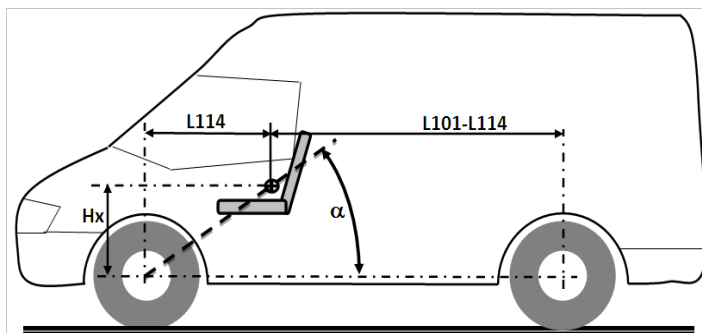


Preamble:

Applicability

1. The application of the requirements of this gtr refers, to the extent possible, to the revised vehicle classification and definitions outlined in the 1998 Global Agreement Special Resolution No. 1 (S.R.1) concerning the common definitions of vehicle categories, masses and dimensions.
2. The group recalled scope discussions which had taken place during the development of gtr-9 Pedestrian Protection. After considering these issues, it was recommended that the gtr should be drafted to have a wide application to vehicles, to maximize the ability of jurisdictions to effectively address regional differences in pedestrian accident crash characteristics. The gtr would establish that if a jurisdiction determines that its domestic regulatory scheme is such that full applicability is inappropriate, it may limit domestic regulation to certain vehicle categories or mass limits. The jurisdiction could also decide to phase-in the requirements for certain vehicles. A footnote was added to the gtr text to make it clear.
3. This approach recognizes that niche vehicles that are unique to a jurisdiction would best be addressed by that jurisdiction, without affecting the ability or need for other jurisdictions to regulate the vehicles. When a Contracting Party proposes to adopt the gtr into its domestic regulations, it is expected that the Contracting Party will provide reasonable cost benefit justification concerning the application of the standard.
4. OICA, in particular, mentioned Electronic Stability Control (ESC) which, in emergency situations, substantially improve the vehicle stability and braking performance and consequently reduce the impact speed when the impact is unavoidable. The fitment of ESC to vehicles has increased significantly recently and in Europe will be almost mandatory to all Cat 1, 1.2 and 2 vehicles by 2013
5. While this approach maximizes the discretion of jurisdictions to decide whether vehicles should be excluded from the gtr 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 gtr are based largely on the classic "car or SUV" vehicle shape. Certain vehicles however, generally cargo vehicles or 1-box vans-are shown by accident statistics not to be involved in Pole side impacts. It is understood that these vehicles are driven and used differently to normal passenger cars and pick-ups. To reflect this, these vehicles should be excluded from the general scope of the global technical regulation (would cover all Category 1-1 vehicles, Category 1-2 vehicles with a Gross Vehicle Mass of up to 4,500 kg, and Category 2 vehicles with a Gross Vehicle Mass of up to 4,500 kg). These vehicle types that need to be excluded from the scope of the gtr are robustly characterized as power driven vehicles of Category 1.2 and Category 2 where the angle  $\alpha$ , measured rearwards from the centre of the front axle to the R-point of the driver's seat is not less than 22 degrees. Furthermore, the ratio between the distance from the drivers R-point to the centre of the rear axle (L101-L114) and the centre of the front axle to the driver's R-point (L114) is greater than or equal to 1.3. OICA made a presentation PSI-07-XX at the 7<sup>th</sup> meeting of the GTR group detailing vehicle dimensions and showing how these specific measurements can accurately define vehicle types.



L114 and L101 based on SAE J-1100. HX not standardized.

6. With the exception of the exemption discussed above, the gtr is recommended to apply to Category 1-1 vehicles with a GVM exceeding 500 kg; and to Category 1-2 and Category 2 vehicles with a GVM exceeding 500 kg but not

exceeding 4,500 kg. In addition, the group recommends that a Contracting Party may restrict application of the requirements in its domestic legislation if it decides that such restriction is appropriate.

7. Regarding the applicability of this gtr, it should be noted that the requirements of the draft gtr are substantially more severe than any existing legislation at the time of adoption of the gtr. In addition, many countries do not yet have any Pole Side Impact requirements. It is therefore recommended that Contracting Parties implementing this gtr allow adequate lead time before full mandatory application, considering the necessary vehicle development time and product lifecycle.
8. Furthermore, during the development phase of this gtr, the main focus was on vehicles of a GVM of 2,500 kg or less, that are also addressed in all existing legislation. The later extension to other vehicles however needs to recognise that some additional lead-time may be necessary, because many current vehicles, exempted from existing national or regional requirements, are now included. In addition, while the test procedures and requirements of this gtr were based on requirements originally developed for "classical" (sedan type) passenger cars, the gtr now also covers vehicles which were not tested for side impact protection because of their R-point height, for which it is recognised that special consideration may be needed.