

Corrigendum to ECE/TRANS/WP.29/GRSG/2014/26 (Regulation No. 46, Devices for indirect vision)

This document corrects ECE/TRANS/WP.29/GRSG/2014/26 submitted to the 107th session of GRSG. The modifications to the current text of UN Regulation No. 46 are marked in bold for new characters.

Proposal for the 04 series of amendments to Regulation No. 46 (Devices for indirect vision)

Submitted by the expert from Japan *

The text reproduced below was prepared by the expert from Japan to increase the safety benefits of the driver's field of vision and the pedestrian safety in narrow streets. The modifications to the current text of UN Regulation No. 46 are marked in bold for new and strikethrough for deleted characters.

I. Proposal

Paragraph 1., insert new footnote 1 and amend to read:

"1. Scope

This Regulation applies: ¹

- (a) To compulsory and optional devices for indirect vision, set out in the table under paragraph 15.2.1.1.1. of this Regulation for vehicles of category M and N^{1,2} and to compulsory and optional devices for indirect vision mentioned in paragraphs 15.2.1.1.3. and 15.2.1.1.4. of this Regulation for vehicles of category L^{1,2} with bodywork at least partly enclosing the driver;
- (b) To the installation of devices for indirect visions on vehicles of categories M and N and on vehicles of category L^{1,2} with bodywork at least partly enclosing the driver.

¹ **This Regulation does not apply to ~~devices surveillance mirrors~~, and their installation, for observing the vision area(s) immediately adjacent to the front and/or the passenger's side of vehicles of category M₁.**

² As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.2, para. 2. -
www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html

Paragraph 5.4.1., footnote 2 and its reference, renumber as footnote 3.

Insert new paragraph 21.18., to read:

"21.18. Contracting Parties applying this Regulation may declare that in relation to the approval of devices for indirect vision and the approval of vehicles with regard to the installation of these devices, they will only be bound by the obligations of the Agreement to which this Regulation is annexed with respect to vehicles of category M₁. "

* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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

['21.18. Until the United Nations Secretary-General is notified otherwise, Japan declares that in relation to the devices for indirect vision and motor vehicles with regard to the installation of these devices, Japan will only be bound by the obligations of the Agreement to which this Regulation is annexed with respect to vehicles of categories M₁. ']

II. Justification

1. In order to prevent collisions with pedestrians when the motor vehicle starts moving, it is important to secure close-proximity field of vision.
2. For this reason, Japan established the close-proximity field of vision requirements many years ago.
3. In addition, with a view to establishing the IWVTA, discussions are currently being held on securing close-proximity field of vision under UN Regulation No. 46.
4. These discussions for introducing the close-proximity field of vision requirements into this Regulation will continue, whereas it is also necessary to amend the Regulation by March 2016, when the IWVTA will be established, so as to enable the Contracting Parties already having their own close-proximity field of vision requirements to keep their own requirements effective when adopting the Regulation.
5. The amendments proposed in this document are for this purpose and were developed after being discussed by the members of the task force established based on the result of discussion at the previous session of GRSG.
6. Paragraph 1: Close-proximity field of vision for M₁ vehicles should be excluded from the scope of the Regulation.
7. In view of establishing IWVTA for M₁ category, countries with different road traffic conditions should also apply UN Regulation No. 46, thereby making this Regulation an international standard.
