

Proposal for the scope of Global Technical Regulations on Pedestrian Protection

Basically, we think the scope to which this regulation is applicable shall reflect the outcome of GRSG Common Task Ad-hoc group.

Then, the first study of the applicable scope should be made to category 1-1 and category 2-1 of the common task proposal whose definitions are shown below.

Category1 vehicle:

Motor vehicles with four or more wheels designed and constructed for the carriage of the driver or driver and other persons.

Category1-1 vehicle means any category1 comprising not more than eight seats in addition to the driver's seat

Category2 vehicle:

Motor vehicles with four or more wheels designed and constructed principally for the carriage of the driver plus a significant non-passenger payload. In addition to vehicles designed to carry a commercial goods payload, this term shall include:

- tractive units for semi-trailers;
- road tractors, and;
- chassis designed for the carriage of goods when equipped as a non-passenger special purpose vehicle (such as a crane or mobile generator).

Category2-1 vehicle means any category2 having a maximum mass not exceeding [3.5] tonnes.

[] is under discussion

On the other side, the scope of currently proposed by industries' commitment in Europe is slightly different.

i.e.

EU manufacturer's commitment	All motor vehicles of category M1, of a total permissible mass not exceeding 2.5 tonnes, and to N1 vehicles derived from M1, of a total permissible mass not exceeding 2.5 tonnes.
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Then, further study shall be made whether or not the test procedure and requirement discussed at this group can be applied to the scope to heavier vehicle exceeding 2.5 ton. If not, application for such vehicles shall be reserved until appropriate ones becomes available.