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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****109<sup>th</sup> session**

Geneva, 29 September – 2 October 2015

Item 6 of the provisional agenda

**Regulation No. 46 (Devices for indirect vision)****Proposal for amendments to Regulation No. 46 (Devices for indirect vision)****Submitted by the expert from the International Organization of Motor Vehicle Manufacturers<sup>\*</sup>**

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to clarify the provisions for fully integrated surveillance mirrors. It is based on informal document GRSG-108-24, distributed during the 108<sup>th</sup> session of the Working Party on General Safety Provisions (GRSG) (see report ECE/TRANS/WP.29/GRSG/87, para. 31). The modifications to the current text of Regulation No. 46 are marked in bold for new characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2012–2016 (ECE/TRANS/224, para. 94 and ECE/TRANS/2012/12, 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.

## I. Proposal

*Paragraph 15.2.1.2., amend to read:*

"15.2.1.2. The provisions of this Regulation do not apply to the surveillance mirrors defined in paragraph 2.1.1.3. Nevertheless, the exterior surveillance mirrors must be mounted at least 2 m above the ground when the vehicle is under a load corresponding to its maximum technical permissible mass **or shall be fully integrated in a housing including Class II or III mirror(s) which is (are) type approved to this Regulation.**"

## II. Justification

1. The current text of the Regulation requires that surveillance mirrors are mounted higher than 2 metres above the ground.
2. Some existing surveillance mirrors are nevertheless part of a combination of mirrors integrated in a housing whose lowest part is lower than 2 metres above the ground (see picture below). These fully integrated surveillance mirrors are indeed improving the field of vision of the driver, e.g. for parking manoeuvres, when it is beneficial to have a vision of the distance between the rear wheel and the curb.
3. This proposal aims at clarifying that the surveillance mirrors can be mounted below 2 metres, when integrated in a housing already including one or several mirrors of Classes II or III.

