

25 January 2011

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## **Agreement**

### **Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions\***

(Revision 2, including the amendments which entered into force on 16 October 1995)

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## **Addendum 124: Regulation No. 125**

### **Amendment 3**

Supplement 3 to the original version of the Regulation - Date of entry into force:  
9 December 2010

### **Uniform provisions concerning the approval of motor vehicles with regard to the forward field of vision of the motor vehicle driver**



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\* Former title of the Agreement: Agreement Concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958.

*The table of contents, list of annexes, Annex 4, Appendix, add a new reference to new figure 7, to read*

«...

4 Method for determining ...

Appendix: ...

...

Figure 6: Level work place

Figure 7: Definition of the area "S"

*Paragraph 5.1.3., amend to read*

"5.1.3 Except as provided in paragraphs 5.1.3.1 or 5.1.3.2., other than the obstructions created by the A pillars, the fixed or movable vent or side window division bars, outside radio aerials, rear-view mirrors and windscreen wipers, there should be no obstruction in the driver's 180° forward direct field of vision below a horizontal plane passing through V<sub>1</sub>, and above three planes through V<sub>2</sub>, one being perpendicular to the plane X-Z and declining forward 4° below the horizontal, and the other two being perpendicular to the plane Y-Z and declining 4° below the horizontal (see Annex 4, appendix, figure 4)."

*Insert a new paragraph 5.1.3.2., to read:*

"5.1.3.2. An obstruction between a plane through V<sub>2</sub>, and declined at least 1° below the horizontal and a plane through V<sub>2</sub> and declined 4° below the horizontal will be tolerated if the conical projection of this obstruction, starting from V<sub>2</sub>, on an area "S" as defined in paragraph 5.1.3.2.1. does not exceed 20 per cent of this area. The steering wheel, if adjustable, shall be placed in the normal position indicated by the manufacturer or, failing that, midway between the limits of its range(s) of adjustment."

*Insert new paragraphs 5.1.3.2.1. and 5.1.3.2.2., to read :*

"5.1.3.2.1. The area "S" (see Annex 4, Appendix, figure 7) is a rectangular vertical area located in a plane perpendicular to the X coordinate 1,500 mm forward of the point V<sub>2</sub>. The upper edge of the area "S" is defined by a plane passing through V<sub>2</sub> declined forward 1° below the horizontal. The lower edge of the area 'S' is defined by a plane passing through V<sub>2</sub> declined forward 4° below the horizontal. The left and right edges of the area "S" are vertical and generated from the intersection lines of the three planes declined 4° as defined in paragraph 5.1.2.2. above.

5.1.3.2.2. In the case of a windscreen extending beyond 1,500 mm forward of the point V<sub>2</sub>, the distance between the area "S" and the point V<sub>2</sub> may be extended accordingly."

Annex 4, Appendix, insert a new figure 7, to read:

"Figure 7  
Definition of the area "S"  
(paragraph 5.1.3.2.)

