

Regulation No. 125 (Forward field of vision of drivers)

Supplementary explanations on document ECE/TRANS/WP29/GRSG/2010/4

At the 97th session of GRSG, Japan proposed to add a requirement for forward field of vision to Regulation No. 125 (GRSG-96-31, GRSG-97-11-Rev.1) and explained the background of this proposal in GRSG-97-33. This document provides further supplementary explanations.

1. Concept of the target of vision

The target of vision is established for the purpose of preventing motorcycles and other small vehicles in relatively heavy traffic from traveling through vehicles and coming into the vehicle's forward blind spot without being noticed by the driver. In Japan, several accidents involving vehicles with a large blind spot and motorcycles have been reported where the drivers of the vehicles did not notice the motorcycles that had come into the blind spot.

2. Size of the target of vision

In GRSG-96-31, as the result of studying the visibility of target with the eye point set at 635 mm immediately above the Seating Reference Point under the Japanese regulation, Japan proposed to require the target of vision at a height of 1 m to be visible. However, since it was not appropriate to newly define the eye point in Regulation No. 125, we reconsidered the proposed requirement in GRSG-97-11-Rev.1 by using Point V2 as the reference point, which is consistent with the existing provisions of Regulation No. 125. Point V2 is 46 mm lower than the point 635 mm immediately above the Seating Reference Point and 68 mm rearward of the vehicle, we reset the height of the target of vision to 1.2 m so that it would be approximately equivalent to the result of GRSG-96-31.

3. Right-hand drive and left-hand drive

In this proposal, right-hand drive vehicles and left-hand drive vehicles are symmetrical. The figures in GRSG-97-11-Rev.1 show left-hand drive vehicles. In the case of right-hand drive vehicles, the figures should be reversed laterally.

While the accidents reported in Japan involved modified vehicles, from the standpoint of ensuring safety, we do not consider it necessary to distinguish between new vehicles and those modified vehicles regarding this proposal.

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