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Item 4.7.5 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRSG

Proposal for Supplement 1 to the 06 Series of Amendments to UN Regulation No. 46 (Devices for indirect vision)

Submitted by the Working Party on General Safety Provisions*

The text reproduced below was adopted by the Working Party on General Safety Provisions (GRSG) at its 127th session (ECE/TRANS/WP.29/GRSG/106, paras. 11 and 12). It is based on GRSG-127-04-Rev.2, as reproduced by annex II to the report and on ECE/TRANS/WP.29/GRSG/2024/21 as amended by para. 12 to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their November 2024 sessions.

* 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.



Paragraph 8.1., amend to read:

"8.1. The procedures for the conformity of production shall conform to the general provisions defined in Article 2 and Schedule 1 to the 1958 Agreement (E/ECE/TRANS/505/Rev.3) and meet the following requirements:"

Paragraph 16.1.1., amend to read:

"16.1.1. Intended use, activation and deactivation.

The intended use shall be mentioned within the operator's manual."

Insert new Paragraphs 16.1.1.4. to 16.1.1.4.1., to read:

"16.1.1.4. The procedure for activation and deactivation of the CMS of Classes II and III shall allow a safe use of the vehicle.

The CMS shall be activated when the vehicle is opened (e.g. unlocking of the doors, opening of a front door or any other means by the choice of the manufacturer).

In addition to the requirements mentioned in paragraph 15.2.1.1.2., after each engine switch-off the system shall remain operational for a period of at least $T1 = 120$ s. After $T1$ period and for a period of at least $T2 = (420 - T1)$ seconds the system shall be able to be reactivated such that the required field of vision is made available within 1 second by manoeuvring any front door opening automatically and, if available, manually by the driver. After $T2$ period the system shall be able to be reactivated within 7 seconds (e.g. by initiating any front door opening process).

Notwithstanding the provisions above, any other concept providing at least the same level of safety shall be demonstrated to the Technical Service and to the Approval Authority within the safety concept that is provided according to the provisions in Annex 12, paragraph 2."

"16.1.1.4.1. The provisions of paragraph 16.1.1.4. do not apply to vehicles, if:

- they are equipped with a feature specifically to enable the de-energization of the electrical circuits according to the "Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)";

- they have a control device for the feature to enable the de-energization of the electrical circuits, installed outside of the cabin; and

- the feature to enable the de-energization of the electrical circuits is activated via the control device outside of the cabin."

Paragraph 18.1., amend to read:

"18.1. The procedures for the conformity of production shall conform to the general provisions defined in Article 2 and Schedule 1 to the 1958 Agreement (E/ECE/TRANS/505/Rev.3) and meet the following requirements:"

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>"