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**PROPOSED AMENDMENT TO THE NEW DRAFT REGULATION
UNIFORM TECHNICAL PROVISIONS CONCERNING THE
FORWARD FIELD OF VISION OF DRIVERS**

Transmitted by the expert from France

Note: The text reproduced below was prepared by the expert from France, with a view to improving the definition of the A pillar and its specifications. It is based on the text of a document distributed without a symbol (informal document No. 12) during the eighty-first session of GRSG (TRANS/WP.29/GRSG/60, para. 52).

Note: This document is distributed to the Experts on General Safety Provisions only.

A. PROPOSAL

Paragraph 2.18, read:

“2.18 ‘A pillars’ means all areas of visual obstruction linking the upper part to the lower part of the daylight opening through 180° and located forward of the vertical transverse plane located 68 mm in front of the V points. These areas of visual obstruction may be caused, for example, by the roof supports, non-transparent items attached or contiguous to those supports, such as windscreen mouldings and door frames, or any continuous area with a light transmission coefficient of less than 70%.

There are two classes of pillars:

?? principal A pillars: these generate the largest angle of obstruction (measured as a unit);

?? secondary A pillars: these generate the smallest angle of obstruction (measured as a unit).”

Add a new paragraph 5.1.2.2, to read:

“5.1.2.2 A vehicle may have a maximum of two principal A pillars and four secondary A pillars. The sum of the angles of obstruction of each secondary pillar measured as a unit may not exceed the angle of obstruction of the principal A pillar.

In special cases in which the architecture of the vehicle does not permit of measurement as a unit (common part of the area of sections S1 and S2), it is permissible to make a theoretical measurement using a CAD construction which breaks down the pillar into two virtual pillars. The pillar in question will then be counted as two pillars.”

Paragraph 5.1.4, read:

“... within the meaning of paragraph 5.1.3:

?? obstructions ... equal to 6°;

?? radio aerials ...”

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B. JUSTIFICATION

Document TRANS/WP.29/GRSG/2000/19, based on European Community Directive 77/649/EEC, does not define the A pillars permitted within the forward field of vision of drivers. The purpose of this proposal is to incorporate a definition and requirements applicable when the vehicle has one or more A pillars.
