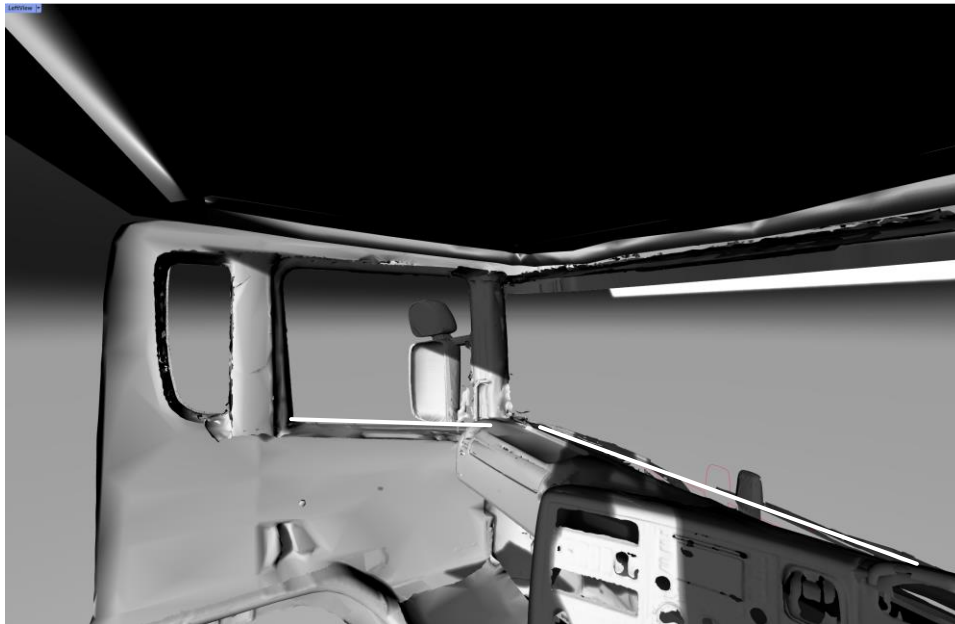


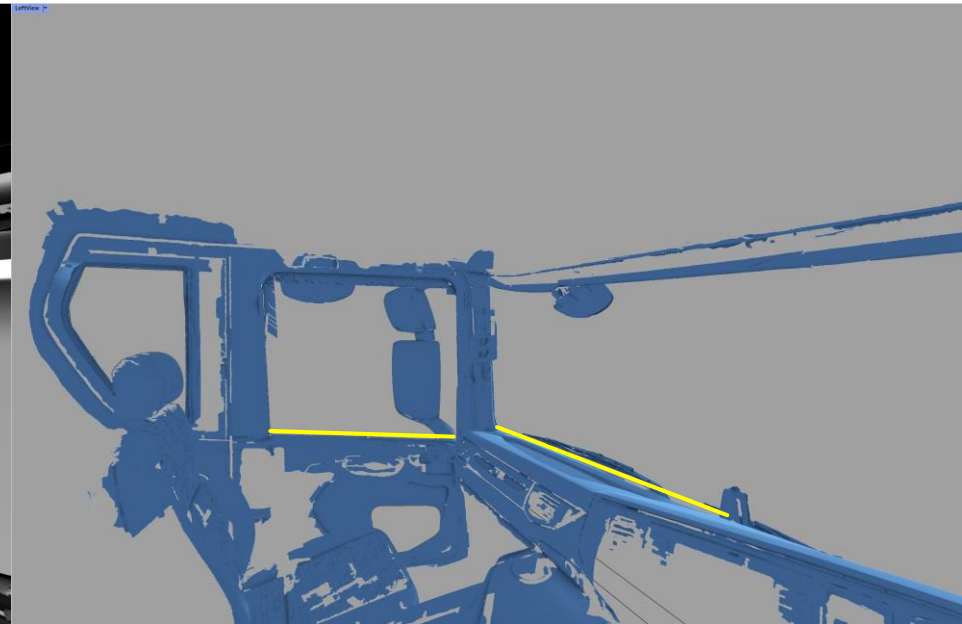


# RESPONSE TO PART 1 OF THE ACEA PRESENTATION

# PREVIOUS EXAMPLES OF VEHICLES DESIGNED BEFORE THE LONDON DVS HAVE BEEN UPDATED BY LOWERING DOOR WINDOW LINES



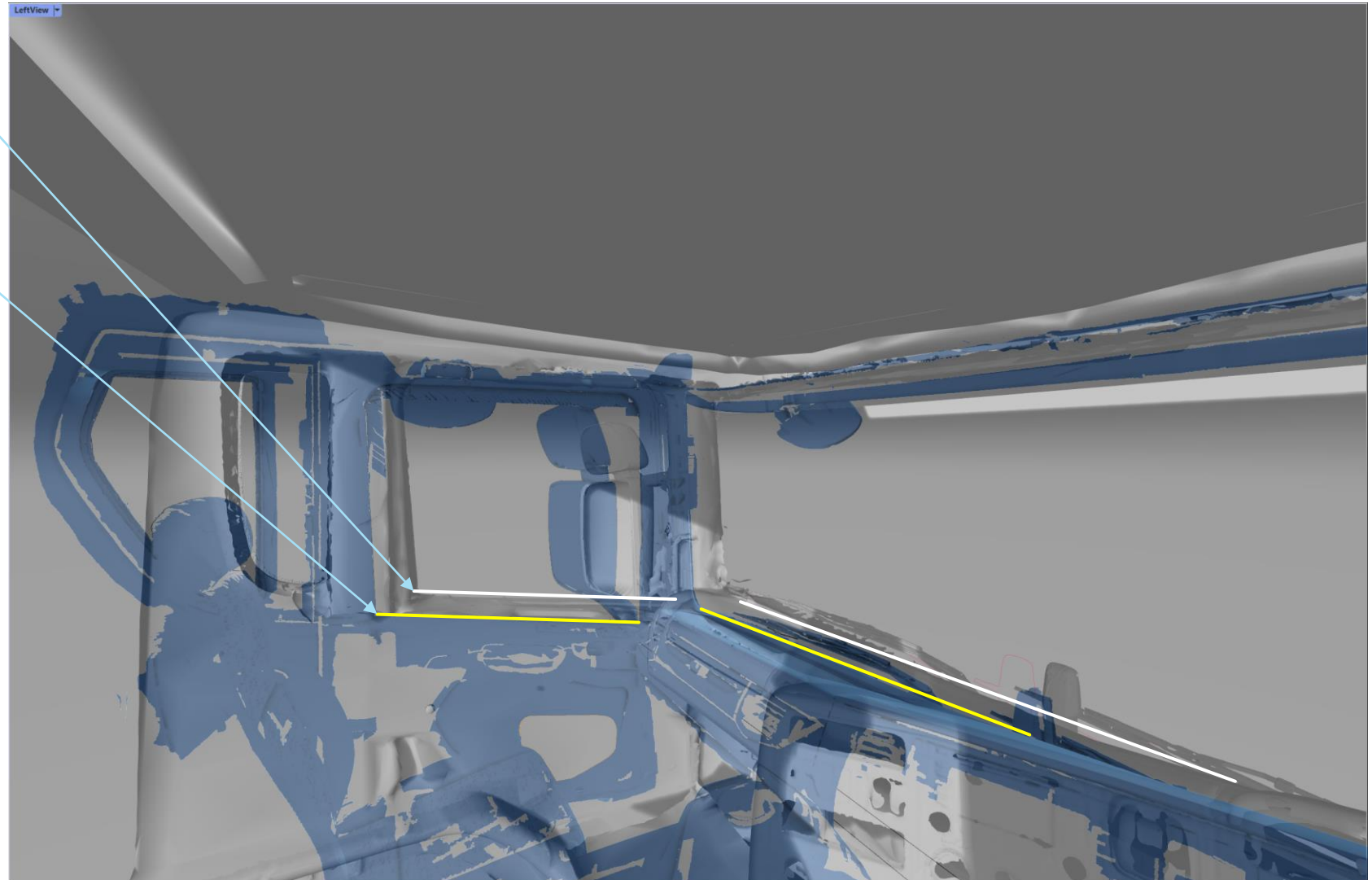
- View of the old SCANIA P cab from the left hand standardised eye point



- View of the new SCANIA P cab from the left hand standardised eye point

# PREVIOUS EXAMPLES OF VEHICLES DESIGNED BEFORE THE LONDON DVS HAVE BEEN UPDATED BY LOWERING DOOR WINDOW LINES

- Old passenger window line
- New passenger window line
- ~ 60mm lower
- This new design made great Improvements over the old design





# PREVIOUS EXAMPLES OF VEHICLES DESIGNED BEFORE THE LONDON DVS HAVE BEEN UPDATED BY LOWERING DOOR WINDOW LINES

- All of the analysis that is performed by us to design the Direct Vision Standard is based upon a sample of vehicles from 2018 some of which had not be improved since the last 1980's
- When we are talking about manufacturers having the option to improve vision to the front in option 3 by removing mirrors and lowering window door lines we are discussing how these OLD designs could be improved
- The fact is that multiple manufacturers have already made these improvements to improve direct vision, by lowering door lines and removing mirrors
- However, the largest benefit for improving direct vision to the side which can be assigned to the front is by removing mirrors. For example, DAF and Daimler have already adopted this strategy.

Old passenger window line

New passenger window line

Approx 60mm lower

