



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.29/GRSG/2005/17
25 July 2005

Original: ENGLISH
ENGLISH AND FRENCH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

Working Party on General Safety Provisions (GRSG)
(Eighty-ninth session, 11-14 October 2005,
agenda item 2.2.)

PROPOSAL FOR DRAFT AMENDMENTS TO REGULATION No. 46
(Rear-view mirrors)

Transmitted by the expert from the United Kingdom

Note: This document, based on informal document No. GRSG-87-1, is distributed according to the request of GRSG (TRANS/WP.29/GRSG/67, para. 28). The text refers to the 02 series of amendments to Regulation No. 46. The proposed amendments to the Regulation are marked in bold.

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

A. PROPOSAL

Paragraph 15.2.1.1.1., the table, column 3 (Main mirrors (large) class II),

The entry for M₂ should read : Compulsory 1 on the driver's side and 1 on the passenger's side
(but see paragraph 15.2.1.1.4.)

The entry for M₃ should read : Compulsory 1 on the driver's side and 1 on the passenger's side
(but see paragraph 15.2.1.1.4.)

Insert a new paragraph 15.2.1.1.4., to read:

"15.2.1.1.4. For vehicles of categories M₂ and M₃, Classes I, II or A, the Class II nearside mirror, specified in the table of paragraph 15.2.1.1.1. above, may be replaced by a Class IV mirror, provided that this mirror is installed to meet the requirements of paragraphs 15.2.2., 15.2.3. and 15.2.4.2.2."

B. JUSTIFICATION

This proposal is based on experience in the United Kingdom regarding the use of nearside exterior mirrors on buses, particularly in urban areas.

Reports from bus operators over a number of years have indicated that use of a large Class II exterior mirror is not always ideal for the nearside of a bus, particularly for low-floor or double-decker buses. In these vehicles, the tops of the lower deck vehicles tend to be low, so the driver cannot always see the top of a Class II mirror which has been positioned at the required 2 m distance from the ground. Also, on kneeling buses larger mirrors are more prone to hitting the passengers' heads at bus stops.

In recognition of these problems, the UK Construction and Use regulations have allowed the use of smaller mirrors with a tighter radius (such as Class IV) mirrors to be used in place of the standard Class II mirrors for a number of years. The above proposal would allow urban buses to be type-approved to Regulation 46 with a Class IV mirror as an optional replacement for the nearside Class II mirror.
