

How to make a progress on the gtr9 amendments with Flex-PLI

TEG Proposals

ECE/TRANS/WP.29/GRSP/2010/2
and GRSP-47-13

Japan Modified Proposals

based on several comments from several CPs

Main issues	gtr9 Amendments (TEG proposal)	Main issues	gtr9 Amendments (Japan proposal)	New ECE 01 series amendments
Tibia Relaxation Zone	Preamble and Regulatory Text • TEG proposed to have 380 Nm relaxation zone initial five years	Tibia Relaxation Zone	Preamble and Regulatory Text • Same as TEG proposal	Regulatory Text • Same as TEG proposal (use Regulatory text)
ACL/PCL Requirements	Preamble and Regulatory Text • TEG proposed to conduct ACL/PCL monitoring with 13 mm¹⁾ initial 60 months	ACL/PCL Requirements	Preamble and Regulatory Text • If a car does not pass ACL/PCL less than 13 mm with Flex-PLI, the car shall pass Shearing Displacement less than 6 mm with EEVC/WG 17 legform (initial five years).	Regulatory Text • Same as Japan proposal.
Impactor Selection	Regulatory Text • Choice of manufacturers²⁾ which impactor can use	Impactor Selection	Regulatory Text • Choice of Contracting Parties which impactor can use	Regulatory Text • Same as TEG proposal
Transitional Period (EEVC/WG 17 legform -> Flex)	Preamble • Some TEG members proposed to have 96 months³⁾	Transitional Period (EEVC/WG17 legform -> Flex)	Preamble • Some TEG members proposed to have adequate lead time	Regulatory Text • Same as TEG proposal (use Preamble text)

1) US can not accept to write monitoring in the regulatory text. EC can not accept less stringent requirement than EU Regulation. 2) US would like to select the impactor by themselves. 3) US difficult to accept to write an actual transitional period in the preamble.

Appendix: Informal document No. GRSP-47-32

Transmitted by the expert from Japan↵

Informal document No. GRSP-47-32↵
(47th GRSP, 17 - 21 May 2010,↵
agenda item 4.1)↵

- **Proposal for amendments to global technical regulation No. 9**↵

(Contents of GRSP-47-13e (corrigendum), described in blue, and **Japan proposal**, described in red, are included in this document)↵

- **Submitted by the expert from Japan***↵

The text reproduced below was prepared by the expert from Japan in order to propose the use of the Flexible Pedestrian Legform Impactor (FlexPLI) in the global technical regulation (gtr) No. 9 (pedestrian safety). It is based on ECE/TRANS/WP.29/GRSP/2009/21 and on a document without symbol ↵ (GRSP-46-17/Rev.1) distributed during the forty-sixth session of the Working Party on Passive Safety (GRSP). The modifications to the current text of the gtr No. 9 on pedestrian safety are marked in bold or strikethrough characters.↵

- **I. Proposal**↵
- **A. Statement of technical rationale and justification**↵

Paragraph 64 amend to read:↵