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**Protection of Motor Vehicle for Pedestrians in The  
Event of a Collision**  
**汽车对行人的碰撞保护**

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# Protection of Motor Vehicle for Pedestrians in The Event of a Collision

## 1 SCOPE

This document specifies the technical requirements, test provisions, test procedures, calibration of the impactor, criteria for one type, and implementation of this standard, with respect to the protection of motor vehicle for pedestrians in the event of a collision.

This document is applicable to the motor vehicles of Categories M<sub>1</sub> and N<sub>1</sub>, but neither including the Category M<sub>1</sub> vehicles with a maximum total mass above 2,500 kg and where the R-point of the driver's seat is forward of the central transverse plane of the front axle or the horizontal distance between the R-point of the driver's seat and the central transverse plane of the front axle doesn't exceed 1,100 mm, nor including the Category N<sub>1</sub> vehicles where the R-point of the driver's seat is forward of the central transverse plane of the front axle or the horizontal distance between the R-point of the driver's seat and the central transverse plane of the front axle doesn't exceed 1,100 mm.

## 2 NORMATIVE REFERENCES

The following normative documents contain provisions which, through normative reference in this text, constitute essential provision of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendment) applies.

- GB 15084 Motor vehicles—Device for indirect vision-Requirement of performance and installation
- ISO 3784 Road vehicles — Measurement of impact velocity in collision tests
- ISO 6487 Road vehicles — Measurement techniques in impact tests — Instrumentation

## 3 TERMS AND DEFINITIONS

For the purpose of this document, the terms and definitions established in GB 15084 and the following apply.

### 3.1 normal ride attitude

The vehicle in normal running condition at a speed of 40 km/h

Note 1: The vehicle is positioned on a flat horizontal surface with its complete vehicle kerb mass, the counterweights simulating the driver mass and a passenger mass are placed on the driver's seat and the front passenger seat respectively, the front seats are placed at the mid-track position longitudinally or the first locking position behind the mid-track position, the tyres are inflated to the pressures specified by the manufacturer, the front wheels are in the straight-ahead position, and the suspension is set in the condition specified by the manufacturer.



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