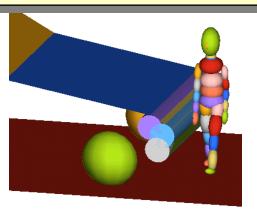
Informal document No. GRSP-41-29 (41st GRSP,7-11 May 2007, agenda items 2.1.2.& 2.1.3.)

Japan's proposal for Pedestrian Protection GTR Scope

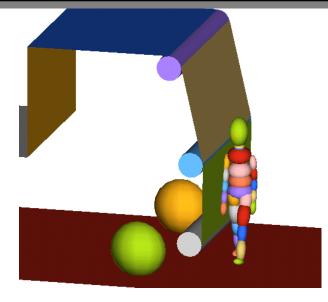
Comparison of dummy's behavior at collision by vehicle front surface design(1)

Car type: Sedan, Pedestrian size: 6 year old child



Vehicle Speed: 40km/h

Car type: Truck, Pedestrian size: 6 year old child



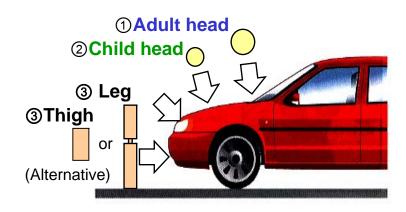
Vehicle Speed: 40km/h

Comparison of dummy's behavior at collision by vehicle front surface design(2)

Car type: Sedan, Pedestrian size: 6 year old child Car type: Truck, Pedestrian size: 6 year old child

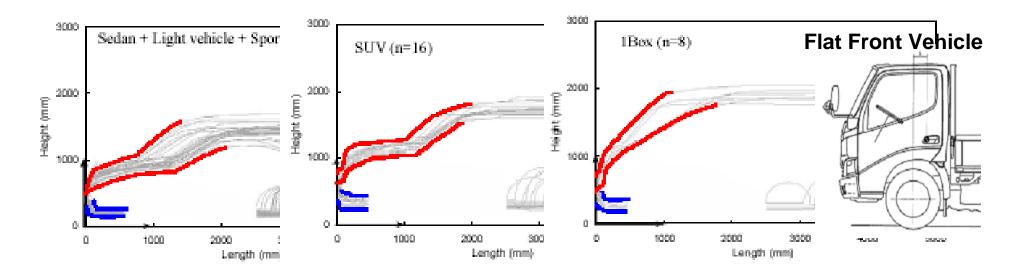
Background

1. The GTR draft test protocol is originally based on the EEVC study which covers bonnet type vehicles.

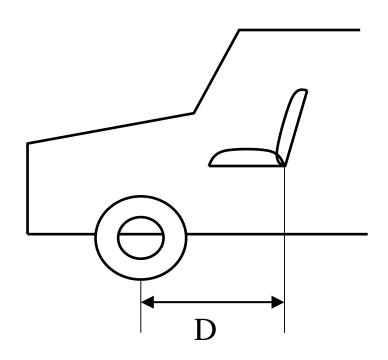


2. IHRA study expanded the test protocol coverage for 3 types of vehicles, i.e., typical bonnet type passenger car, SUV and 1-box type vehicles.

However, the test protocol still does not cover flat front vehicles.



The relationship between the front axle and the rear most H-point of frontal seat



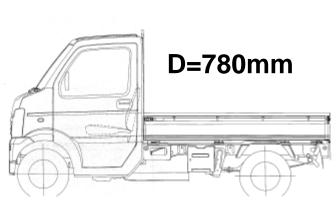
Proposed :D≥1000mm including the object of gtr

D < 1000mm excluding the object of gtr

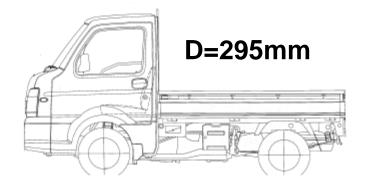
NEW type of mini-truck (D<500)

OLD type of mini-truck (D>500)

