



## **Pedestrian Safety:** **Summary of proposed requirements for vehicles and VFPS (bull bars)**

- The Australian Government has released a consultation Regulation Impact Statement (RIS) to examine the case for adopting an international standard on pedestrian safety, Global Technical Regulation 9 *Pedestrian Safety* (GTR 9), as a new Australian Design Rule (ADR).
- The ADR would apply to vehicle categories of MA (passenger cars), MB (passenger vans), MC (four-wheel drives or Sports Utility Vehicles) and NA (light commercial vehicles) but there would be some exemptions for “flat fronted” vehicles. The ADR would apply to new vehicles between 2013 and 2019. See Table 1.
- Compliance with an ADR on pedestrian safety would likely be compromised by the fitting of a bull bar (also known as a Vehicle Front Protection Systems or VFPS), as this would invariably stiffen the front of the vehicle. So that compliance is maintained throughout the life of the vehicle, it is proposed that the ADR also include requirements for VFPS.
- Where VFPS (bull bars) are fitted, the following would apply (see Table 2):
  - For vehicles not specifically designed for off-road use, such as passenger cars (eg Holden Commodore, Toyota Camry) and 2WD light commercial vehicles (eg Ford Falcon utility, Ford Transit van), a standard similar to the main bull bar standard as adopted in Europe (2005/66/EC as incorporated in EC 78/2009) and similar to GTR 9.
  - For vehicles specifically designed for off-road use, such as 4WD passenger cars (eg Subaru Forester), 4WD light commercial vehicles (eg Toyota Hilux) and 4WD Sports Utility Vehicles or “SUVs” (eg Toyota Landcruiser, Landrover, Nissan Patrol), a standard already established in Australia (Australian Standard 4876.1 2002). This standard would be more design flexible and has already been partly adopted by NSW and Victorian transport authorities.
- The implementation timing would match that of the base vehicle. Therefore, the requirements would begin applying to those new vehicles subject to the ADR on pedestrian safety in 2013 and would be phased in completely by 2019. Vehicles on the road now would not be affected, as the ADRs are not applied retrospectively.
- The proposal does not include either promoting or banning VFPS (bull bars).
- Three months will be provided for the consultation period to allow substantial time for parties to provide comment, with any new ADR expected to be mandated in mid 2011.
- The RIS is available on the Commonwealth Department of Infrastructure and Transport’s website at: [http://www.infrastructure.gov.au/roads/motor/design/adr\\_comment.aspx](http://www.infrastructure.gov.au/roads/motor/design/adr_comment.aspx).



**Table 1**

<b>Vehicle Category*</b>	<b>Date</b>
MA, MB and MC up to 2,500 kg and NA derived from them:	
– new vehicle models	24 February 2013
– all new vehicles	24 February 2018
MA, MB and MC over 2,500 kg and all other NA:	
– new vehicle models	24 February 2015
– all new vehicles	24 August 2019

\* Flat fronted vehicles would be exempted (i.e. vehicles of category NA and vehicles of category MA, MB and MC above 2,500 kg maximum mass and which are derived from NA category vehicles, where the driver's position "R-point" is either forward of the front axle or longitudinally rearwards of the front axle transverse centreline by a maximum of 1100 mm). This would likely include vehicles such as the Toyota Hiace and Mitsubishi Express. However for some models it is not immediately obvious and would have to be determined by inspection.

**Table 2**

<b>Vehicle Category</b>	<b>Typical examples</b>	<b>VFPS (bull bar) standard to be applied</b>
MA (passenger cars)	Holden Commodore, Ford Territory, Toyota Camry	European Union Directive 2005/66/EC**
MB (passenger vans)	Currently none being marketed	European Union Directive 2005/66/EC**
MC (4WD /SUV)	Toyota Land Cruiser, Nissan Patrol, Subaru Forester	Australian Standard 4876.1 2002 (including the impact testing)
NA (2WD light commercial)	Hyundai iLOAD, Toyota Hilux 2WD, Holden Commodore utility, Ford Transit van	European Union Directive 2005/66/EC**
NA (4WD light commercial)	Toyota Hilux 4WD, Holden Colorado 4WD	Australian Standard 4876.1 2002 (including the impact testing)

\*\* As incorporated in EC 78/2009