



UN Regulation No. 125

FORWARD FIELD OF VISION

GRSG / UN-R125 scope extension and partitioning system

Status of the exchanges between the Members States and the OICA
members



Introduction

➤ GRSG 118 (July 2020):

- GRSG/2020/11(EC): proposal to extend the UN-R125 scope to N1 vehicles
 - In line with GSR 2 (application dates: 07/2024 NT and 07/2026 AR)
- GRSG-118-26 (OICA): proposal to amend GRSG/2020/11(EC) with the aim to allow partitioning system to partially obstruct the driver 180° field of vision
- No compromise found at GRSG:
 - J, DE: it should be demonstrated that the field of vision is not significantly obstructed by the partitioning system
 - UK: asks for more pass/fail criteria

➤ GRSG 119 (October 2020)

- GRSG/2020/31(OICA) amended by GRSG-119-23 (OICA) - main updates:
 - The manufacturer shall demonstrate, to the satisfaction of the Technical Service and Type Approval Authority, that the partitioning system, in all of its positions of use defined by the manufacturer, does not significantly affect the driver's 180° forward direct field of vision.*
- Dedicated meeting during GRSG 119 – 9th of October 2020
 - NL feels the problem occurs during the use of the vehicle. In UN-R17, no partitioning system in the 180° FoV
 - SE: European regulations only require separation between the front row and the load compartment behind
 - UK does not want to encourage drivers to have load jeopardising the forward field of vision. This should be restricted to the level of the dashboard. Suggests a measurable %age of obstruction in the field of vision.



Introduction




- TF the 1st of December 2020: NL, DE, EC, UK, FR (Conclusions of the meeting in the next slides)
- GRSG 120 (April 2021)
 - GRSG-119-23 (OICA) => GRSG/2021/13 – the partitioning system, in all of its positions of use defined by the manufacturer, does not significantly affect the driver's 180° forward direct field of vision.



Regulation status

Application AR 2026



Situation M1	Situation N1 - Today	Situation N1 - Future
<p>R125 applies</p> <p>Partitioning of luggage: Seat backs acc. R17</p>	<p>R125 does not apply</p> <p>Partitioning of luggage: EU Regulation (EU) 2018/858 Annex I Part A, Section 3 "Criteria for the categorization of vehicles in category N" includes specific requirements in paragraphs 3.2. to 3.4. on securing of load.</p>	<p>R125 applies</p> <p>Partitioning of luggage: EU Regulation (EU) 2018/858 Annex I Part A, Section 3 "Criteria for the categorization of vehicles in category N" includes specific requirements in paragraphs 3.2. to 3.4. on securing of load.</p>
<p>Partitioning Systems (netting/wires/panels): Option (R126 or R17 applies)</p> <p style="text-align: center;"></p> <p style="text-align: center;">Aftermarket Devices OR Vehicle manufacturer devices</p> <p>Flexible Partitioning Systems are not restricted by UN R125 Type Approval</p>	<p>Partitioning Systems (netting/wires/panels): Mandated > see above: ISO 27956 applies</p> <p style="text-align: center;"></p> <p style="text-align: center;">Vehicle manufacturer devices</p> <p>Partitioning Systems are not restricted by UN R125 Type Approval since UN R125 does not apply.</p>	<p>Partitioning Systems (netting/wires/panels): Mandated > see above: ISO 27956 applies</p> <p style="text-align: center;"></p> <p style="text-align: center;">Vehicle manufacturer devices</p> <p>Partitioning Systems is restricted by UN R125 Type Approval. They must be installed to the vehicle because of EU frame work.</p>
<p>Road rules on loading apply</p>	<p>Road rules on loading apply</p>	<p>Road rules on loading apply</p>



ISO 27956:2009

Requirements when unfolded:

- Separation between the occupant compartment and the loading space, in terms of width and height
- Maximum 40 mm between the partitioning system and the vehicle body
- 2 Strength tests + 1 grid dimension test (object having a front surface of (50×10) mm)



Unfolded position



ISO 27956:2009

- When folded, requirements of the part behind the driver
 - Separation between the occupant compartment and the loading space, in terms of driver protection zone width and height
 - Maximum 40 mm between the partitioning system and the vehicle body
 - 2 Strength tests + 1 grid dimension test (object having a front surface of 50×10) mm

- When folded, requirements of the folded part:
 - No test for the folded part of the partitioning system
 - The driver seating position is sufficiently protected against laterally shifting cargo.
 - Separation between the occupant compartment and the loading space, in terms of height no defined



