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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

World Forum for Harmonization of Vehicle Regulations

Working Party on Passive Safety

Forty-third session  
Geneva, 19-23 May 2008  
Item 2(b) of the provisional agenda

**PEDESTRIAN PROTECTION (gtr)**

**Proposal for draft amendments to the (draft) global technical regulation**

**Proposal submitted by the expert from Germany \*/**

The text reproduced below was prepared by the expert from Germany in order to extend the exemption for flat-front vehicles. It refers to ECE/TRANS/WP.29/2007/94 and it is based on a document without a symbol (informal document No. GRSP-42-19) distributed during the forty-second session of the Working Party on Passive Safety (GRSP). The modifications to ECE/TRANS/WP.29/2007/94 are marked in bold characters.

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\*/ 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 performance of vehicles with respect to passive safety. The present document is submitted in conformity with that mandate.

A. PROPOSAL

TEXT OF THE REGULATION

Paragraph 2.1., amend to read:

"2.1. This global technical regulation (gtr) shall apply.... However, power driven vehicles of **category 1-1**, 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 mm **plus a tolerance of 10 per cent**, are exempt from the requirements of this regulation. All definitions of Special Resolution No. 1 shall apply as necessary."

B. JUSTIFICATION

The vehicle fleet of some German manufacturers include a group of flat front models with exactly or nearly identical front shapes (approved either as category 1-1 or as category 2 vehicles) but differing with regard to the distance between the front axle and the R-point about 1,000 mm:  $d \approx 960 \text{ mm} \dots 1,070 \text{ mm}$ . Under the current exemption of  $d < 1,000 \text{ mm}$ , which is relatively random to some extent, the very similar models within this group would be rated very differently. Accordingly it would be necessary to change the latter vehicles, which belong rather to new models as well, at great expense but very low benefit.

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