



Economic and Social Council

Distr.: General
18 July 2014

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on General Safety Provisions

107th session

Geneva, 30 September–3 October 2014

Item 6 of the provisional agenda

Regulation No. 46 (Devices for indirect vision)

Proposal for amendments to the 04 series of amendments to Regulation No. 46 (Devices for indirect vision)

Submitted by the expert from Japan *

The text reproduced below was prepared by the expert from Japan to increase the safety benefits of the driver's field of vision and the pedestrian safety in narrow streets. The modifications to the current text of Regulation No. 46 are marked in bold for new or strikethrough for deleted characters.

* 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 1. (Scope), amend to read (inserting new footnote ¹):

"1. Scope

This Regulation applies¹:

- (a) To compulsory and optional devices for indirect vision, set out in the table under paragraph 15.2.1.1.1. of this Regulation for vehicles of category M and N² and to compulsory and optional devices for indirect vision mentioned in paragraphs 15.2.1.1.3. and 15.2.1.1.4. of this Regulation for vehicles of category L² with bodywork at least partly enclosing the driver;
- (b) To the installation of devices for indirect visions on vehicles of categories M and N and on vehicles of category L² with bodywork at least partly enclosing the driver.

¹ **This Regulation does not cover surveillance mirrors for securing the vision of the immediate front and the outside passenger side area of vehicles of category M₁.**

² As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.3, para. 2. - www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29resolutions.html"

Paragraph 5.4.1., footnote ² and its reference, renumber as footnote ³.

II. Justification

1. In order to prevent collisions with pedestrians when the motor vehicle starts moving, it is important to secure close-proximity field of vision.
2. For this reason, Japan established the close-proximity field of vision requirements many years ago.
3. In addition, with a view to establishing the International World Vehicle Type Approval system (IWVTA), discussions are currently being held on securing close-proximity field of vision under Regulation No. 46.
4. These discussions for introducing the close-proximity field of vision requirements into this Regulation will continue, whereas it is also necessary to amend the Regulation by March 2016, when the IWVTA will be established, to enable the Contracting Parties already having their own close-proximity field of vision requirements to keep their own requirements effective when adopting the Regulation.