

**Proposal for Amendments to Supplement 1 to the 06 Series of
Amendments to UN Regulation No. 46 (Devices for indirect
vision)
Document: ECE/TRANS/WP.29/2024/101**

**Submitted by the expert from Germany on behalf of the Task Force on
UN Regulation No. 46***

The text reproduced below was prepared by the expert from Germany on behalf of the Task Force on UN Regulation No. 46 (TF UN-R 46). It is based on the discussions of the meetings of TF UN-R 46 on 17 - 18 June 2024 and on 4 October 2024, which were held in-person in Cologne, Germany and online respectively. Participants of the Task Force were experts from Germany, India, the Netherlands, the Republic of Korea, the European Association of Automotive Suppliers (CLEPA) and the International Organization of Motor Vehicle Manufacturers (OICA). The modifications to the current text of the proposed Supplement 1 to the 06 series of amendments (ECE/TRANS/WP.29/2024/101) to the UN Regulation are marked in bold for new or 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

Paragraph 16.1.1.4.1., amend to read:

- "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)"; **and**
 - **the de-energization is activated; and**
 - they have a control device for the feature to enable the de-energization of the electrical circuits, installed outside of the cabin; and
 - **the impact of the activation of the feature to enable the de-energization of the electrical circuits shall be described in the user's manual including the advice that the actuation of the control device outside is preferred.**
- ~~the feature to enable the de-energization of the electrical circuits is activated via the control device outside of the cabin."~~

II. Justification

At the 127th session of the Working Party on General Safety Provisions an amendment to UN Regulation No. 46 was adopted on the issue of ADR vehicles equipped with camera-monitor systems. Together with experts of Working Party on the Transport of Dangerous (WP.15), it was considered necessary to further clarify the provisions in paragraph 16.1.1.4.1.

The last indent was seen contradictory to current ADR requirements as only the feature to enable the de-energization of the electrical circuits inside the cabin is mandated. Experts of WP.15 recently decided to stay with the current provisions mandating the feature only inside the cabin and have an additional optional feature outside the cabin. The originally proposed wording was not clear, whether to be applied as a construction requirement or as a requirement on the driver's behaviour.

It was decided to clarify the situation in UN Regulation No. 46 with the new proposed wording. The exemption shall be applicable only when the de-energization is activated (not mentioning which feature to be used), there is a feature for de-energization outside the cabin and the driver needs to be informed about the consequences in doing so by the user's manual.

The WP.15 experts plan to introduce a corresponding requirement to driver's behaviour in ADR. To be able to safely leave an ADR vehicle with CMS, the driver shall use the feature for de-energization outside the cabin.
