Economic Commission for Europe
Inland Transport Committee
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Item 6 of the provisional agenda
Regulation No. 46 (Devices for indirect vision)

Proposal for amendments to 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 Regulation No. 46 are marked in bold for new or strikethrough for deleted characters.

* 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 1. (Scope), amend to read (inserting new footnote 1):

"1. Scope

This Regulation applies:

(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 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 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 with bodywork at least partly enclosing the driver.

1 This Regulation does not cover surveillance mirrors for securing the vision of the immediate front and the outside passenger side area of vehicles of category M.

2 As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.3, 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.

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 International World Vehicle Type Approval system (IWVTA), discussions are currently being held on securing close-proximity field of vision under 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, 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.