



Economic and Social Council

Distr.: General
6 February 2012

Original: English and French

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

102nd session

Geneva, 16–20 April 2012

Item 7 of the provisional agenda

Regulation No. 61 (External projections of cab's rear panel)

Proposal for amendments to Regulation No. 61

Submitted by the expert from France *

The text reproduced below was prepared by the expert from expert from France modifying informal document GRSG-101-25 also submitted by France. The modifications to the current text of the Regulation are marked in bold for new characters.

*In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Paragraph 6.5.2., amend to read:

"6.5.2. The component of the front protective devices shall be so designed that all rigid surfaces facing outwards have a radius of curvature of not less than 5 mm. **However, if the vehicle submitted for approval complies with the specifications of paragraph 5.1. of Regulation No. XXX on pedestrian protection, these rigid surfaces facing out could have a radius of curvature of not less than 2.5 mm.**"

II. Justification

1. The new UN Regulation No. XXX (ECE/TRANS/WP.29/2010/127) on pedestrian protection, expected to be adopted at the forthcoming session of the World Forum WP.29, is the re-transcription of UN Global Technical Regulation No. 9.

2. This new UN Regulation provides specifications applicable in particular to bumpers (acceleration, shearing and bending to be tested by a legform impactor). These provisions are issued from biomechanical and accident studies demonstrating the relevance of these criteria when leg injuries occur. Compliance with the provisions of this Regulation needs promotion. In this respect, it is proposed to insert an exemption from the former geometric provisions which become obsolete for bumpers pursuant to UN Regulation No. 26 when the vehicle type complies with the global performance requirements specified in the new UN Regulation No. XXX on pedestrian protection.

3. The same flexibility had been shown by the Working Party on Passive Safety (GRSP), when UN Regulations Nos. 94 and 95 on front and side impacts came into force, to cover some technical specific requirements on associated parts, which were better taken into account by the new provisions of these global regulations.
