

Proposed amendments to document ECE/TRANS/WP.29/2010/127
(Proposal for a Regulation on Pedestrian Safety)

The text reproduced below was prepared by the experts from Germany regarding the proposal for a regulation on pedestrian safety. It amends document ECE/TRANS/WP.29/2010/127 and aligns the text of the proposed regulation with the text of the global technical regulation no. 9 on pedestrian safety (text of regulation, technical rationale and justification).

The modifications to the current text of the regulation are marked in **bold** characters or marked as strikethrough.

A. PROPOSAL

Insert new paragraph 2.26.:

“2.26 "Primary reference marks" means holes, surfaces, marks and identification signs on the vehicle body. The type of reference mark used and the vertical (Z) position of each mark relative to the ground shall be specified by the vehicle manufacturer according to the running conditions specified in paragraph 2.27. These marks shall be selected such as to be able to easily check the vehicle front and rear ride heights and vehicle attitude.

If the primary reference marks are found to be within ± 25 mm of the design position in the vertical (Z) axis, then the design position shall be considered to be the normal ride height. If this condition is met, either the vehicle shall be adjusted to the design position, or all further measurements shall be adjusted, and tests performed, to simulate the vehicle being at the design position.”

Renumber former paragraphs 2.26. to 2.40. accordingly.

B. JUSTIFICATION

Taking into account the differences between type approval and self certification, it is recommended in the Part A (Technical Rationale and Justification, para. 61 and 62) of gtr no. 9 that Contracting Parties can take this into account upon national implementation of the gtr. As guidance to Contracting Parties gtr no. 9 proposes a wording in paragraph 61 and 62 of Part A of the gtr, which can be used in this case.

This document is proposing to incorporate the text proposed in paragraph 61 and 62 of Part A of the gtr, to give clear guidelines and definitions needed to be able to perform the approval test during the type approval of vehicles.

The text of the gtr no. 9 relevant for this proposal is given below:

Part A, Chapt. 5., (e) Vehicle design position

- “61. As vehicles come in many variants and modifications, the ride height may vary greatly. Taking into account the differences between type approval and self certification, it is recommended that Contracting Parties take this into account upon national implementation of the gtr. As guidance to Contracting Parties, the EU addresses this issue by defining the concept of "primary reference marks". This definition (paragraph 2.2 of EU Commission Decision of 23 December 2003) reads:
"Primary reference marks" means holes, surfaces, marks and identification signs on the vehicle body. The type of reference mark used and the vertical (Z) position of each mark relative to the ground shall be specified by the vehicle manufacturer according to the running conditions specified in paragraph 2.3. These marks shall be selected such as to be able to easily check the vehicle front and rear ride heights and vehicle attitude.
62. If the primary reference marks are found to be within ± 25 mm of the design position in the vertical (Z) axis, then the design position shall be considered to be the normal ride height. If this condition is met, either the vehicle shall be adjusted to the design position, or all further measurements shall be adjusted, and tests performed, to simulate the vehicle being at the design position.”
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