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**ECONOMIC COMMISSION FOR EUROPE**

**INLAND TRANSPORT COMMITTEE**

**World Forum for Harmonization of Vehicle Regulations**

One-hundred-and-fiftieth session  
Geneva, 9-12 March 2010  
Item 4.2.43 of the provisional agenda

**1958 AGREEMENT**

Consideration of draft amendments to existing Regulations

Proposal for Supplement 3 to the original version of Regulation No. 125  
(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 (GRSG) at its ninety-seventh session to improve the provisions concerning the obstruction created by the steering-wheel rim and the instrument panel inside the steering wheel. It is based on informal document GRSG-97-25 as reproduced in Annex VI to the report (ECE/TRANS/WP.29/GRSG/76, para. 37). 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 performance of vehicles. The present document is submitted in conformity with that mandate.

The list of contents, add a new reference to new figure 7, to read

- 7. ".....
- 8. Annex 4: Method for determining ...  
...  
Figure 6: Level work place  
Figure 7: Definition of the area "S"

Paragraph 5.1.3., amend to read

"5.1.3 Except as provided in 5.1.3.1 or 5.1.3.2., other than the obstructions created by the A pillars, the fixed or movable vent or side window division bars, outside radio aerials, rear-view mirrors and windscreen wipers, there should be no obstruction in the driver's 180° forward direct field of vision below a horizontal plane passing through V1, and above three planes through V2, one being perpendicular to the plane X-Z and declining forward 4° below the horizontal, and the other two being perpendicular to the plane Y-Z and declining 4° below the horizontal (see Annex 4, appendix, figure 4)."

Insert a new paragraph 5.1.3.2., to read:

"5.1.3.2. An obstruction between a plane through V<sub>2</sub>, and declined at least 1° below the horizontal and a plane through V<sub>2</sub> and declined 4° below the horizontal will be tolerated if the conical projection of this obstruction, starting from V<sub>2</sub>, on an area "S" as defined in paragraph 5.1.3.2.1. does not exceed 20 per cent of this area. The steering wheel, if adjustable, shall be placed in the normal position indicated by the manufacturer or, failing that, midway between the limits of its range(s) of adjustment."

Insert new paragraphs 5.1.3.2.1. and 5.1.3.2.2., to read :

"5.1.3.2.1. The area "S" (see Annex 4, Appendix, figure 7) is a rectangular vertical area located in a plane perpendicular to the X coordinate 1,500 mm forward of the point V<sub>2</sub>. The upper edge of the area "S" is defined by a plane passing through V<sub>2</sub> declined forward 1° below the horizontal. The lower edge of the area 'S' is defined by a plane passing through V<sub>2</sub> declined forward 4° below the horizontal. The left and right edges of the area "S" are vertical and generated from the intersection lines of the three planes declined 4° as defined in paragraph 5.1.2.2. above.

5.1.3.2.2. In the case of a windscreen extending beyond 1,500 mm forward of the point V<sub>2</sub>, the distance between the area "S" and the point V<sub>2</sub> may be extended accordingly."

Annex 4, Appendix, insert a new figure 7, to read:

"Figure 7: Definition of the area "S"  
(paragraph 5.1.3.2.)

