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Item 3 of the provisional agenda

Regulation No. 26 (External projections of passenger cars)

Proposal for amendments to Regulation No. 26

Submitted by the expert from France *

The text reproduced below was prepared by the expert from France to clarify the provisions for bumpers of vehicle types complying with the performances requirements specified in the new UN Regulation on pedestrian protection. This document is based on informal document GRSG-101-24 submitted by the expert from 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

Add a new paragraph 6.5.4., to read:

"6.5.4. The specifications of paragraph 6.5.2. above are deemed to be met if the vehicle submitted for 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."

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. It seems that 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 Regulation No. 26 in case the vehicle type complies with the global performances 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 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.
