Proposal for draft amendments
to the Regulation on
Driver’s Forward Field of Vision
(ECE 125)
Analysis of the current regulation ECE 125 in the case of a steering wheel at the $1^\circ$ plan

Presence of the steering wheel permits the use of the blue zone

Absence of the steering wheel forbids the use of the red zone

Steering wheel in its regulatory position
Analysis of the current regulation ECE 125 in the case of a steering wheel between $1^\circ$ and $4^\circ$ planes

- Presence of the steering wheel permits the use of the blue zone.
- Absence of the steering wheel forbids the use of the red zone.
- Steering wheel in its regulatory position.
Analysis of the current regulation ECE 125 in the case of a steering wheel at the 4° plan

Absence of the steering wheel forbids the use of the red zone

Steering wheel in its regulatory position

Instrument panel
Analysis of the current regulation ECE 125 in the case of a steering wheel below the 4° plan

Below to 4°, there is no relationship between the steering wheel position and the instrument panel.

Absence of the steering wheel forbids the use of the red zone.

Section A-A

Steering wheel in its regulatory position

Instrument panel
Proposed amendment to regulation ECE 125

Proposition: De-activating the relationship between the steering wheel position and the instrument panel between the 1° and 4° planes

Blue zone can be used when amendment is adopted

Steering wheel in its regulatory position

Instrument panel

illustration
Proposed amendment to regulation ECE 125

Summary of the proposal

Obstruction currently permitted

When information is raised up, dashboard is limited to 4°

De-activating the relationship permits to increase the information area for the drive

When information is raised up, dashboard is limited to 1° (restricted to 20% obstruction)