



## Economic and Social Council

Distr.: General  
23 December 2010  
English  
Original: English and French

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### Economic Commission for Europe

#### Inland Transport Committee

#### World Forum for Harmonization of Vehicle Regulations

##### One-hundred-and-fifty-third session

Geneva, 8–11 March 2011

Item 4.8.1 of the provisional agenda

##### **1958 Agreement – Consideration of draft amendments to existing Regulations submitted by GRSG**

### **Proposal for Supplement 14 to Regulation No. 43 (Safety glazing)**

#### **Submitted by the Working Party on General Safety Provisions\***

The text reproduced below was adopted by the Working Party on General Safety Provisions (GRSG) at its ninety-ninth session, to introduce specific provisions for vehicles with the driver seated in the central driving position. It is based on ECE/TRANS/WP.29/GRSG/2010/23, as amended by Annex III to the report (ECE/TRANS/WP.29/GRSG/78, para. 20). It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration.

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\* 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.

*Insert a new paragraph 2.26., to read:*

"2.26. "Central driving position" is defined when Y co-ordinate of the R point is in Y0 position within + or – 60 mm."

*Annex 18, paragraph 2.2., amend to read:*

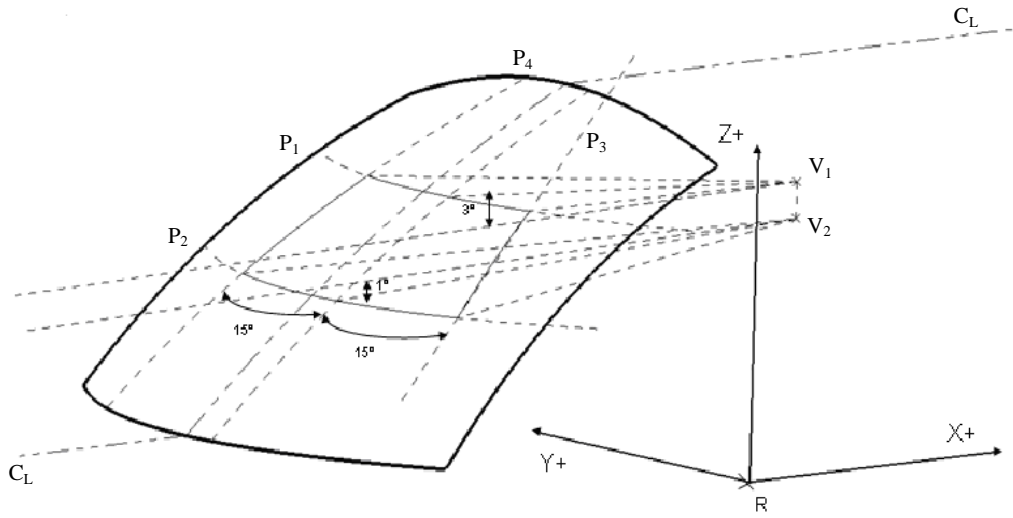
"2.2. "Test area A" is the area of the outer surface of the windscreen bounded by the intersection of the following four planes (see figure 1a and 1b):

- (a) a plane inclined upwards from the X axis at 3°, passing through V1, and parallel to the Y axis (plane 1);
- (b) a plane inclined downwards from the X axis at 1°, passing through V2, and parallel to the Y axis (plane 2);
- (c) a vertical plane passing through V1 and V2 and inclined at 13° to the left of the X axis in the case of left-hand drive vehicles and to the right of the X axis in the case of right-hand drive vehicles (plane 3);
- (d) a vertical plane passing through V1 and V2 and inclined at 20° to the right of the X axis in the case of left-hand drive vehicles, to the left of the X axis in the case of right-hand drive vehicles (plane 4);
- (e) In case of a single central driving position, two planes upwards and downwards as defined in paragraphs 2.2 (a) and (b) above and two vertical plane passing through V1 and V2 and inclined at 15° to the left of the X axis (plane 3) and 15° to the right of the X axis (plane 4) (see figure 1b)."

*Figure 1, renumber as figure 1a*

Insert a new figure 1b, to read:

"Figure 1b  
"



- CL: trace of the longitudinal median plane of the vehicle
- P<sub>i</sub>: trace of the relevant plane (see text)"