

## **Proposal for amendments to ECE/TRANS/WP29/GRSG/2010/22 - Regulation No. 46 (Devices for indirect vision)**

Amendments to the text of GRSG/2010/22 are marked in bold and strikethrough characters.

### **A. Proposal**

*Paragraphs 2.4.1. to 2.4.7., amend to read:*

- “2.4.1. Class I: ~~Central rear-view~~ device giving the field of vision defined in paragraph 15.2.4.1.
- 2.4.2. Class II and III: ~~Main exterior rear-view~~ device giving the fields of vision defined in paragraphs 15.2.4.2. and 15.2.4.3.
- 2.4.3. Class IV: ~~Wide-angle view~~ device giving the field of vision defined in paragraph 15.2.4.4.
- 2.4.5. Class V: ~~Close proximity view~~ device giving the field of vision defined in paragraph 15.2.4.5.
- 2.4.6. Class VI: ~~Front-view~~ device giving the field of vision defined in paragraph 15.2.4.6.
- 2.4.7. Class VII: ~~Main rear-view~~ devices intended for L category vehicles with bodywork giving the field of vision defined in paragraph 15.2.4.7.”

*Paragraphs 15.2.3.1 and 15.2.3.2, amend to read:*

- “15.2.3.1. If a Class I ~~central rear-view~~ mirror is fitted it must be capable of being adjusted by the driver from his driving position.
- 15.2.3.2. If a ~~main rear-view~~ Class II or Class III mirror is fitted on the driver’s side, it must be capable of being adjusted from inside the vehicle while the door is closed, although the window may be open. The mirror may, however, be locked in position from the outside.”

*Paragraph 15.2.4.2., amend to read:*

- “15.2.4.2. Class II ~~main rear-view~~ field of vision”

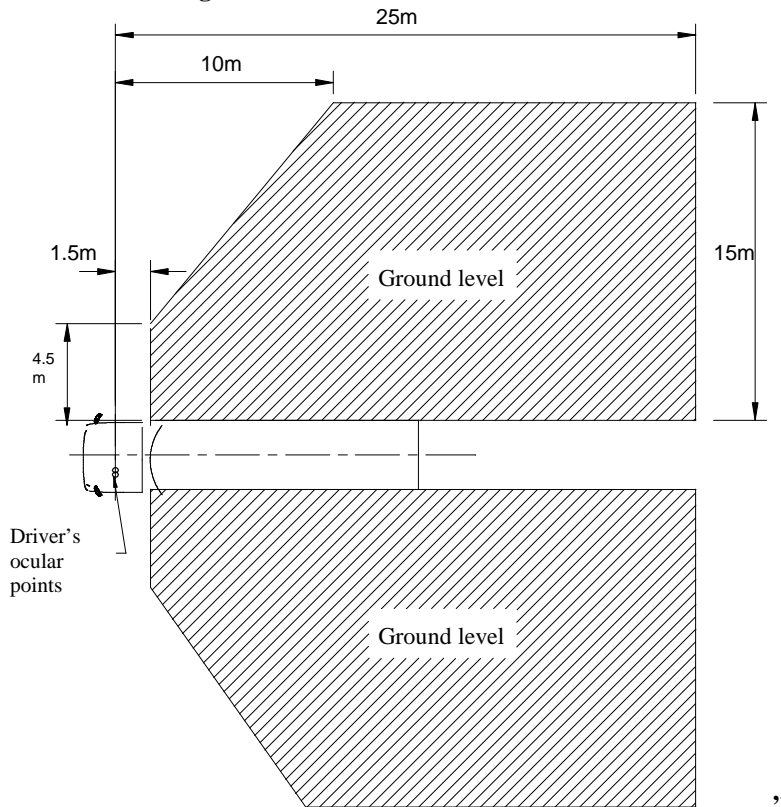
*Paragraph 15.2.4.3., amend to read:*

- “15.2.4.3. Class III ~~main rear-view~~ field of vision”

*Paragraphs 15.2.4.4 to 15.2.4.4., amend to read:*

- “15.2.4.4. ~~Wide-angle view device~~ **Class IV field of vision**
- 15.2.4.4.1. ~~Wide-angle~~ field of vision on the driver’s side  
The field of vision ...driver’s ocular points (see Figure 7).
- 15.2.4.4.2. ~~“Wide-angle”~~ field of vision on the passenger’s side  
The field of vision ... driver’s ocular points (see Figure 7).

Figure 7:  
Class IV ~~wide-angle~~ field of vision



Paragraph 15.2.4.5., amend to read:

“15.2.4.5. Class V ~~close-proximity~~ fields of vision

The field of vision must be such that the driver can see a flat horizontal portion of the road along the side of the vehicle, bounded by the following vertical planes (see Figures 8a and 8b):”

Paragraph 15.2.4.5.5., amend to read:

“15.2.4.5.5. In case the field of vision described in Figures 8a and 8b can be perceived through the combination of the field of vision from a Class IV device for indirect vision and that of a Class VI device for indirect vision ~~front~~, the installation of a Class V ~~close-proximity~~ device for indirect vision is not compulsory.”

Paragraph 15.2.4.5.5., Figures 8a and 8b heading, amend to read:

“Figures 8a and 8b:  
Class V ~~close-proximity~~ field of vision”

Paragraph 15.2.4.6.1., amend to read:

“15.2.4.6.1. The field of vision ...

...see also paragraph 15.2.4.9.2.

The provisions for Class VI ~~front-view~~ devices for indirect vision ~~front-mirrors~~ are compulsory ... N<sub>3</sub>.

If vehicles ... by using ~~a-front~~ a device for indirect vision, a vision support system shall... in figure 9.”

*Paragraph 15.2.4.6.1, Figure 9 heading, amend to read:*

“Figure 9:  
Class VI ~~front-view~~ field of vision”

*Paragraph 15.2.4.6.2, amend to read:*

“15.2.4.6.2. However, if the driver ...to the driver's side, a Class VI ~~front-view~~ device for indirect vision is not mandatory.”

*Paragraphs 15.2.4.7 to 15.2.4.7.2, amend to read:*

“15.2.4.7. Class VII ~~main-rear-view~~ field of vision

15.2.4.7.1. ~~Main-rear-view~~ field of vision on the driver's side  
The field of vision ...(see Figure 10).

15.2.4.7.2. ~~Main-rear-view~~ field of vision on the passenger's side  
The field of vision ... (see Figure 10).

## **B. Justification**

OICA welcomes the document GRSG/2010/22 proposed by the GRSG informal group on Camera/monitor systems, and generally supports the introduction of provisions for those systems into UNECE R46.

It is considered appropriate to avoid double definitions in the text of the regulation, i.e. avoid identification of a device simultaneously via its Class AND via its regular name. this is why OICA suggests to delete the regular subjective denomination in the text of the regulation.

Some small editorial improvements are proposed in addition.

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