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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Automated/Autonomous and Connected Vehicles****Twenty-third session**

Geneva, 22–25 September 2025

Item 12 of the provisional agenda

Revision 3 to the 1958 Agreement**Proposal for supplements to the 03 and 04 series of
amendments to UN Regulation No. 79 (Braking of passenger
cars)****Submitted by experts from the International Organization of Motor
Vehicle Manufacturers***

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA). It is aimed to update the transitional provisions. The modifications to the existing text of the Regulation are marked in bold for new characters and in bold strikethrough for deleted characters.

* 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 for amendments to the 03 series of amendments

Insert a new paragraph 12.2.6., to read:

"12.2.6. Until 24 months after the date of entry into force of the Supplement 13 to the 03 series of amendments to this Regulation, Contracting Parties applying this Regulation can continue to grant type approvals to the 03 series of amendments to this Regulation without taking into account the amendments of paragraphs 5.3.3.3. and 5.3.3.4. of the Supplement 13."

II. Proposal for amendments to the 04 series of amendments

Insert a new paragraph 12.2.6., to read:

"12.2.6. Until 24 months after the date of entry into force of the Supplement 13 to the 03 series of amendments to this Regulation, Contracting Parties applying this Regulation can continue to grant type approvals to the 03 series of amendments to this Regulation without taking into account the amendments of paragraphs 5.3.3.3. and 5.3.3.4. of the Supplement 13."

Insert a new paragraph 12.3.6., to read:

"12.3.6. Until 24 months after the date of entry into force of the Supplement 8 to the 04 series of amendments to this Regulation, Contracting Parties applying this Regulation can continue to grant type approvals to the 04 series of amendments to this Regulation without taking into account the amendments of paragraphs 5.3.3.3. and 5.3.3.4. of the Supplement 8."

III. Justification

1. This proposal was presented at the twenty-second GRVA session (see informal document GRVA-22-36). GRVA agreed to consider it at its twenty-third session in September 2025 (see informal document GRVA-22-04/Rev.1, list of decisions, item 6(b)). Meanwhile, documents ECE/TRANS/WP.29/2025/61 and ECE/TRANS/WP.29/2025/62 were adopted by WP.29 at its 196th session as a supplement to the 03 series.

2. The original intention of ECE/TRANS/WP.29/2025/61 was to clarify the existing provisions for full power steering systems (such as steer-by-wire systems) without changing them, and to add an alternative measure for complying with the requirements in case of an energy source failure.

3. Similarly, the original intention of ECE/TRANS/WP.29/2025/62 was to clarify the existing provisions for full power steering systems (such as steer-by-wire systems) without changing them, and to add an alternative measure for complying with the requirements in case of an energy source failure.

4. Therefore, the two proposals were drafted as supplements to the existing series of amendments (03 and 04) to UN Regulation No. 79.

5. However, due to some last-minute updates to the requirements in paragraphs 5.3.3.3. and 5.3.3.4., additional technical requirements were mistakenly introduced, affecting the existing requirements:

(a) In paragraph 5.3.3.3., relevant failures to be considered were extended to include the electrical supply of the control transmission, meaning that failures affecting the driving force were added as a new factor for Battery Electric Vehicles (BEVs) and Fuel Cell Electric Vehicle (FCEVs).

(b) In paragraph 5.3.3.4., the additional paragraph reproduced below contains specific threshold values adding restrictions on the control strategies: *"Additionally, in case the safety concept also includes automatic braking to actively reduce the vehicle speed, the*

deceleration demand shall not exceed 2 m/s². Any automatic deceleration demand shall start no earlier than 60 seconds after the failure detection."

6. In principle, such amendments should have been treated with a new series of amendments rather than with a supplement, as they add new technical requirements that affect the design of existing vehicles (or vehicles whose development is already frozen). Therefore, it seems reasonable to have a transitional provision allowing the approval of systems without considering these paragraphs for a short period of 24 months.

7. The proposed text is based on paragraph 44 of the General Guidelines for United Nations regulatory procedures and transitional provisions in UN Regulations (ECE/TRANS/WP29/1044/Rev.3 as amended by ECE/TRANS/WP.29/2024/76).
