

Transmitted by the expert from France

Informal document N° GRSG-101-24  
(101<sup>st</sup> GRSG, 18-21 October 2011,  
Agenda item 14(c))

**Proposal for Corrigendum 1 to the Series 03 of Regulation No. 26 (UNIFORM PROVISIONS CONCERNING THE APPROVAL OF VEHICLES WITH REGARD TO THEIR EXTERNAL PROJECTIONS)**

**Proposal:**

Add a new paragraph 6.5.4. :

“Specifications of the paragraph 6.5.2. above are deemed to be met if the vehicle submitted to the approval complies with the specifications of paragraph 5.1 of Regulation No. XXX on pedestrian protection. The provisions of paragraph 5. of Regulation No. 26 remain applicable.”

**Justification:**

The new UNECE Regulation No. XXX (ECE/TRANS/WP.29/2010/127) on pedestrian protection, to be adopted at the 155<sup>th</sup> WP.29 (11/2011), is the retranscription of the GTR n°9.

This new regulation provides specifications applicable in particular to bumpers (acceleration, shearing and bending to be tested by a legform impactor). These provisions are issued from biomechanics and accident studies demonstrating the relevance of these criteria in the occurrence of leg injuries. For these reasons it appears that the compliance with this provision of this Regulation has to be promoted and then it is proposed an exemption from the former geometric provision become obsolete concerning the bumper, provided by the 26 Regulation, for vehicles complying with the global performances specified by the new Regulation ECE XXX on pedestrian protection.

The same flexibility had been used by GRSP when the global regulations on front and side impacts Regulations Nos. 94 and 95 came into force, for some technical specific requirements on associated parts, which were better taken into account by the new provisions of these global regulations.

---