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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Seventy-eighth session**

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Item 20 of the provisional agenda

Collective amendments to UN Regulations that impact automated vehicles**Proposal for supplement 1 to the 04 series of amendments to
UN Regulation No. 137 (Frontal impact with focus on
restraint systems)****Submitted by the expert from Germany on behalf of the GRSP Task
Force on Automated Vehicles Regulation Screening (TF-AVRS) ***

The text reproduced below was prepared by the expert from Germany on behalf of TF-AVRS, to enable the application of the regulation to vehicles equipped with an Automated Driving System (ADS). The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters. This document is superseding informal document GRSP-77-69.

* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), 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

Title, amend to read:

Uniform provisions concerning the approval of ~~passenger cars-vehicles in the event of a frontal collision with focus on the~~ **with regard to restraint systems, and with regard to fuel system integrity and protection against electrical shock in the event of a frontal collision**

Paragraph 0., amend to read:

“0. Introduction to the 04 series of amendments to UN Regulation No. 137

0.1. For the 04 series of amendments:

0.1.1. Currently, under UN Regulation No. 137 in its 03 series of amendments ...

...

... this particular case.

0.2. For supplement 1 to the 04 series of amendments:

0.2.1. The Regulation is amended to account for vehicles of category X¹. Vehicles of category Y¹ are not in the scope of this Regulation.

0.2.2. The Regulation was originally drafted for vehicles with driver and manual driving controls. It is the intention of this new amendment to keep the spirit of the regulation and to extend its application to vehicles without driver and without manual driving controls inside the vehicle. In the absence of driver/manual driving controls in the vehicle, provisions related to them shall not be taken into account if not already covered by this amendment.

0.2.3. In case of vehicles equipped with an Automated Driving System (ADS)¹ other than vehicles of categories X and Y, in the manual driving mode no special provisions or exemptions apply. In a mode where an ADS feature is active the relevant ADS requirements apply.”

Paragraph 1., amend to read:

“1. Scope

This Regulation applies to vehicles of category M₁¹ with a maximum permissible mass not exceeding 3,500 kg and to vehicles of category N₁.

This regulation does not apply to vehicles of category Y.”

Paragraph 1., footnote 1, amend to read:

“¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.78, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>”

Paragraph 2.4.2., amend to read:

“2.4.2. The structure, dimensions, lines and materials of the part of the vehicle forward of the transverse plane through the "R" point of the driver's seat, in so far as they have a negative effect on the results of the impact test prescribed in this Regulation. for vehicles of category X, the "R" point of the most forward passenger seat shall be taken instead of the R-point of the driver's seat.”

Paragraph 2.10., amend to read:

“2.10. "Passenger airbag" means an airbag assembly intended to protect occupant(s) in seats other than ~~the a~~ driver's in the event of a frontal collision.”

Paragraph 5.2.3.1., amend to read:

“5.2.3.1. In the case of automatically activated door locking systems which are installed optionally and/or which can be de-activated ~~by the driver~~, this requirement shall be verified by using one of the following 2 test procedures, at the choice of the manufacturer:”

Paragraph 5.2.4.2., amend to read:

“5.2.4.2. In the case of vehicles equipped with automatically activated door locking systems which are installed optionally and/or which can be de-activated ~~by the driver~~, this requirement shall be verified by using one of the following 2 test procedures, at the choice of the manufacturer:”

Paragraph 6.1., amend to read:

“6.1. For a vehicle fitted with a passenger airbag intended to protect occupants other than ~~the a~~ driver, this information shall consist of the warning label described in paragraph 6.2. below.”

Annex 3, paragraph 1.4.3.5.2.2., amend to read:

“1.4.3.5.2.2. The side doors on ~~the driver~~ **one** side shall be unlocked and the system overridden for these doors; for the side doors on the **other vehicle passenger** side, the system may be activated in order to lock these doors automatically before the moment of impact. At the choice of the manufacturer, these doors shall be locked manually before the start of propulsion of the vehicle. ~~This test is deemed to be fulfilled, if the unlocked and locked doors are reversed.~~”

Annex 3, paragraph 2.1.1., amend to read:

“2.1.1. A dummy corresponding to the specifications for Hybrid III fiftieth percentile male dummy meeting the specifications for its adjustment shall be installed in the driver seat in accordance with the conditions set out in Annex 5. A dummy corresponding to the specifications for Hybrid III fifth percentile female dummy1 meeting the specifications for its adjustment shall be installed in the **front** passenger seat in accordance with the conditions set out in Annex 5. **For vehicles of category X, the manufacturer shall propose the position of the dummy on the front seat, provided that both dummies, the Hybrid III fiftieth percentile male dummy and the Hybrid III fifth percentile female dummy are used.**”

II. Justification

See paragraph 0. in the proposal.