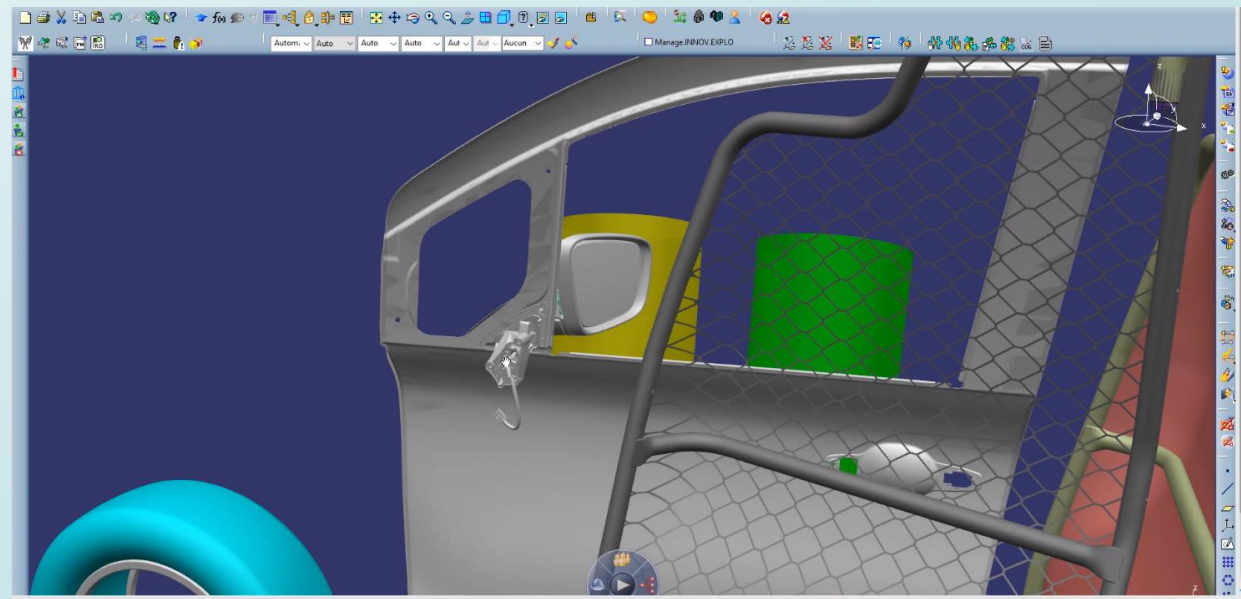
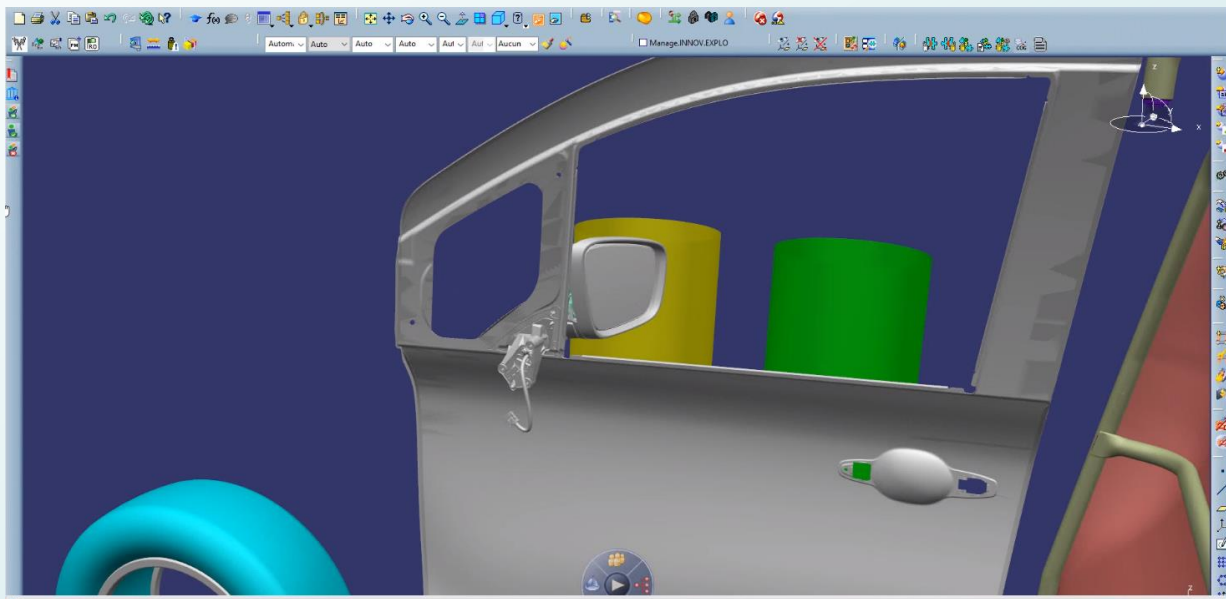
Folded position



Main conclusions of the TF on 1/12/2020

➤ OICA intention/position

- No additional unsafe situation: what you were able to see, you will still be able see it even if the partitioning system is folded (object used in the below illustration: A 1,200 mm tall cylindrical object with a diameter of 300 mm)



Main conclusions of the TF on 1/12/2020

- NL and UK do not want to add obstruction, nor to promote the possibility to have load in the forward field of vision
- NL thinks that when the partitioning system is folded, the ISO does not require the system to cover the whole height compartment
- FR thinks that a folded part that covers the whole vehicle height should be allowed to protect the driver
- It is also suggested to discuss within the European Forum about the occupant protection level for one seater vehicle as regard to the EU 2018/858 and ISO 27956:2009 interpretations
 - NL to prepare a document with the help of the EC to be circulated in this TF before submitting this document to the forum.



UN-R125 Scope extension consequences on foldable partitioning system

- Foldable partitioning system are available on the market for N1 vehicles.
- The system is foldable and have 2 positions depending on the vehicle seat configurations
- One seater vehicle with partitioning systems are often ordered by companies (public or private)
- **Such device will be banned** when the scope will be extended



Unfolded position

Folded position



Conclusions

- OICA recommend GRSG to postpone the subject until the "European Forum (former TAAM)" release their conclusions on ISO 27956:2009 interpretations
- OICA ask EU Members States at GRSG whether there exist national laws/incentives that require the driver/worker to be protected from load



Thank you.