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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****106<sup>th</sup> session**

Geneva, 5–9 May 2014

Item 5 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 expert from the International Organization of Motor Vehicle Manufacturers<sup>\*</sup>**

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to introduce, for special cases, adjustments to the coordinates of the ocular points. It is based on informal document GRSG-105-19 (see report ECE/TRANS/WP.29/GRSG/84, para. 31). The modifications to the current text of UN Regulation No. 46 are marked in bold for new characters.

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\* 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

## I. Proposal

*Paragraph 12.1.*, amend to read:

"12.1. *"The driver's ocular points"* means two points 65 mm apart and 635 mm vertically above point R of the driver's seat as defined in Annex 8. **In cases where the driver's seat cannot be adjusted for a design torso line of 25°, or has a fixed seat-back angle for which the design torso line differs from 25°, the location of the ocular points in relation to the 'R' point shall be adjusted in accordance with Table IV (paragraph 5.4.) of Regulation No. 125.** The straight line joining these points runs perpendicular to the vertical longitudinal median plane of the vehicle. The centre of the segment joining the two ocular points is in a vertical longitudinal plane which must pass through the centre of the driver's designated seating position, as specified by the vehicle manufacturer."

## II. Justification

1. This draft amendment aims at introducing adjustments to the coordinates of the ocular points when the driver's seat has a fixed seat-back at an angle different from 25° or when the seat-back angle is unable to be set at 25°.
2. The proposed provisions are the same as those in UN Regulation No. 125 (forward field of vision) and are the same as those that may be found in Appendix 7 to Annex I of Directive 2003/97/EC, as amended by Directive 2005/27/EC, concerning the type-approval of devices for indirect vision and their installation.
3. It is proposed to make a direct reference to the table existing in UN Regulation No. 125 rather than copy the table into this Regulation.

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