

REGULATION No. 125  
(Forward field of vision of drivers)

Proposal for draft amendments to Regulation No. 125

Note: The text reproduced below was prepared by the expert from OICA to improve the French working document ECE/TRANS/WP.29/GRSG/2009/20. The modifications to the **current** text of the Regulation are marked in bold or strikethrough characters.

A. PROPOSAL

The list of contents, add a new reference to new figure 7, to read

" .....  
ANNEX 4: METHOD FOR DETERMINING ...  
...  
Figure 6: Level work place  
**Figure 7**: **Definition of the area 'S'**"

Paragraph 5.1.3., amend to read

"5.1.3 **Except as provided in 5.1.3.1 or 5.1.3.2.,** ~~Other~~ than the obstructions created by the A pillars, the fixed or movable vent or side window division bars, outside radio aerials, rear-view mirrors and windscreen wipers, there should be no obstruction in the driver's 180° forward direct field of vision below a horizontal plane passing through V1, and above three planes through V2, one being perpendicular to the plane X-Z and declining forward 4° below the horizontal, and the other two being perpendicular to the plane Y-Z and declining 4° below the horizontal (see Annex 4, appendix, figure 4).

5.1.3.1 An obstruction created by the steering-wheel rim and the instrument panel inside the steering wheel will be tolerated if a plane through V<sub>2</sub>, perpendicular to the plane x - z and tangential to the highest part of the steering-wheel rim, is declined at least 1° below the horizontal. The steering wheel, if adjustable, shall be placed in the normal position indicated by the manufacturer or, failing that, midway between the limits of its range(s) of adjustment.

Insert new paragraph 5.1.3.2.

"5.1.3.2. **An obstruction between a plane through V<sub>2</sub>, and declined at least 1° below the horizontal and a plane through V<sub>2</sub> and declined 4° below the horizontal will be tolerated if the conical projection of this obstruction, starting from V<sub>2</sub>, on an area 'S' as defined in paragraph 5.1.3.2.1 does not exceed 20 per cent of this area. The steering wheel, if adjustable, shall be placed in the normal position indicated by the manufacturer or, failing that, midway between the limits of its range(s) of adjustment.**"

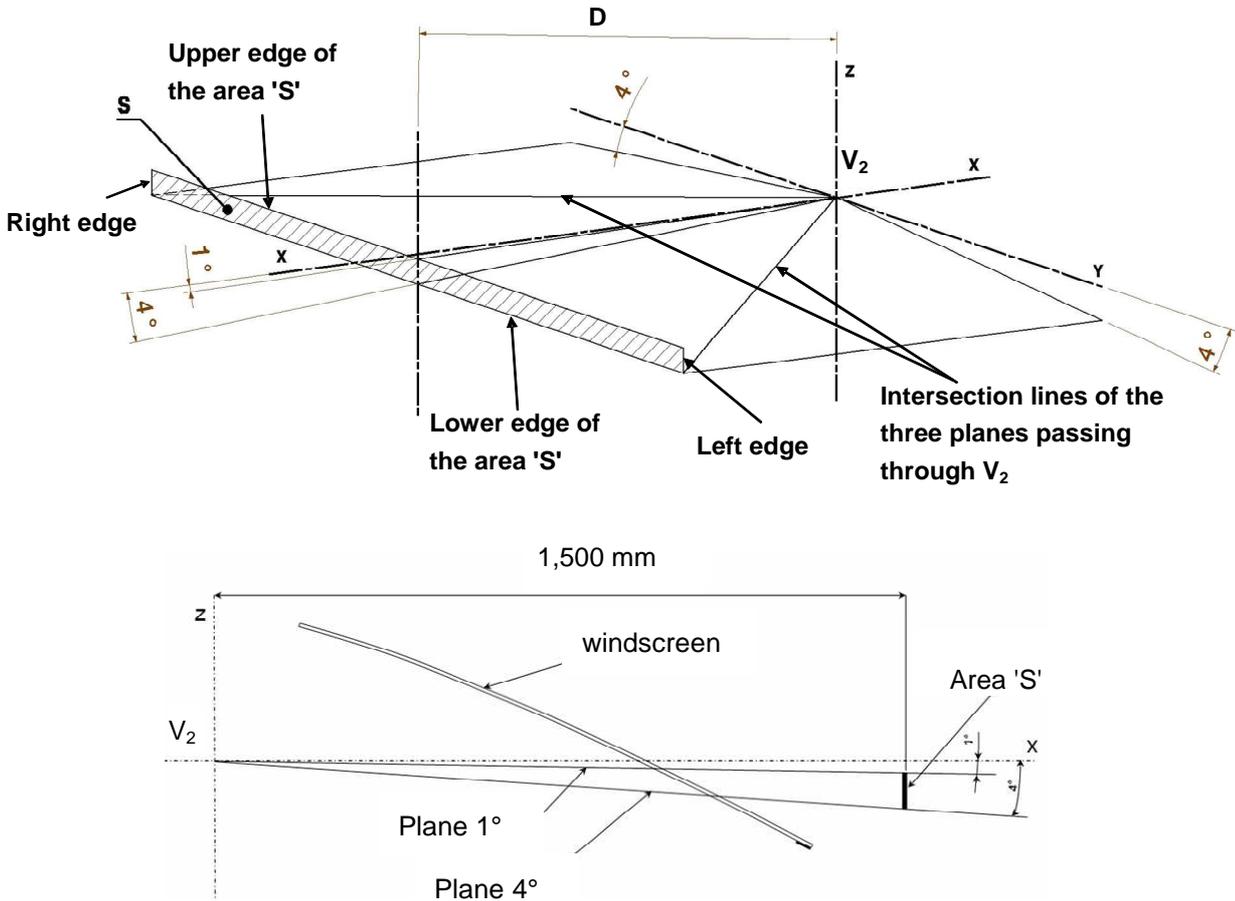
Insert new paragraphs 5.1.3.2. and 5.1.3.3., to read :

"5.1.3.2.1 The area 'S' (see Annex 4, Appendix, figure 7) is a rectangular vertical area located in a plane perpendicular to the X coordinate 1,500 mm forward of the point V<sub>2</sub>. The upper edge of the area 'S' is defined by a plane passing through V<sub>2</sub> declined forward 1° below the horizontal. The lower edge of the area 'S' is defined by a plane passing through V<sub>2</sub> declined forward 4° below the horizontal. The left and right edges of the area 'S' are vertical and generated from the intersection lines of the three planes declined 4° as defined in paragraph 5.1.2.2. above.

5.1.3.2.2 In the case of a windscreen extending beyond 1,500 mm forward of the point V<sub>2</sub>, the distance between the area 'S' and the point V<sub>2</sub> may be extended accordingly."

Annex 4, Appendix, insert a new figure 7, to read:

"Figure 7: Definition of the area 'S' (paragraph 5.1.3.2.)



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B. JUSTIFICATION

OICA fully supports the French proposal of document GRSG/2009/20.

OICA however believes that inserting new paragraphs as an alternative to the current ones is a simpler amendment. This would avoid the additional efforts of investigating and verifying that the vehicles already complying with the current text of the regulation (i.e. no obstruction above a plane declined 4° downward, except for an obstruction by the rim of the steering-wheel and the instrument panel inside the steering-wheel) comply also with the proposed new 20 per cent criterion.

In addition, this would prevent any possible complication in the case of extension of approvals.

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