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Consideration and vote by AC.3 draft

global technical regulation and/or draft

amendments to established global technical regulation

Proposal for Amendment 1 to global technical regulation No. 9 (Pedestrian Safety)

Submitted by the Working Party on Passive Safety *

The text reproduced below was adopted by the Working Party on Passive Safety (GRSP) at its forty-seventh session. It is based on document ECE/TRANS/WP.29/GRSP/2010/6 as amended by Annex II to the addendum to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Executive Committee (AC.3) for consideration (ECE/TRANS/WP.29/GRSP/47, para. 9 and Add.1).

* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

The statement of technical rationale and justification

Paragraph 55., amend to read:

“55. While this approach maximizes the discretion of jurisdictions to decide whether vehicles should be excluded from the gtr for feasibility or practical reasons, or because there is no safety need to regulate the vehicles, the group also decided to recommend excluding one unique vehicle type from the regulation. The test procedures in the gtr are based largely on the classic vehicle shape with a long bonnet. Certain vehicles, generally cargo vehicles, have a very short bonnet and a front shape that is very close to the vertical. Because of the short, vertical bonnet, the design leaves very little soft space once the hinges, latches, and other hardware are considered. There are additionally feasibility concerns for the bumpers of these vehicles. The different shape of the front leaves little room to incorporate existing countermeasures, such as those used on passenger vehicles, and new countermeasures have not been identified. The pedestrian kinematics with these vehicles may be very different. The head to bonnet impact is occurring earlier and leg injuries are occurring at a reduced frequency than with traditional long bonnet vehicles. In addition, there are difficulties in applying the head tests to these vehicles, particularly with regard to determination of test zone reference lines.¹ For these reason, the group recommends that those vehicles of category 1-2 and category 2, where the distance, measured longitudinally on a horizontal plane, between the transverse centre line of the front axle and the R-point of the driver's seat is less than 1,100 mm, be exempt from the requirements of the regulation. To prevent inconsistencies in the market, Contracting Parties can exempt category 1-1 vehicles if they have components of the front structure that are interchangeable with exempted category 1-2 and category 2 vehicles. The group agreed to recommend allowing Contracting Parties this option even though not all Contracting Parties have these vehicles in their fleet and were therefore not able to fully evaluate the exemption.”

Paragraph 74., the reference to footnote ¹⁵ and footnote ¹⁵, renumber as footnote ¹⁶

Paragraph 78., the reference to footnote ¹⁶ and footnote ¹⁶, renumber as footnote ¹⁷

Paragraph 99., the reference to footnote ¹⁷ and footnote ¹⁷, renumber as footnote ¹⁸

Paragraph 100., the reference to footnote ¹⁸ and footnote ¹⁸, renumber as footnote ¹⁹

Paragraph 106., the reference to footnote ¹⁹ and footnote ¹⁹, renumber as footnote ²⁰

Paragraph 107., the reference to footnote ²⁰ and footnote ²⁰, renumber as footnote ²¹

Paragraph 109., the reference to footnote ²¹ and footnote ²¹, renumber as footnote ²²

Paragraph 130., the reference to footnote ²² and footnote ²², renumber as footnote ²³

¹ Informal document No. GRSP-45-25

Section 10, amend to read:

“10. Appendix–reference documents used by the working group

...	...
INF GR/PS/188	Draft meeting minutes of the 100th meeting
INF GR/PS/189	Attendance list 10th meeting
GRSP-47-18/Rev.2	(USA) Proposal for amendments to global technical regulation No. 9 (Pedestrian Safety)

”

The text of the regulation

Paragraph 2.1., amend to read:

“2.1. This global technical regulation (gtr) shall apply to the frontal surfaces of power driven vehicles of category 1-1 with a gross vehicle mass exceeding 500 kg; and of category 1-2 with a gross vehicle mass exceeding 500 kg but not exceeding 4,500 kg; and of category 2 with a gross vehicle mass exceeding 500 kg but not exceeding 4,500 kg. ² However, power driven vehicles of category 1-2 and category 2, where the distance, measured longitudinally on a horizontal plane, between the transverse centre line of the front axle and the R-point of the driver's seat is less than 1,100 mm, are exempt from the requirements of this regulation. Contracting Parties can exempt category 1-1 vehicles where the distance, measured longitudinally on a horizontal plane, between the transverse centre line of the front axle and the R-point of the driver's seat is less than 1,100 mm and having the components of the frontal structure that are interchangeable with the above-mentioned category 1-2 and category 2 vehicles.

All definitions of Special Resolution No. 1 shall apply as necessary.”

² A contracting party may restrict application of the requirements in its domestic legislation if it decides that such restriction is appropriate.