominating characteristic, and the shape is a secondary feature. For a camera shape and colours of the whole PTW including all major design elements play a dominating role. A PMD sensor requires both realistic shape and reflectivity of all target elements.

6.2.2 Reference measurements

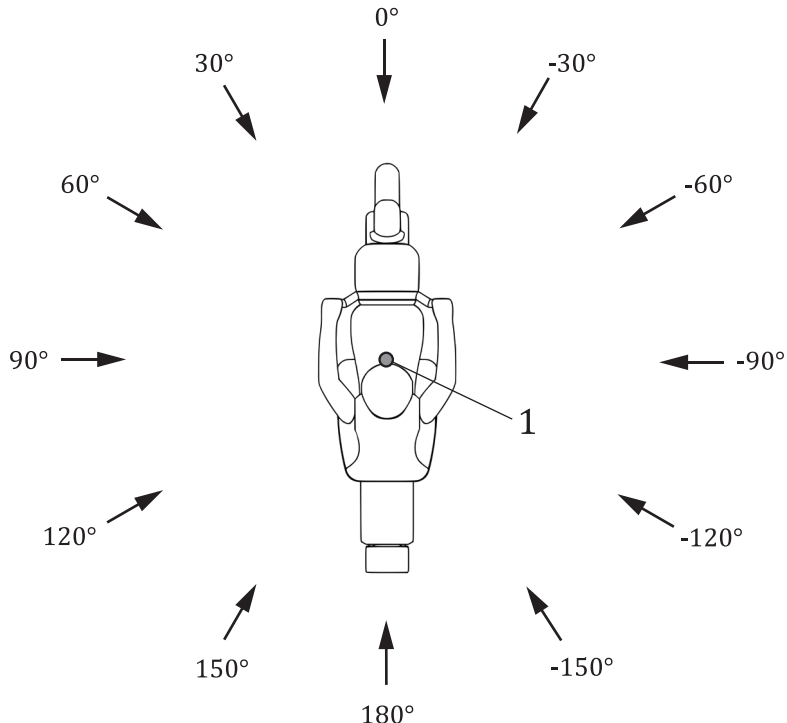
When technology-specific measurements are required, information regarding the sensor specifications, environmental conditions during measurements, and date of measurement shall be provided with the description of the vehicle models. The version of the PTWT and the target carrier shall be traceable to manufacturing drawings or supplier specifications.

6.2.3 Stability of dimensions for optical recognition

PTWT surface shall not flutter or vibrate unrealistically due to aerodynamic effects for the applicable speed class and a side wind of up to 5 m/s. Local fluttering should not exceed 10 mm perpendicularly from the reference surface. Distortion of the vehicle shape should not exceed 25 mm in any direction.

6.2.4 Viewing angles

Main angles for recognition are shown in [Figure 3](#).



Key

1 target reference point

Figure 3 — Viewing angles

6.2.5 Features related to optical requirements

The visual difference between the PTWT and a typical category L1/L3 PTW should be as small as possible.

To provide a realistic detectability for all optical sensors, the PTWTs for a motorcycle and a scooter shall have typical shapes of the whole PTW and of the major design elements with typical reflectivity of all target elements.

PTWT shape requirements shall include the following properties:

- the PTWT for L3 motorcycles shall consist of elements representing engine, tank, driver and seat, wheels, exhaust pipe, handlebar, suspension fork (front and rear), registration plate, mirrors, front and rear lights, rear and side reflectors, turn signal indicator (when capable of active illumination, see [B.3](#));
- the PTWT for L1 scooters shall consist of parts representing driver and seat, wheels, handlebar, suspension fork (front and rear), top case, registration plate, mirrors, front and rear lights, rear and side reflectors, turn signal indicator (when capable of active illumination, see [B.3](#));
- the PTWT shall have symmetry about the x-z plane (e.g. exhaust pipes on both sides of the L3 PTWT);
- the PTWT rider shall wear a helmet;
- the PTWT wheels, with rim and tire shall be round and of realistic dimensions.

NOTE General requirements for the size and position of the features for lights and reflectors are available in regulations listed in References [8] to [12].

For camera-based systems lighter colours of PTW targets shall be used to generate a high contrast to the background. For more details, see [Annex B](#). In addition, [Annex G](#) provides data from reference measurements on typical PTW rider clothing materials.

Dimensions specified in [Annex A](#) and features necessary for the optical recognition as specified in [Annex B](#) shall be followed.

6.3 Radar requirements

6.3.1 Reference measurements of radar properties

At the time of publication of this document, automotive applications of radar are using 24 GHz and 76 GHz – 81 GHz.

6.3.2 Reference measurements

Reference measurements for the PTW target should come from a representative sample of typical category L1/L3 PTWs that were manufactured within five years prior to the publication date of this document.

When technology-specific measurements are required, information regarding the sensor specifications, environmental conditions during measurements and date of measurement shall be provided with the description of the PTW models. The version of the PTW target and the target carrier shall be traceable to manufacturing drawings or supplier specifications.

