

**PROPOSAL FOR DRAFT AMENDMENTS TO DRAFT GLOBAL TECHNICAL
REGULATION (GTR) ON PEDESTRIAN SAFETY**

Note: The text reproduced below was prepared with respect to amendments proposed in document ECE/TRANS/WP.29/GRSP/2006/7 from the United States of America.

A. PROPOSAL

1. With reference to the wording proposed for Part A., STATEMENT OF TECHNICAL RATIONALE AND JUSTIFICATION, Section V., paragraph (b);

The second sentence of the final paragraph proposed for this section shall read:

"A contracting party may restrict application of the requirements in its domestic legislation if it decides that such restriction is appropriate."

A further sentence shall be added which reads:

"In particular, with respect to certain vehicles where there is concern that the specified test requirements are not suitable for application to them, contracting parties may wish to decide that those vehicles of Category 2, where the distance, measured longitudinally on a horizontal plane, between the transverse centreline of the front axle and the R-point of the drivers seat is less than [1000]mm, are exempt from the requirements of the regulation."

2. Part B., TEXT OF THE REGULATION, Section 2.;

The following sentence shall be added:

"Contracting parties may provide exemption to those vehicles of Category 2, where the distance, measured longitudinally on a horizontal plane, between the transverse centreline of the front axle and the R-point of the drivers seat is less than [1000]mm."

B. JUSTIFICATION

It is recognised that certain difficulties exist in the specification of the required tests with respect to cargo vehicles which are of an essentially vertical front face. Problems involve, such as, the determination of test zones reference lines. In addition, it is considered that the pedestrian kinematics may be different. There is no commonly agreed definition for such vehicles and, until data exists either to classify them or to provide justification for the unaltered tests to be applied to them, it is proposed that these vehicles be provided with an exemption. Contracting parties should carefully consider this issue when transposing the global technical regulation as these vehicles may be specific to some markets.
