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**conomic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****127th session**

Geneva, 15–19 April 2024

Item 4 (b) of the provisional agenda

**Awareness of the proximity of Vulnerable Road Users:  
UN Regulation No. 158 (Reversing motion)****Proposal for Supplement 4 to the Original Version of UN  
Regulation No. 158 (Reversing motion)****Submitted by the expert from the Netherlands\***

The text reproduced below was prepared by the expert from the Netherlands, to update the references to the three-dimensional H-point (3-D "H"-point) measurement and calibration procedure, which is updated and moved from the Consolidated Resolution on the Construction of Vehicles (R.E.3) to Mutual Resolution No. 1 (M.R.1). The modifications to the current text of UN Regulation No. 158 are marked in bold for new and strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

*Paragraph 12.4.*, amend to read:

"12.4. "Vehicles of categories M<sub>1</sub>, M<sub>2</sub>, M<sub>3</sub>, N<sub>1</sub>, N<sub>2</sub> and N<sub>3</sub>" means those defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3), (document ECE/TRANS/WP.29/78/Rev.67)."

*Paragraph 15.2.2.*, amend to read:

"15.2.2. The close-proximity rear-view field of vision shall be established using ambinoocular vision, the eyes being at the "driver's ocular points" as defined in paragraph 12.1. above. The fields of vision shall be determined when the vehicle is in running order as defined in the consolidated Resolution on the Construction of vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.67, para. 2.2.5.4.), plus for M<sub>1</sub> and N<sub>1</sub> vehicles one front seat passenger (75 kg). When established through windows, the glazing shall have a total light transmission factor in accordance with UN Regulation No. 43, Annex 24"

*Annex 8, footnote 1*, amend to read:

<sup>1</sup> The procedure is described in ~~Annex 1 to the Consolidated Resolution on the Construction of Vehicles (R.E.3)~~ (document ~~ECE/TRANS/WP.29/78/Rev.6~~). [www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html)  
**Addendum 6 of Mutual Resolution No. 1 (M.R.1)** (document ECE/TRANS/WP.29/1101/Amend.5); see <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

*Annex 9, paragraph 1.3.3.2.*, amend to read:

"1.3.3.2. Vehicle load.

The vehicle is in running order as defined in the consolidated Resolution on the Construction of vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.67, paragraph 2.2.5.4.), plus for M<sub>1</sub> and N<sub>1</sub> vehicles one front seat passenger (75 kg)."

## II. Justification

1. Update to the latest amendment (revision 7) of R.E.3.
2. The specifications of the 3-D "H"-point machine have been updated and transferred from R.E.3. to M.R.1 A calibration procedure has also been added to ensure that the 3-D "H" point machine used for all testing in UN Regulations and UN Global Technical Regulations is consistent and provides consistent test results across Regulations.