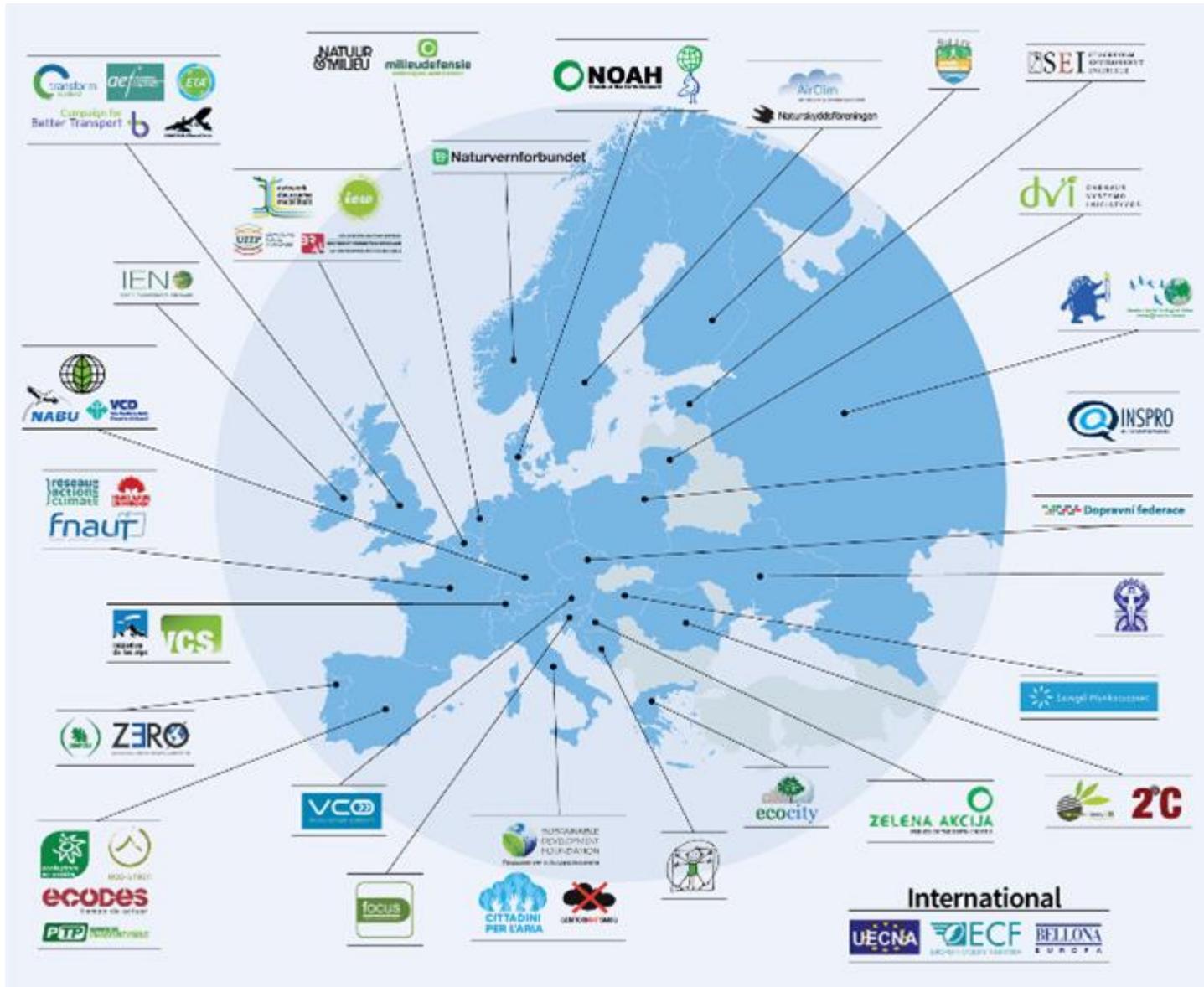


Direct Vision in Trucks: **towards a UNECE standard**

james.nix@transportenvironment.org



53 organisations in 26 countries in Europe



Text agreed by EU legislators

“Vehicles of categories M2, M3, N2 and N3 shall be designed and constructed so as to enhance the direct visibility of vulnerable road users from the driver’s seat, by reducing to the **greatest possible extent the blind spots in front and to the side of the driver**, while taking into account the **specificities of different categories** of vehicles”

