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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB 26511-2011

**Front underrun protective requirements for commercial vehicle
(English Translation)**

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UNDERRUN

FOREWORD

Clauses 4 to 7 in this Standard are compulsory, while the others are recommended.

This Standard is not equivalent to ECE Regulation No. 93 (1994, English) "UNIFORM
PROVISIONS

CONCERNING THE APPROVAL OF. I. FRONT UNDERRUN PROTECTIVE DEVICES
(FUPDs); II.

VEHICLES WITH REGARD TO THE INSTALLATION OF AN FUPD OF AN APPROVED
TYPE; III.

VEHICLES WITH REGARD TO THEIR FRONT UNDERRUN PROTECTION (FUP)".

Compared with ECE R93, the significant differences are shown as follows.

? Cancelled the administrative provisions such as application for approval;

? Cancelled the communication on vehicle type approval;

? Cancelled the arrangements of approval marks;

? Cancelled the conformity of production and other administrative procedures.

Annex A of this Standard is normative.

This Standard was proposed by the National Development and Reform Commission.

This Standard is under the jurisdiction of National Technical Committee of Auto
Standardization.

This Standard was mainly drafted by China Automotive Technology and Research Centre, China National

Heavy Duty Truck Group Co., Ltd. and China FAW Group Corporation.

The organizations participated in drafting this Standard are Dongfeng Motor Co., Ltd., National Automobile

Quality Supervision and Test Center (Xiangfan), Shanxi Automobile Group Co., Ltd., Anhui Jianghuai

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The transitional period for the implementation of this Standard is, from January 1, 2013 for the newly

produced vehicles, while from January 1, 2015 for the vehicles in production.

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Front Underrun Protective Requirements for Commercial Vehicle

1 SCOPE

This standard specifies the technical requirements and test methods of front underrun protection for

commercial vehicles.

This standard applies to Categories N2 and N3 vehicles.

This standard doesn't apply to.

- Category G vehicles specified in GB/T 15089;
- The vehicles which are designed and manufactured for special purposes and not intended to be fitted with front underrun protection structurally.

2 NORMATIVE REFERENCES

The following Standards contain provisions which, through reference in this text, constitute provisions of

this Standard. For dated references, subsequent amendments (corrigenda excluded) to, or revisions of, any of

these publications do not apply. However, parties to agreements based on this Standard are encouraged to

investigate the possibility of applying the most recent editions of the Standards indicated below. For undated

references, the latest edition of the applicable Standards referred to apply.

GB/T 15089 Classification of power-driven vehicles and trailers

3 TERMS AND DEFINITIONS

For the purpose of this standard, the terms and definitions given in GB/T 15089 and the followings apply.

3.1

Front Underrun Protection (FUP)

"Front underrun protection" means either a special FUPD, or the body work, chassis parts or other components,

which can fulfill the function of front underrun protection by virtue of their shape and characteristics.

3.2

Front Underrun Protection Devices (FUPD)

"Front Underrun Protection Devices" means the device, usually consisting of cross members, is intended to be

installed on or linked with the chassis or other structural members.

4 TECHNICAL REQUIREMENTS FOR FUPD

4.1

The FUPD shall offer adequate resistance to forces applied parallel to the longitudinal axis of the vehicle

and also satisfy certain dimensional requirements. These shall be demonstrated in accordance with the test

conditions and procedure specified in Annex A.

4.2

The section height of the FUPD cross-member shall not be less than 100 mm for category N2 vehicles and

120 mm for vehicles of category N3.

4.3 The lateral extremities of the cross-member shall not bend to the front or have a sharp outer edge; the lateral

extremities of the cross-member shall be rounded on the outside and have a radius of curvature of not less than

2.5 mm.

4.4 The outer surfaces of the FUPD shall be smooth. The height of the heads of bolts or rivets which protrude

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beyond the surface shall not exceed 10 mm.

4.5 The FUPD may be so designed that its position at the front of the vehicle can be varied. In this event, there

shall be a guaranteed method of securing it in the service position so that any unintentional change of position is

precluded. The force to be applied to vary the position of the device shall not exceed 400N.

5 TECHNICAL REQUIREMENTS FOR THE VEHICLES EQUIPPED WITH THE FUPD

SATISFIED WITH THE REQUIREMENTS OF CLAUSE 4