6.3.3 Radar cross-section, static measurements and requirements

Measurement of radar cross-section as described in [Annex C](#) shall be followed.

6.3.4 Radar recognition features of PTW target

Features necessary for radar recognition as specified in [Annex C](#) shall be followed.

6.3.5 Stability of dimensions for radar recognition

Local fluttering due to aerodynamic effects should not cause radar signature to vary, including micro-doppler effects, for the applicable speed class and a side wind of up to 5 m/s.

6.3.6 Micro-Doppler properties

Micro-Doppler effects generated by the rotating wheels can be an important identification characteristic of PTWs for certain radar recognition technologies.

The PTW target shall provide means of producing micro-Doppler effects, these shall be analogous to those produced by rotating wheels appropriately distributed with respect to two rotation centres, i.e. the front and rear axles, and corresponding to the speed of the PTW target.

Characteristics as specified in [Annex D](#) shall be followed.

6.4 Thermal requirements for far infrared vision systems

6.4.1 General

The PTW target is defined as possessing the optical characteristics according to [6.2](#) with features added to provide response to thermal sensing. Inclusion of passive thermal sensor requirements is optional.

Far infrared (FIR) vision systems can provide information to active safety systems in conditions of low light or otherwise limited visibility. A thermal camera detects far-infrared electromagnetic radiation with a wavelength in the range of 8 μm to 14 μm . Imaging is provided by means of an appropriate camera.

6.4.2 Reference measurements

When technology specific measurements are required, information regarding the sensor specifications, environmental conditions during measurements and date of measurement shall be provided with the description of the measured subjects and/or target. The version of the target and the target carrier shall be traceable to manufacturing drawings or supplier specifications.

6.4.3 Thermal characteristics

PTW targets commonly in use at the time of publication of this document do not feature vehicle-specific FIR characteristics. Developers of PTW targets that incorporate such characteristics should ensure that the characteristics are comparable to typical vehicles represented by the target.

Characterization of these properties should follow the steps below:

- a) measurement of typical vehicles,
- b) establishment of boundaries,
- c) verification that the PTW target FIR measurements are within the specified boundaries.

6.5 Ultra-sonic sensing requirements

At the time of publication of this document, automotive applications of ultrasonic sensors are using sound frequency in the range of 40 kHz to 60 kHz.

Ultra-sonic sensing is restricted to static and slowly moving objects and to small distances (typically below 5 m). Therefore, detailed specifications of ultra-sonic properties are not considered in this document. Appropriate surfaces of the PTW target will provide sufficient ultra-sonic sensor detection.

6.6 Calibration

The PTW target manufacturer shall provide a certificate detailing which test information has been used to verify the product performance and which sensor technologies it conforms to.

Calibration shall be based on representative characteristics of the applied detection technology as described in [6.2](#), [6.3](#) and (optionally) [6.4](#), and the related annexes.

6.7 Field verification

For field verification of PTW target functionality, see [Annex E](#).

7 Motion and positioning during test for PTW target including target carrier system

7.1 General requirements

The target carrier system shall be capable of positioning the PTW target within tolerances required by the test procedure application. Repeatable test performance requires that subject vehicle and PTW target relative speed and position should be consistent between test repetitions. Unless more stringent requirements are needed by a specific test procedure, the positioning requirements given in [Clause 7](#) are the minimum requirements for the PTW target. ISO/TS 19206-7³⁾ provides more specific requirements on motion and positioning.

The following requirements and recommendations apply to the target carrier system:

- the target carrier system and resulting motion of the PTW target shall minimally affect target characteristics (radar, optical signature, etc.);
- the target carrier shall accelerate and decelerate in a manner analogous to the motion of the PTW represented, except for actions intended to avoid impact or damage;
- all visible parts of the target carrier system should be coloured to minimize the contrast with background (e.g. grey) to approximate the test area road surface. In case of a uniform background the colour shade of the background can be used.

The positioning requirements in [7.2](#) and [7.3](#) are with reference to a coordinate system oriented with the PTW target. The longitudinal axis is parallel with the direction of travel, see [Figure 2](#).

7.2 Longitudinal positioning

7.2.1 Speed range for operation

The steady-state speed control accuracy shall be $\pm 0,5$ km/h ($\pm 0,14$ m/s) for the speed classes in [Table 1](#).

7.2.2 Accelerations

Deceleration/braking of at least 4 m/s^2 is required. Acceleration of at least 1 m/s^2 is recommended.

7.3 Lateral positioning

7.3.1 General

The PTW target shall be able to meet the lateral positioning requirements in [7.3.2](#) and [7.3.3](#) while operating in the speed range defined in [7.2.1](#) over a smooth road surface no rougher than road class A as defined in ISO 8608.

3) Under preparation. Stage at the time of publication: ISO/CD TS 19206-7:2025.