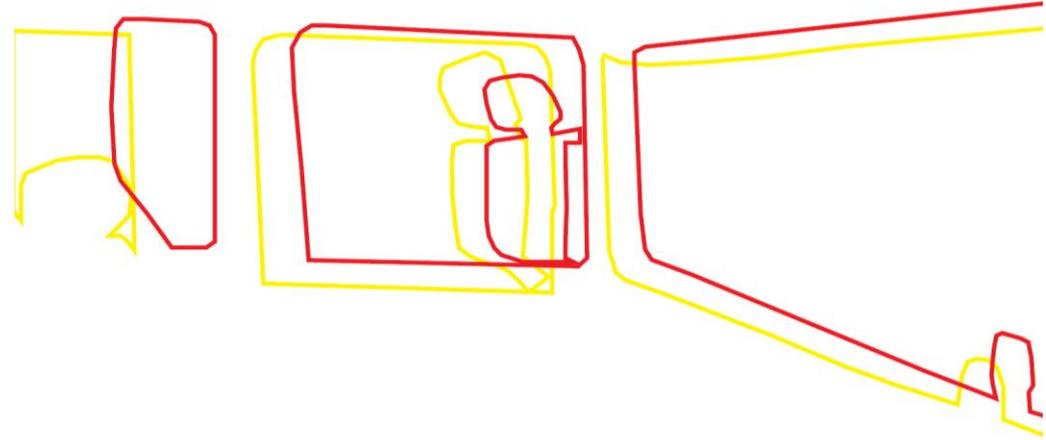


Timeline (month depends on OJ publication date):

- 2025 all new types
- 2028 all new vehicles

Work by Apollo & LDS: some take-aways

- A series of seemingly minor improvements (dash, mirror, door frame etc) which do not appear substantial on an individual basis but clearly deliver a strong cumulative benefit
- Window line to the offside c. 11cm nearer ground & lower window added
- Driver positioned 8cm further forward
- Taken together, these changes have enabled new Scania series trucks to climb up the star ratings as just described



Work by Apollo & LDS: T&E's conclusions

- Clear from the material just presented that 1 star can be achieved in heavy construction trucks. 1 star can also be achieved in long haul trucks - subject to height (more below)
- T&E asks for written feedback including suggestions for further study by 18 Dec (3 weeks from 27 Nov)
- Specifically, deeper questions must be asked regarding a sub-set of LH vehicles, i.e. high-mounted cabs where comfort (flat floor) appears to be contributing to the challenge of meeting 1 star
- Are there solutions here? Comfort one of 4 key reasons for the W&D reform (cabs can be 80 – 90cm longer); maybe the jigsaw pieces can fit together, i.e, comfort via W&D changes
- Additional exploration of application of W&D to high-mounted LH cabs otherwise failing to meet 1 star?

Weights & Dimension (truck cab re-design)

- In Sept, OICA asked for the forthcoming Direct Vision standard not to be "connected to cab elongation enabled by new EU W&D [Weights & Dimension reform]"
- However, as truckmakers know, one of the four key reasons in law for the W&D reform is better direct vision. More critically, enhancing direct vision was one of the central motivations lawmakers pass the reform
 - To exclude the scope offered by W&D reform would be run entirely against the aim and function of the revised legislation



W&D (contd)

T&E can suggest the following potential solution:

- To establish in which Contracting Parties W&D reform, or design scope approx equivalent to W&D reform, would not apply by 2025
- Write to these Contracting Parties urging them to undertake reform (and as highlighted in Sept, T&E would be happy to co-sign such a letter together with truckmakers, the EU Commission and other stakeholders)
- In the case of Contracting Parties where W&D cabs would still not be lawful by 2025, longer lead times for the application of the DV standard



Next steps

T&E plans to commission further work on this issue, guided by the feedback requested, and present again (remotely) at the Feb meeting in Japan

- An element of that further work is the potential time-frame at which point 2 stars can be attained for N3 (standards must not be static!)
- T&E would like to formally request remote connection for the Feb meeting (when it's 4pm in Osaka, it's 8am in Brussels :)



Thank you

james.nix@transportenvironment.org