# Economic and Social Council

## Economic Commission for Europe

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations**

**Working Party on Passive Safety**

**Forty-seventh session**
Geneva, 17–21 May 2010
Item 4.3 of the provisional agenda
**Global technical regulation No. 9 (Pedestrian safety)**

### Proposal for Corrigendum 2 to global technical regulation No. 9

#### Submitted by the experts from the European Commission and the Republic of Korea*

The text reproduced below was prepared by the experts from the Republic of Korea and the European Commission in order to clarify the head injury criteria (HIC) zone after the headform test on the bonnet top. It is based on a document without symbol (GRSP-46-09) distributed during the the forty-sixth session of the Working Party on Passive Safety (GRSP). The amendments to the current text of gtr No. 9 (ECE/TRANS/180/Add.9) are marked in bold characters.

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* 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.
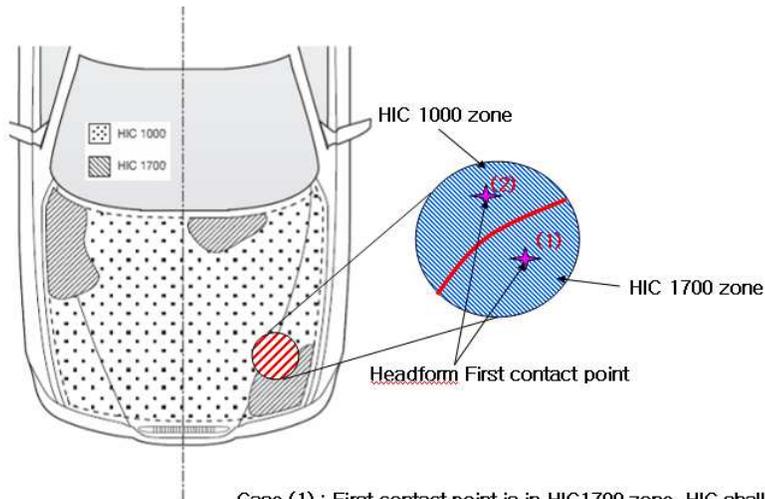
# I.  Proposal

## Text of the regulation

*Paragraph 5.2.4.3.*, amend to read:

"5.2.4.3.    The areas of "HIC1000 Zone" and "HIC1700 Zone" may consist of several parts, with the number of these parts not being limited. **The determination of the impacted zone is done by the first contact point of the headform with the "bonnet top."**""

# II.  Justification

The purpose of these amendments is to clarify requirements when a headform impact test is carried out according to the test procedure of paragraphs 7.3 and 7.4. The impacted zone on the bonnet is that which is first contacted by the headform.



Case (1) : First contact point is in HIC1700 zone, HIC shall not exceed 1700
Case (2) : First contact point is in HIC 1000 zone, HIC shall not exceed 1000