

Proposal for Supplement 4 to the Original Version of UN Regulation No. 166 (Vulnerable Road Users in Front and Side Close Proximity)

Submitted by the expert from the Netherlands*

The text reproduced below was prepared by the expert from the Netherlands, to update the references to the three-dimensional H-point (3-D "H"-point) measurement and calibration procedure, which is updated and moved from the Consolidated Resolution on the Construction of Vehicles (R.E.3) to Mutual Resolution No. 1 (M.R.1). The modifications to the current text of UN Regulation No. 166 are marked in bold for new and strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2024 as outlined in proposed programme budget for 2024 (A/78/6 (Sect. 20), table 20.5), 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.



I. Proposal

Contents, chapter 20, amend to read:

“20. Penalties for non-conformity of ~~protection~~ **production**.....”

Header, chapter 20, amend to read:

“20. Penalties for Non-Conformity of ~~Protection~~ **Production**”

Paragraph 5.4.1., footnote 1, amend to read:

¹ The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.67 ~~https://unece.org/transport/standards/transport/vehicle-regulations-wp29/resolutions.~~

<https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Paragraph 15.2.5., amend to read:

"15.2.5. The close-proximity front and lateral field of vision shall be established using ambinoocular vision from the adjusted driver's ocular points, the eyes being at the "driver's ocular points" as defined in paragraph 12.1. or binocular vision from the adjusted ocular reference point. The fields of vision shall be determined when the vehicle is in running order as defined in the consolidated Resolution on the Construction of vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.67, paragraph 2.2.5.4.), plus for M1 and N1 vehicles one front seat passenger (75 kg). When established through windows, the glazing shall have a total light transmission factor in accordance with UN Regulation No. 43, 04 series of amendments, Annex 24."

Annex 8, footnote 1, amend to read:

¹ **The procedure is described in Addendum 6 of Mutual Resolution No. 1 (M.R.1) (document ECE/TRANS/WP.29/1101/Amend.5); see <https://unece.org/transport/vehicle-regulations/wp29/resolutions>**"

Annex 9, paragraph 1.3.3.2., amend to read:

"1.3.3.2. Vehicle load.

The vehicle is in running order as defined in the consolidated Resolution on the Construction of vehicles (R.E.3) (ECE/TRANS/WP.29/78/Rev.67, paragraph 2.2.5.4.), plus for M₁ and N₁ vehicles one front seat passenger (75 kg)."

II. Justification

1. Update to latest amendment (revision 7) of R.E.3.
2. The specifications of the 3-D "H"-point machine have been updated and transferred from R.E.3. to M.R.1. A calibration procedure has also been added to ensure that the 3-D "H" point machine used for all testing in UN Regulations and UN Global Technical Regulations is consistent and provides consistent test results across Regulations.
3. n.b. Footnote 1 in Annex 8 seemed to be missing in the original document ECE/TRANS/WP.29/2022/139 and has been added with the new reference to M.R.1.