

Transmitted by the expert from EC

Informal document GRSP-54-07-Rev.1
(54th GRSP, 17 – 20 December 2013,
-agenda item 3(b))

**Proposal for Amendment [x] to global technical regulation
No. 9 (Pedestrian safety)**

**Proposal of further amendments to document
GRSP-54-07-Rev1,
Submitted by [xxx]**

The text reproduced below was prepared by [xxx]. The modifications to the current text of UN GTR No. 9 are marked in bold for new or strikethrough for deleted characters.

I. Proposal

In the text of the regulation (part B),

Paragraphs 3.14. amend to read:

3.14. "Corner of bumper" means ~~the vehicle's point of contact with a vertical plane which makes an angle of 60° with the vertical longitudinal plane of the car and is tangential to the outer surface of the bumper (see Figure 5).~~ **the most outboard point on the outer surface of the front fascia of the vehicle. The transversal position of the point is determined in accordance with paragraph 3.14.1. (see Figure 5A).**

3.14.1. **The transversal position of the corner of bumper is determined with a corner gauge with dimensions as indicated in Figure 5B.**

For the determination of the corner of bumper for the lower legform to bumper test, the main flat surface of the corner gauge is moved parallel to a vertical plane forming an angle of 60° to the vertical longitudinal median plane of the vehicle (see Figures 5A and 5C) between the following heights: with the bottom edge of the of the corner gauge at a height (± 10 mm) corresponding with the lowest point found in $-Z$ direction on the LBRL or at 75 mm above the ground reference plane, whichever is higher, and with the top edge of the corner gauge at a height (± 10 mm) corresponding with the highest point found in $+Z$ direction on the UBRL, not exceeding 980 mm above the ground reference plane.

For the determination of the corner of bumper for the upper legform to bumper test, the main flat surface of the corner gauge is moved parallel to a vertical plane forming an angle of 60° to the vertical longitudinal median plane of the vehicle (see Figures 5A and 5C) between the following heights: with the bottom edge of the of the corner gauge at a height (± 10 mm) corresponding with the lowest point found in $-Z$ direction on the LBRL and with the top edge of the corner gauge at a height (± 10 mm) corresponding with the highest point found in $+Z$ direction on the UBRL.

For determination of the corner of bumper, the gauge is moved while in contact with the outer contour of the vehicle, touching at the vertical centreline of the gauge.

The corner of bumper is defined as the most outboard point of contact of the gauge with the front fascia of the vehicle according to this procedure.

Figure 5, amend to read:

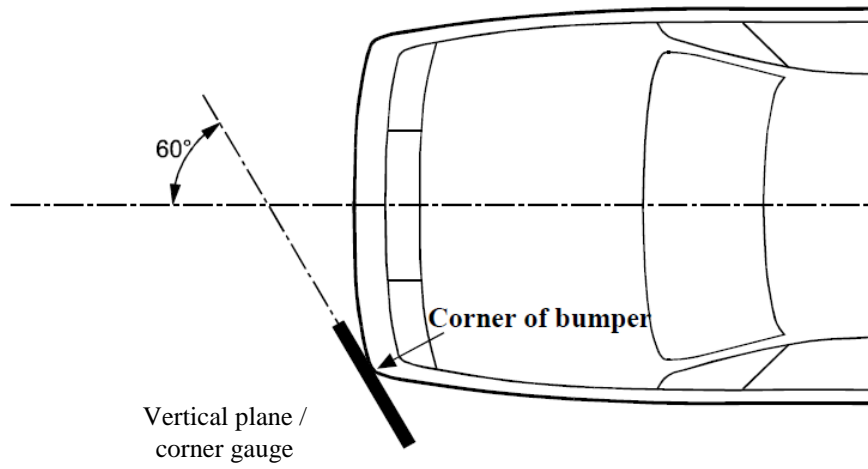
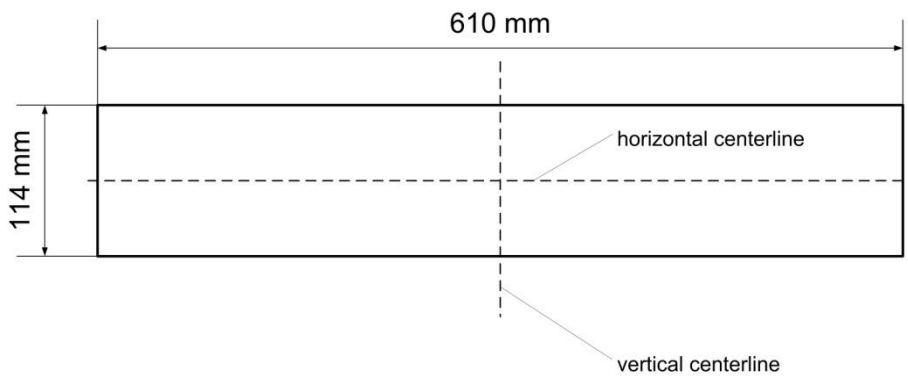


