

Proposal for amendments to global technical regulation No.9 (Pedestrian Safety)

Submitted by the expert from the United States of America*

The text reproduced below was prepared by the expert from the United States of America in order amend document ECE/TRANS/WP.29/GRSP/2010/4 to revise the text of the technical rational of GTR 9 to reflect the changes introduced by Germany. The modifications to the current text of the Regulation are marked in bold or strikethrough characters.

I. Proposal

Amend paragraph 55 of the Technical Rational, to read:

“55. While this approach maximizes the discretion of jurisdictions to decide whether vehicles should be excluded from the gr for feasibility or practical reasons, or because there is no safety need to regulate the vehicles, the group also decided to recommend excluding one unique vehicle type from the regulation. The test procedures in the gr are based largely on the classic vehicle shape with a long bonnet. Certain vehicles, generally cargo vehicles, have a very short bonnet and a front shape that is very close to the vertical. **Because of the short, vertical hood-bonnet, the design leaves very little soft space once the hinges, latches, and other hardware are considered. There are additionally feasibility concerns for the bumpers of these vehicles. The limited-space-different shape of the front leaves little room to incorporate existing countermeasures, such as those used on passenger vehicles, and new countermeasures have not been identified.** The pedestrian kinematics with these vehicles may be very different. **The head to hood bonnet impact is occurring earlier and leg injuries are occurring at a reduced frequency than with traditional long bonnet vehicles.** and, In addition, there are difficulties in applying the head tests to these vehicles, particularly with regard to determination of test zone reference lines. ^{Footnote} For these reason, the group recommends that those vehicles of 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 ~~1,000~~ **1,100** mm, be exempt from the requirements of the regulation. ~~In addition, some of the group members raised a concern that this exemption could create inconsistencies in the market if category 1-1 vehicles were not treated in a similar manner and thus, consideration should be given to the inclusion of this category of vehicles in the recommended exemption.~~ **To prevent inconsistencies in the market, Contracting Parties can exempt category 1-1 vehicles if they have components of the front structure that are interchangeable with exempted category 1-2 and category 2 vehicles. The group agreed to recommend allowing Contracting Parties this option even though not all Contracting Parties have these vehicles in their fleet and were therefore not able to fully evaluate the exemption.”**

Footnote: Informal Document GRSP-45-25

* In accordance with the programme of work of the Inland Transport Committee for 2006–2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

II. Justification

This proposal aligns the Technical Rational with the changes proposed by Germany to amend the exemption for flat front vehicles. Justification for these changes was presented in documents
