



Economic and Social Council

Distr.: General
29 August 2022

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

188th session

Geneva, 14-16 November 2022

Item 4.7.10 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing UN Regulations submitted by GRSG

Proposal for part II of Supplement 2 to the original version of UN Regulation No. 159 (Forward Field of Vision of Drivers)

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 123rd session (ECE/TRANS/WP.29/GRSG/102, para. 23). It is based on GRSG-123-32 as reproduced in annex V to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their November 2022 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in proposed programme budget for 2022 (A/76/6 (part V sect. 20) para 20.76), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



Paragraph 6.6.2. to 6.6.3., amend to read:

- "6.6.2. The subject vehicle shall be accelerated in a straight line to a constant speed of 10 +0/-2 km/h, before entering the stopping corridor. The subject vehicle shall maintain this constant speed until the vehicle front passes the braking plane (p_{brake}) shown in Figure 2 of Appendix 1, before braking to a stop such that the vehicle front is positioned at the stopping plane (p_{stop}). The subject vehicle shall be considered to have stopped when it has come to a rest and the vehicle is either no longer in a forward vehicle mode or forward gear.
- 6.6.3. After a delay of no less than 10 seconds from the point at which the subject vehicle is considered to have stopped, the test target shall then be accelerated in a straight line on a trajectory parallel to the longitudinal median plane of the vehicle to a speed of 10 +0/-0.5 km/h within a distance of 5 m, before being brought to a stop. While accelerating, the lateral tolerance of the test target motion shall not exceed 0.10 m."

Paragraph 6.7.2. to 6.7.3., amend to read:

- "6.7.2. The subject vehicle shall be accelerated in a straight line to a constant speed of 10 +0/-2 km/h, before entering the stopping corridor. The subject vehicle shall maintain a constant speed until the vehicle front passes the braking plane (p_{brake}) shown in Figure 2 of Appendix 1, before braking to a stop such that the vehicle front is positioned at the stopping plane (p_{stop}). The subject vehicle shall be considered to have stopped when it has come to a rest and the vehicle is either no longer in a forward vehicle mode or forward gear.
- 6.7.3. After a delay of no less than 10 seconds from the point at which the subject vehicle is considered to have stopped, the test target and subject vehicle shall be accelerated at the same time and in a straight line, on a trajectory parallel to the longitudinal median plane of the subject vehicle, to a constant speed of 10 +0/-3 km/h in a distance of no greater than 5 m. If the characteristics of the vehicle make it impossible to abide by the distance of 5 m, the distance may be increased. The subject vehicle and test target shall maintain this constant speed until a total travel distance of no less than 15 m from the stopping point is traversed by the subject vehicle. The lateral tolerance of the subject vehicle shall not exceed ± 0.20 m., whilst the lateral tolerance of the test target motion shall not exceed ± 0.10 m. The forward separation distance between the vehicle front and test target while moving shall be maintained to be within the boundaries of the maximum and minimum forward separation planes."