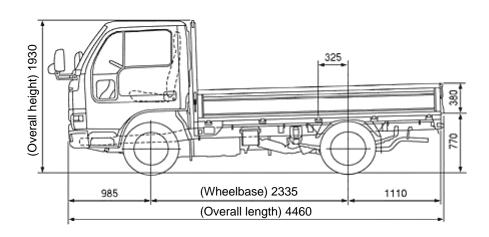






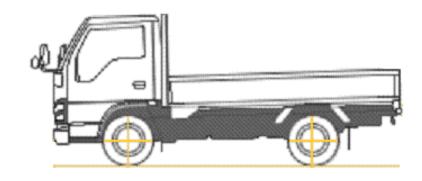


Truck A D=140

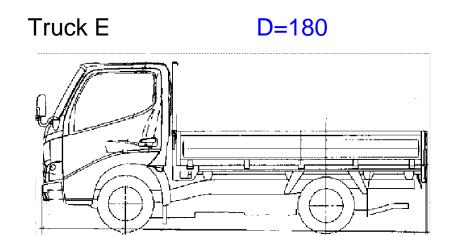




Truck B D=150



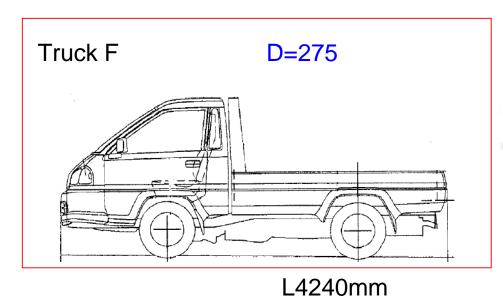




L4430mm

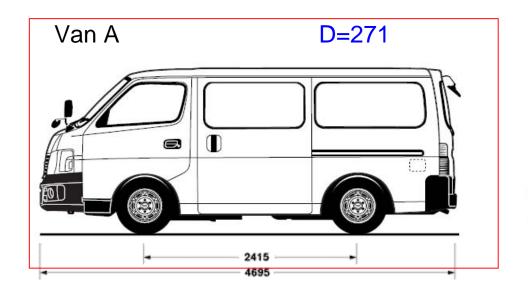




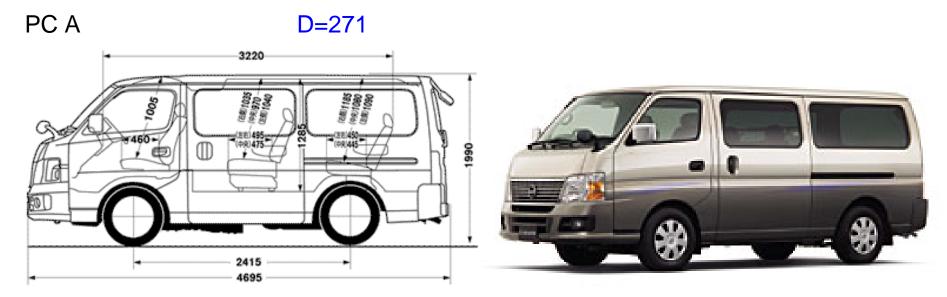












Mini-van A



D = 920

Mini-truck A



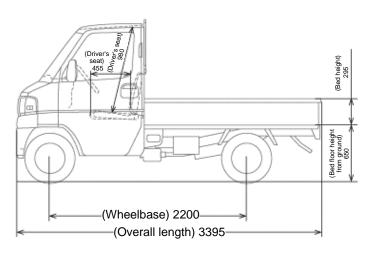
D = 780

Mini-truck B



D = 295

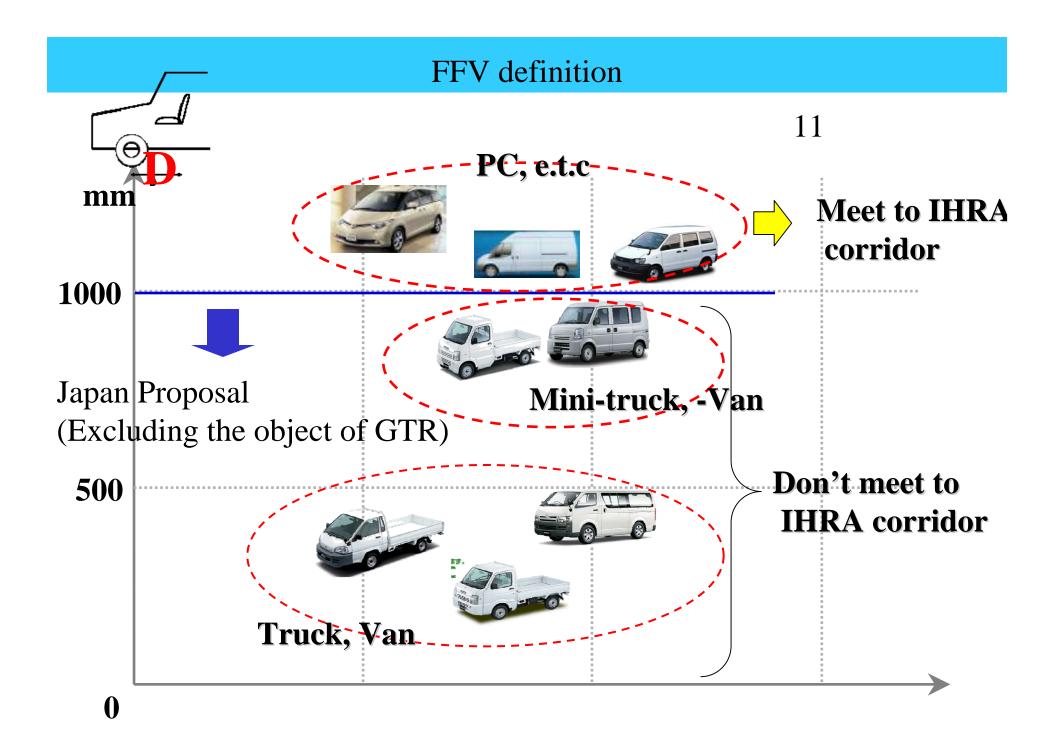
K-truck C





D=850

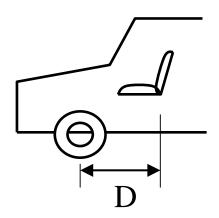




SUMMARY

JAPAN's proposal

D < 1000mm as the defined for excluding the box type vehicle of Category 1-2 and Category 2



The relationship between the front axle and the rear most H-point of frontal seat

Proposed:D≥1000mm including the object of gtr

D < 1000mm excluding the object of gtr