

**(Draft) Request for authorization to develop an amendment  
to global technical regulation No. 9 (Pedestrian safety)**

**Submitted by the representative of the Republic of Korea**

The text reproduced below was submitted by the representative of the the Republic of Korea with the aim of adaptation of the global technical regulation (GTR) No. 9 to the technical progress, notably to provide a test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians or other vulnerable road users during the accident. It will be submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Executive Committee of the 1998 Agreement (AC.3) for consideration.

## **(Draft) Request for authorization to develop an amendment to global technical regulation No. 9 (Pedestrian safety)**

### **A. Objective**

1. The objective of this proposal is to develop, in the framework of the 1998 Agreement, an amendment to UN Global Technical Regulation (GTR) No. 9 on Pedestrian safety to adapt the Regulation to technical progress by providing a test procedure for deployable systems of the outer surface to ensure an adequate protection of pedestrians or other vulnerable road users during the accident.

### **B. Background**

2. UN GTR No. 9 on Pedestrian safety was established in the Global Registry on 12 November 2008.

3. Amendment 1 to UN GTR No. 9, power driven vehicles of category 1-2 and category 2, where the distance between the transverse centre line of the front axle and the R-point of the driver's seat is less than 1,100 mm, are exempt from the requirements of this regulation, was established in the Global Registry on 10 November 2010.

4. Amendment [2] of phase 2 of the UN GTR No. 9, incorporating the application of the flexible pedestrian legform impactor (FlexPLI) and new bumper test area into, is ongoing since December 2011.

5. Amendment [3] of the UN GTR No. 9, including a proposal concerning points of contact of headform impactors, is ongoing since May 2012.

6. In the 56<sup>th</sup> session of GRSP, the expert from Republic of Korea introduced GRSP-56-21 for information only, suggesting the clarification of the test procedure of deployable devices for pedestrian protection and explaining that there are about 2,000 pedestrian fatalities each year in Korea.

7. In the 57<sup>th</sup> session of GRSP, the expert from the Republic of Korea reiterated the issue of the lack of provisions concerning the test procedure of deployable devices to improve the pedestrian protection performance of vehicles. The expert from OICA informed GRSP that the technical service recommendation and guideline for testing active safety bonnets was provided by a paper (INF GR/PS/141 Rev.1) of the former IWG available at:

[www.unece.org/trans/main/wp29/wp29wgs/wp29grsp/pedestrian\\_8.html](http://www.unece.org/trans/main/wp29/wp29wgs/wp29grsp/pedestrian_8.html)

8. In the 58<sup>th</sup> session of GRSP, the experts from the Republic of Korea and OICA introduced a proposal of amendments to UN GTR (GRSP-58-31), including provisions for deployable systems for pedestrian protection in the bonnet area. The expert from OICA clarified that the proposal aimed to use a well-established procedure that had been presented several years ago and that had been recommended to Contracting Parties (CPs) for consideration.

9. In the 168<sup>th</sup> session of WP.29, the representative of OICA informed AC.3 that the experts from the Republic of Korea and OICA introduced a proposal of amendments to UN GTR No. 9 to incorporate provisions for deployable systems for pedestrian protection in the bonnet area at the December 2015 session of GRSP. AC.3 noted that a proposal of authorization to develop the amendment should be officially submitted by a sponsor

country (Republic of Korea) at its June 2016 session in order to allow GRSP to develop the further amendment.

10. In the 59<sup>th</sup> session of GRSP, the experts from the Republic of Korea proposed submitting a request for authorization to develop an amendment to UN GTR 9 on test procedure of deployable systems for pedestrian protection of the outer surface at the 169<sup>th</sup> session of WP.29 and developing a corresponding amendment for UN Regulation 127 (Pedestrian safety) in parallel.

### **C. Subject of amendment**

11. The amendment to UN GTR No. 9 shall include:

- (a) Amendment of Part A - Statement of technical rationale and justification;
- (b) Amendment of Part B - Text of the global technical regulation, in particular:
  - (i) Amendment of paragraph 3.1., 3.11. and 6.2.2.;
  - (ii) Addition of more paragraphs;
  - (iii) Addition of new Annex 1 - Test procedure for deployable systems of the outer surface;
- (c) Any further refinements or corrections as deemed appropriate.

12. The corresponding amendment for UN Regulation 127 (Pedestrian safety) shall develop the proposal of an appropriate test procedure for deployable systems of the outer surface in parallel.

### **D. Organization of process and timeline**

13. The proposal will be drafted by the experts of Republic of Korea and the experts of from the International Organization of Motor Vehicle Manufacturers. The amendments to the proposal will be developed in cooperation with all interested GRSP experts. The meetings of interested experts will be organized, if necessary.

14. The proposed action plan:

- (a) May 2016: Introduction of the draft request for a mandate to amend UN GTR No. 9 and its adoption at the 59<sup>th</sup> GRSP session;
- (b) June 2016: Submission of the request for authorization to develop an amendment to global technical regulation No. 9 (Pedestrian safety) to WP.29/AC.3;
- (c) November 2016: Approval by WP.29/AC.3;
- (d) December 2017: Consideration of the final proposal and its possible adoption at the GRSP session;
- (h) June 2018: Adoption of the proposal by WP.29/AC.3;

15. The progress of works will be reported to WP.29/AC.3 at its June 2017 session.

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