

## Proposal for the 04 series of amendments to Regulation No. 46 (Devices for indirect vision)

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 **GRSG-107-10-Rev.1** are marked in bold for new and strikethrough for deleted characters. The modifications to GRSG-108-17 are marked in red.

### I. Proposal

Paragraph 1., ~~insert new footnote 1 and~~ amend to read:

"1. Scope

**1.1** This Regulation applies: <sup>+</sup>

- (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<sup>1 2</sup> 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<sup>1 2</sup> 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<sup>1 2</sup> with bodywork at least partly enclosing the driver.

**1.2** <sup>+</sup>This Regulation does not apply to **devices other than those prescribed under paragraph 1.1 (a)**, and their installation, for observing the vision area(s) immediately adjacent to the front and/or the passenger's side of vehicles of category M<sub>1</sub>, M<sub>2</sub>, M<sub>3</sub>, N<sub>1</sub> and N<sub>2</sub> ≤ **8 7.5 t**.

<sup>1 2</sup> 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](http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html)"

~~Paragraph 5.4.1., footnote 2 and its reference, renumber as footnote 3.~~

~~Insert new paragraph 21.18., to read:~~

~~"21.18. Contracting Parties applying this Regulation may declare that in relation to the approval of devices for indirect vision and the approval of vehicles with regard to the installation of these devices, they will only be bound by the obligations of the Agreement to which this Regulation is annexed with respect to vehicles of category M<sub>1</sub>."~~

~~["21.18. Until the United Nations Secretary General is notified otherwise, Japan declares that in relation to the devices for indirect vision and motor vehicles with regard to the installation of these devices, Japan will only be bound by the obligations of the Agreement to which this Regulation is annexed with respect to vehicles of categories M<sub>1</sub>."]~~

## 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 IWVTA, discussions are currently being held on securing close-proximity field of vision under UN 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, so as 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.
5. The amendments proposed in this document are for this purpose and were developed after being discussed by the members of the task force established based on the result of discussion at the previous session of GRSG.
6. Paragraph 1: Close-proximity field of vision for M<sub>1</sub>, M<sub>2</sub>, M<sub>3</sub>, N<sub>1</sub> and N<sub>2</sub> ≤ 7.5 t vehicles should be excluded from the scope of the Regulation.

### The compulsory and optional devices for indirect vision to Regulation No. 46

	Interior Class I	Main (Large) Class II	Main (small) Class III	Wide angle Class IV	Close proximity Class V	Front mirror Class VI
M1	Compulsory	Optional	Compulsory	Optional	Optional	Optional
M2	Optional	Compulsory	Not permitted	Optional	Optional	Optional
M3	Optional	Compulsory	Not permitted	Optional	Optional	Optional
N1	Compulsory	Optional	Compulsory	Optional	Optional	Optional
N2(≤7.5t)	Optional	Compulsory	Not permitted	Compulsory	Compulsory*	Optional
N2(>7.5t)	Optional	Compulsory	Not permitted	Compulsory	Compulsory*	Compulsory
N3	Optional	Compulsory	Not permitted	Compulsory	Compulsory*	Compulsory

**Yellow column:** Those devices for indirect vision are compulsory under Japanese Safety Regulations.