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World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

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Item 6 of the provisional agenda

Regulation No. 46 (Devices for indirect vision)**Proposal for amendments to Regulation No. 46****Submitted by the expert from the United Kingdom of Great Britain and Northern Ireland***

The text reproduced below was prepared by the expert from the United Kingdom of Great Britain and Northern Ireland (United Kingdom) in order to reduce the blind spot on the passenger side of N₂ and N₃ vehicles. This document follows document ECE/TRANS/WP.29/GRSG/2009/19 submitted by the expert from the United Kingdom during the ninety-seventh session of the Working Party on General Safety Provisions. The modifications to the current text of the Regulation are marked in bold or strikethrough characters.

* In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, 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.

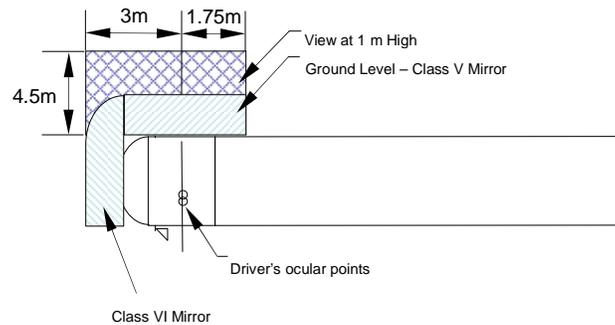


Figure 8e: Class VI mirror partially covering additional field of vision at 1 m high”

B. Justification

1. The United Kingdom would like to reduce the occurrence of side-swipe incidents when these large vehicles are changing lanes on motorways and to better enable the driver to see vulnerable road users when maneuvering or turning at junctions. The alternative would be to improve the driver's direct field of vision.
2. As discussed in informal document GRSG-95-21, research in United Kingdom has shown that there is still a significant blind spot adjacent to the passenger side of the cab, despite the requirements for improved class V devices. Depending on the size of the vehicle, there is potential for a passenger car, traveling in the centre or far side of the adjacent lane, to disappear from the driver's view from 1 m behind his eye-line and not be visible again until it is in the driver's direct view 4 m in front of his eye-line. As an average small passenger car is approximately 3 m long, this blind spot provides a high risk of sides-wipe accidents occurring. It is also of significant concern that vulnerable road users such as pedestrians or cyclists can easily remain unseen in this blind spot on the passenger side of the cab.
3. By requiring the driver to have an additional field of vision on the passenger side of the vehicle, which covers an area measuring 4.75 m (long) x 4.5 m (out from the cab), this would extend fully along the front edge of the class IV device field of vision and overlap a class VI device field of vision (if fitted). This is beyond the ability of a current mirror system but is within the capabilities of an additional camera/monitor system or other devices for indirect vision (as defined in paragraph 2.1. of Regulation No. 46).