



Economic and Social Council

Distr.: General
22 December 2010

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

153rd session

Geneva, 8–11 March 2011

Item 4.12.2 of the provisional agenda

1958 Agreement – Consideration of draft Regulations

Editorial corrections to the proposal for a Regulation on Pedestrian Safety

Submitted by the Representative of Japan*

The text reproduced below was prepared by the representative of Japan. The modifications to the text of ECE/TRANS/WP.29/2010/127 are marked in bold for new or strikethrough for deleted characters. It is based on informal document No. WP.29–152–02 (ECE/TRANS/WP.29/1087, para. 69).

* 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.

Annex 5

Test procedures

Paragraph 2.5., amend to read:

“2.5. A minimum of three **upper** legform to bumper tests shall be carried out, one each to the middle and the outer thirds of the bumper at positions judged to be the most likely to cause injury. Tests shall be to different types of structure, where they vary throughout the area to be assessed. The selected test points shall be a minimum of 132 mm apart, and a minimum of 66 mm inside the defined corners of the bumper.

These minimum distances are to be set with a flexible tape held taut along the outer surface of the vehicle. The positions tested by the laboratories shall be indicated in the test report.”

Para. 5.7., amend to read:

“5.7. The direction of impact shall be in the longitudinal vertical plane ~~of the paragraph~~ of the vehicle to be tested at an angle of $65 \pm 2^\circ$ to the horizontal. The direction of impact of tests to the front structure shall be downward and rearward.”

Annex 6

Certification of the impactor

Paragraph 1.3.3.5., amend to read:

“1.3.3.5. The certification impactor shall be propelled horizontally at a velocity of 7.5 ± 0.1 m/s into the stationary impactor as shown in Figure 5 The certification impactor shall be positioned so that its centreline aligns with a position on the tibia centreline of 50 mm from the centre of the knee, with tolerances of ± 3 mm laterally and ± 3 mm vertically.”

Paragraph 3.2.1., amend to read:

“3. Child and adult headform

3.1. The certified impactors may be used for a maximum of 20 impacts before re-certification. The impactors shall be re-certified if more than one year has elapsed since the previous certification or if the transducer output, in any impact, has exceeded the specified CAC.

3.2. Drop test

3.2.1. When the headform impactors are dropped from a height of 376 ± 1 mm in accordance with paragraph 3.3. below, the peak resultant acceleration measured by one triaxial (or three uniaxial) accelerometer (accelerometers) in the headform impactor shall be:

- (a) For the child headform impactor not less than 245 g and not more than 300 g;
- (b) For the **adult** headform impactor not less than 225 g and not more than 275 g.

The acceleration time curve shall be uni-modal.”

Paragraph 3.3.3., amend to read:

“3.3.3. The headform impactor shall be dropped with the rear face of the impactor at the test angle specified in Annex 5, paragraph 4.7. for the child headform impactor and in Annex 5, paragraph 5.7. for the adult headform impactor with respect to the vertical as shown in Figure 8. The suspension of the headform impactor shall be such that it does not rotate during the fall.”