Figure 5A: Corner of bumper (see paragraph 3.134.)



The main surface of the corner gauge is flat

Figure 5B: Corner Gauge

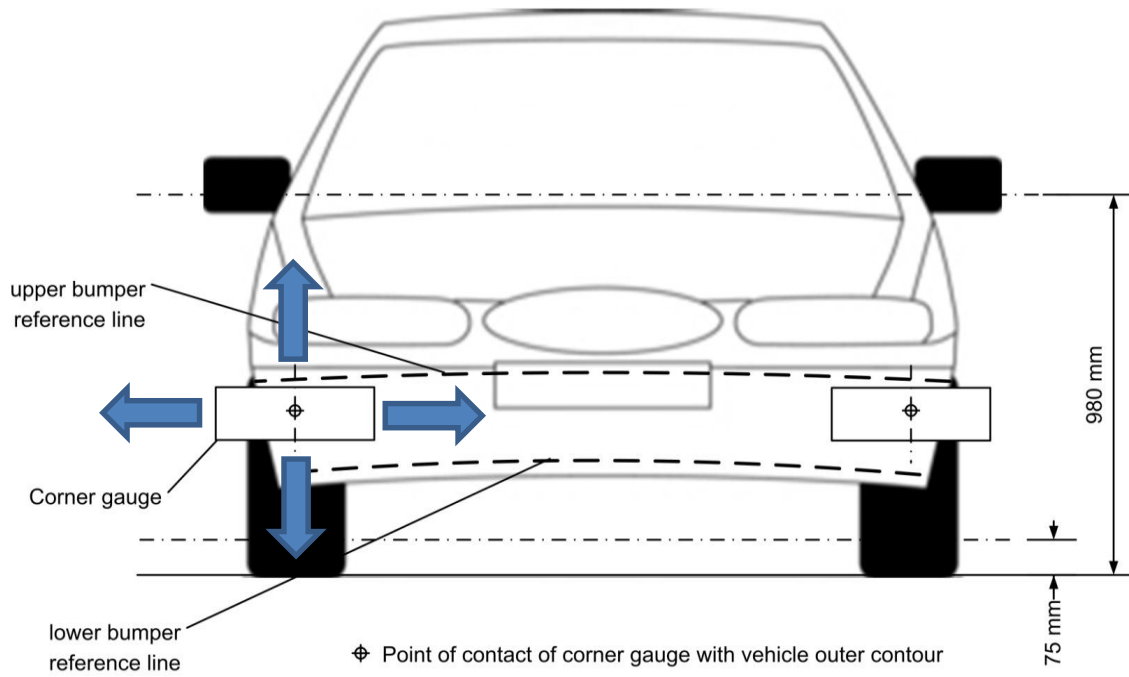


Figure 5C: Determination of Corner of Bumper with the corner gauge