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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### Working Party on General Safety Provisions

#### 100<sup>th</sup> session

Geneva, 11–15 April 2011

Item 7 of the provisional agenda

#### Regulation No. 46 (Devices for indirect vision)

### **Proposal for amendments to Regulation No. 46 (Devices for indirect vision)**

#### **Submitted by the experts from the United Kingdom of Great Britain and Northern Ireland \***

The text reproduced below was prepared by the expert from the United Kingdom of Great Britain and Northern Ireland (United Kingdom) to reduce the blind spot on the passenger side of N<sub>2</sub> and N<sub>3</sub> vehicles. This document revises ECE/TRANS/WP.29/GRSG/2010/29 submitted by the expert from the United Kingdom during the ninety-ninth session of the Working Party on General Safety Provisions (GRSG). The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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\*In accordance with the programme of work of the Inland Transport Committee for 2010–2014 (ECE/TRANS/208, para. 106 and ECE/TRANS/2010/8, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## I. Proposal

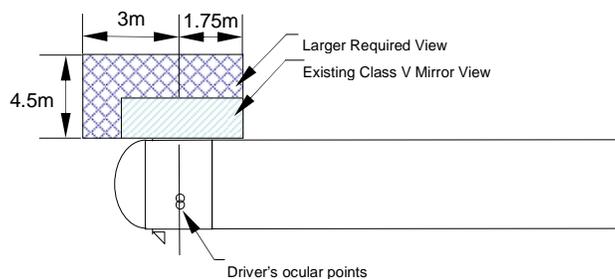
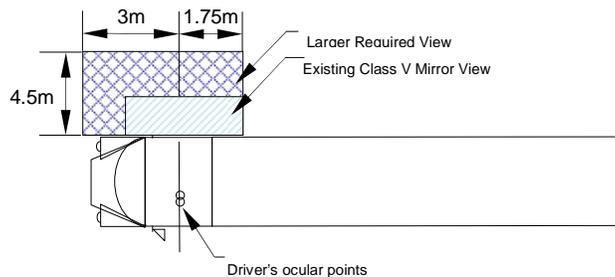
Insert new paragraphs 15.2.4.5.6. to 15.2.4.5.10. (including new Figures 8c and 8d), to read:

- "15.2.4.5.6. on the passenger side only, the field of vision shall also be such that the driver can see a flat horizontal portion of the road along the side of the vehicle which is outside the field defined in 15.2.4.5.1. to 15.2.4.5.4. but within the field bounded by the following vertical planes (see Figures 8c and 8d):
- 15.2.4.5.7. in the transverse direction, the parallel plane passing at a distance of [4.5 m\*] in front of the plane mentioned in paragraph 15.2.4.5.1.
- 15.2.4.5.8. to the rear, the plane parallel to the vertical plane passing through the driver's ocular points and situated at a distance of 1.75 m behind that plane.
- 15.2.4.5.9. to the front, the plane parallel to the vertical plane passing through the driver's ocular points and situated at a distance of [3 m\*] in front of that plane. This field of vision may be partially provided by a front mirror.
- 15.2.4.5.10. In cases where the field of vision prescribed in paragraphs 15.2.4.5.6. to 15.2.4.5.9. can be obtained without the use of devices for indirect vision then, in relation to these paragraphs, the installation of such devices is not required.

[\*Subject to the results of United Kingdom research]

Figures 8c and 8d:

### Larger field of vision on the passenger side



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Paragraphs 21.1. to 21.4., amend to read:

- "21.1. As from the official date of entry into force of the ~~02~~ [03] series of amendments to this Regulation, no Contracting Party applying this Regulation shall refuse an application for approval under this Regulation as amended by the ~~02~~ [03] series of amendments.
- ~~21.2. As from 26 January 2006, Contracting Parties applying this Regulation shall grant approvals to a type of vehicle with regard to the installation of devices for indirect vision only if the type of vehicle meets the requirements of this Regulation as amended by the 02 series of amendments. However, this date shall be postponed by 12 months as regards the requirements concerning the installation of a Class VI front mirror.~~
- 21.2. As from [12 months after entry into force of the 03 series of amendments to this regulation], Contracting Parties applying this Regulation shall grant approvals to a type of device for indirect vision only if the type meets the requirements of this Regulation as amended by the [03] series of amendments.**
- ~~21.3. As from 26 January 2006, Contracting Parties applying this Regulation shall grant approvals to a type of devices for indirect vision only if the type meets the requirements of this Regulation as amended by the 02 series of amendment amendments. However, this date shall be postponed by 12 months with regard to the requirements concerning a Class VI front mirror as a component and its installation on vehicles.~~
- 21.3. As from [12 months after entry into force of the 03 series of amendments to this regulation], Contracting Parties applying this Regulation shall grant approvals to a type of vehicle with regard to the installation of devices for indirect vision only if the type of vehicle meets the requirements of this Regulation as amended by the [03] series of amendments.**
- 21.4. As from 26 January 2010 for vehicles of category M1 and N1 and 26 January 2007 for vehicles of other categories [24 months after entry into force of the 03 series of amendments to this regulation], Contracting Parties applying this Regulation may refuse to recognize approvals of a type of vehicle or type of device for indirect vision which have not been granted in accordance with the ~~02~~ [03] series of amendments to this Regulation."**

## II. Justification

1. ECE/TRANS/WP.29/GRSG/2010/29 proposed a significant increase in the field of vision on the passenger side of the cab in order to reduce the occurrence of side-swipe incidents when large goods vehicles are changing lanes on motorways and to better enable the driver to see vulnerable road users when manoeuvring or turning at junctions.
2. Subject to the results of research carried out in the United Kingdom, it is proposed that the driver be required to have a field of vision, on the passenger side of the vehicle, which covers an area measuring 4.75 m (long) x 4.5 m (out from the cab). This would extend fully along the front edge of the Class IV device field of vision and overlap a Class VI device field of vision (if fitted). GRSG will be given the opportunity to review the research following a presentation on the findings of the work.