

**Proposal for draft amendments to global technical regulation No. 9 (Pedestrian safety)**

The text reproduced below was prepared by the expert from Germany in order to propose a draft amendment to the global technical regulation No. 9 on Pedestrian safety to extend the boundary for flat-front vehicles. The document mainly refers to ECE/TRANS/WP.29/2007/94 and supersedes document ECE/TRANS/WP.29/GRSP/2008/2.

The global technical regulation on Pedestrian safety is based on the following documents:

ECE/TRANS/WP.29/2007/93

ECE/TRANS/WP.29/2007/94

The following documents have made amendment proposals:

ECE/TRANS/WP.29/2007/93 Corr.1

ECE/TRANS/WP.29/2007/94 Corr.1

ECE/TRANS/WP.29/2007/94 Amend. 1

ECE/TRANS/WP.29/2007/105

The modifications to document ECE/TRANS/WP.29/2007/94 are marked in ~~strikethrough~~ and shown in **bold** characters.

**A. PROPOSAL**

TEXT OF THE REGULATION

Paragraph 2. (APPLICATION / SCOPE)

Paragraph 2.1., amend to read:

“2.1. This global technical regulation (gtr) shall apply to the frontal surfaces of power driven vehicles of category 1-1 with a gross vehicle mass exceeding 500 kg; and of category 1-2 with a gross vehicle mass exceeding 500 kg but not exceeding 4,500 kg; and of category 2 with a gross vehicle mass exceeding 500 kg but not exceeding 4,500 kg<sup>1/</sup>. However, power driven vehicles of **category 1-1 with a gross vehicle mass exceeding 2,500 kg which are derived from category 2**, category 1-2 and category 2, where the distance, measured longitudinally on a horizontal plane, between the transverse centre line of the front axle and the R-point of the driver's seat is less than ~~4,000~~ **1,100** mm, are exempt from the requirements of this regulation. All definitions of Special Resolution No. 1 shall apply as necessary.”

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<sup>1/</sup> A contracting party may restrict application of the requirements in its domestic legislation if it decides that such restriction is appropriate.

## **B. JUSTIFICATION**

During the discussion at the 146<sup>th</sup> session of the World Forum and the 24<sup>th</sup> session of the Executive Committee of the 1998 Agreement in November 2008 several areas were highlighted for further developing the gtr on Pedestrian safety. Based on the comments made GRSP was asked to have a discussion at the session in December 2008 on this topic.

This document proposes an amendment to the gtr on Pedestrian safety regarding flat front vehicles. The vehicle fleet of some vehicle manufacturers includes a group of flat front models with exactly or nearly identical front shapes (approved either as category 1-1, 1-2 or as category 2 vehicles) but differing with regard to the distance between the front axle and the R-point about 1,000 mm ( $d \approx 960$  mm...1,070 mm). Under the current boundary of  $d < 1,000$  mm, which is relatively random to some extent, the very similar models within this group would be rated very differently.

The proposal for amendments to document ECE/TRANS/WP.29/2007/94 also aligns the requirements of the gtr on Pedestrian Safety regarding the distance between R-point and front axle for the flat front vehicles with the Regulation of the European Parliament and of the Council on the protection of pedestrians and other vulnerable road users.

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