

## Proposal for amendment to ECE/TRANS/WP.29/GRSG/2022/xx

### Supplement 3 to the Original Version of UN Regulation No. 158 (Reversing motion)

#### Submitted by the expert from the Informal Working Group on Awareness of Vulnerable Road Users Proximity

The text was reproduced below was prepared by the experts from the Informal Working Group VRU-Proxi to amend UN Regulation No. 158 so that misunderstandings are avoided in the certification process. This proposal supersedes ECE/TRANS/WP.29/GRSG/2022/xx. The modifications to the existing text are marked in bold for new or strikethrough for deleted characters.

## I. Proposal

*Annex 2*, amend to read:

“11.1.5. Detection System complying with this Regulation.

11.1.5.1. Drawing(s)/photograph(s) showing the position(s) of the sensor(s) relative to the vehicle structure:

11.1.5.2. Information signal: audible, optical, haptics1/.

11.1.5.3. A technical specification and operator's manual of the detection System:

### **12. Seats**

#### **12.1. Coordinates or drawing of the R-point**

##### **12.1.1. Driver's seat**

## II. Justification

1 - New proposal about Information document for type approval of vehicle; Driver's ocular points is defined from Driver's R-point :

- Driver's ocular points is used in order to perform assessment and tests for Close Proximity Rear-View Field of Vision (Annex 9 figure C)
  - Driver's ocular point is used to obtain the viewing distance in order to calculate the visual angle subtended by test objects.
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