

Explanation of EU proposals (in INF GR / PS / 161) to amend INF GR / PS / 143 / Rev1

No	WHAT	WHY
1	Deletion of cross referencing in the definitions	Further cleaning up of text
2	§1.1 deletion of second part	Bringing more in line with the approach taken in other gtr's and regulations
3	§2 Addition of a sentence referring to cat 1-1 or cat 2 < 0,5 tonnes.	To take into account the exclusion of categories L6 and L7
4	§2 deletion of definition of "derived from" but this re-appears as §3.12	Is a definition and should thus be in the definition section
5	§3 reintroduction of the normal ride attitude (which is in §6.2.1.1), badge / mascot (which is in §6.2.4) and components that could change shape or position (§6.2.3).	Need to clarify that these issues do not only apply to the testing but also to the measurements defined in section 3.
6	§3.3 and 3.4 editorial changes	Clarifies the text
7	§3.5 changes the angle of the straight edge from 50° to 40° and the 40° (if bonnet top is at 40°) to 35°.	In line with the to be proposed EU Regulation replacing the Directive.
8	§3.6 editorial changes	Clarifies the text
9	§3.7 editorial changes.	Clarifies the text, but would mean the need to change "side reference line" definition to "bonnet side reference line"
10	§3.10 bumper test area definition moved to 3.22	Remark: When gtr is final all definitions will be rearranged alphabetically.
11	§3.12 Inserts definition on "derived from"	See above item 4 (§2)
12	§3.14 and 15 editorial changes	Clarifies the text
13	§3.16 HIC changed to HPC throughout the text	Preference to use HPC.
14	§3.18 editorial changes	Clarifies the text
15	§3.20 adds "suspension shall be set ... as specified by the mfr for a speed of 40 km/h"	Test should be done with the car positioned representing the test speed. In line with the to be proposed EU Regulation replacing the Directive.
16	§3.22 former 3.10	Remark: When gtr is final all definitions will be rearranged alphabetically.
17	§3.23 Front structure, A-pillars or roof is replaced by vehicle whilst a bit further they are again specified in detail. Deletion that the straight edge has to be 600 mm from the ground.	Clarifies the text, maybe no need to delete the 600 mm..
18	§3.27 editorial changes	Clarifies the text
19	§3.28 is now split in vehicles with an identifiable bumper and vehicles with no identifiable bumper! And those with an identifiable bumper the 700 mm length of the straight edge is no longer specified.	Change necessary because of current car design (some cars do not have clearly identifiable bumpers). In line with the to be proposed EU Regulation replacing the Directive. Maybe need to specify 700 mm straight edge in both cases.
20	§3.30 editorial changes	Clarifies the text
21	§3.32 Windscreen lower reference line definition	Similar but not identical to PS 155
22	§3.33 and 34 editorial changes	Clarifies the text
23	§4.1 High bumper definition using 425 mm as.	Similar but not identical to PS 159. Proposes 425 mm in sted of 400 mm (PS 159)
24	§4.4 is deleted.	Clarifies the text
25	§5.1.1 264 mm exclusion zone tibia limit is 200 g instead of 250 g	In line with the to be proposed EU Regulation replacing the Directive.
26	§5.1.2 6,25 kN and 375 Nm instead of 7,5 kN and 510 Nm. New section introducing 264 mm exemption (using 7,5 kN and 510 Nm limits).	In line with the to be proposed EU Regulation replacing the Directive.
27	§5.2.1-5.2.5 completely redrafted	Clarifies the text
28	§5.2.3 1/3 – 2/3 issue	In line with PS 158
29	§5.2.4 moved from former 7.2.4.	Not identical to 7.2.4 but says the same

		thing. §5.2.4.1 needs to be corrected from “2000 (HPC1700)” to “1700 (HPC1700)”.
31	§6.1.1 editorial changes. And new last section on time for testing.	Clarifies the text and the procedure
32	§6.2.1.1 deletes the reference to the cut body	May need to be reinstated.
33	§6.2.1.2 editorial changes	Clarifies the text
34	§6.2.2 Deletion of the reference to annex 1 (guidelines for testing active devices)	May need to be reinstated.
35	§6.2.3 editorial changes	Clarifies the text
36	§6.2.5 new: standard equipment to be present	General clarification
37	§6.3.1.1 editorial changes	Clarifies the text
38	§6.3.1.1.8.2 impactor to be instrumented to measure bending angle is deleted	Already included in 6.3.1.1.8.3
39	§6.3.1.2.3 new: guidance system of the upper leg impactor	Brought in line with the current EU Directive.
40	§6.3.1.2.7 new: foam of impactor should be cut from sheet used for certification tests	Brought in line with the current EU Directive.
41	§7.1.2.1 redrafted because of new §4.1	Clarifies the text
42	§7.1.2.2 editorial changes	Clarifies the text
43	§7.3.2 includes "min of 165 mm apart"; includes new rearward of WAD1000 be a min of 82, 5 mm and deletes "if WAD 1700 is located rearward of windscreen rear reference line.	Clarifies the text and the change from 165 to 82,5 mm is because there is no upper leg impact to bonnet leading edge test which means the head testing can move closer to the bonnet leading edge.
44	§7.4.2 includes "min of 165 mm apart"; includes new rearward of WAD1700 and deletes "if rear ref line is located rearward of windscreen rear reference line.	Clarifies the text
45	§8 editorial changes	Clarifies the text
46	§8.1.2.2 and following: new, including $40 \pm 30\%$ humidity, time between impactor removal from storage and test, and temperature..	Clarifies the procedure
47	§8.2.1.1 and following: new, including $40 \pm 30\%$ humidity, time between impactor removal from storage and test, and temperature.	Clarifies the procedure