

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

115th session

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Item 5 (a) of the provisional agenda

Proposals for amendments to annexes A and B of ADR:

Construction and approval of vehicles

Camera Monitoring Systems on EX/II and FL vehicles

Transmitted by the Governments of Germany and the Netherlands

I. Introduction

1. During the 114th session (November 2023), WP.15 was informed via informal document INF.18 about the conflict between Camera Monitoring Systems (further CMS), replacing rear view mirrors, and the use of the battery master switch/feature to de-energize the electrical system (further BMS) for EX/III and FL vehicles, in case the CMS does not, or cannot, comply with the provisions for permanently energized circuits.
2. WP.15 is requested to discuss this topic and support the development and adoption of appropriate provisions to include CMS on EX/III, FL and MEMU vehicles.
3. To allow for a safe exit of the driver from the cab, to detect upcoming traffic, UN Regulation No. 46 requires that the Camera monitoring system remains active for at least 120 seconds after engine is switched off and re-activation takes place within certain time limits. However, when the control device for BMS in the cab is used the electrical energy shall be interrupted after 10 seconds (30 seconds for ADR 2025).
4. A task force of WP.29 GRSG dealing with UN Regulation No. 46 met on 1 March in Cologne, Germany. There was participation to the task force by ADR experts from Germany and the Netherlands. Based on discussions with the experts of the task force it was agreed to propose an amendment to UN Regulation No. 46 in such a way that the provisions for activation times need not be complied with in case a vehicle would be equipped with an external control device for the BMS. The purpose that the driver could exit safely and use the control device outside to activate the BMS.
5. It was also agreed that a counterpart of this provisions should be introduced in Chapter 9.2 of ADR and if felt appropriate an additional provision in Chapter 8.3 to make the driver aware of the use of the internal control device inside only in relation to the CMS to exit safely.
6. However, discussion arose if in the case the CMS does not comply with permanently energized circuits, that the internal control device in the driver's cab should be deleted in favour of the external control device.

II. Discussion and decisions

7. The discussion mentioned in paragraph 6 above resulted in two options for amendments:

Option 1

8. In 9.2.2.8.2 add a new last paragraph to read:

“In case of FL and EX/III vehicles which are equipped with a Camera Monitor System that does not comply with the provisions for permanent energized circuits, an additional control device on the exterior driver side of the vehicle shall be provided.”

9. Introduce a new subsection 8.3.9 to read:

“8.3.9 Camera monitoring system

On FL, EX/III and MEMU vehicles fitted with a Camera Monitoring System that will cease functioning when the control device of the feature to de-energize the electrical circuits is activated, the driver shall only use the internal control device in places that a safe exit from the driver’s cab, related to other traffic, can be guaranteed. If this cannot be guaranteed the external control device shall be applied.”

Option 2

10. In 9.2.2.8.2 add a new last paragraph to read:

“If a vehicle is equipped with a Camera-Monitor-System that does not comply with the provisions for permanent energized circuits, there shall be no control device in the driver’s cab. The control device shall be mounted outside the cab near the driver’s door.”

11. WP.15 is requested to discuss and take a position on these issues.
