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World Forum for Harmonization of Vehicle Regulations**Working Party on Automated/Autonomous and Connected Vehicles****Twenty-third session**

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Item 7 of the provisional agenda

Advanced Emergency Braking and Lane Departure Warning Systems**Proposal for supplements to the original version and to 01 series of amendments to UN Regulation No. 130 (LDWS)****Submitted by the expert from the United Kingdom of Great Britain and Northern Ireland***

The text reproduced below is based on that for the original version and the 01 series to UN Regulation No. 130. It is aimed to propose aligning the text of UN Regulation No. 130 (LDWS) with the already agreed one on conditions for automatic re-instatement of system at the “initiation of each engine start / run cycle”. The modifications to that text are indicated in bold for new characters and 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

Paragraph 5.3.1., amend to read:

"5.3.1. The LDWS function shall be automatically reinstated at ~~the~~ **each** initiation of ~~each new ignition "on" (run) cycle~~ **the powertrain**³. **A new engine start (or run cycle) which is performed automatically, e.g. the operation of a stop/start system, shall not be considered an "initiation of the powertrain" wherever that term is used in this Regulation.**"

Insert new footnote 3, to read:

³ As defined in Mutual Resolution No. 2 (M.R.2) of the 1958 and the 1998 Agreements containing vehicle propulsion system definitions, see document ECE/TRANS/WP.29/1121."

Paragraph 6.6.2., amend to read:

"6.6.2. The failure warning signal mentioned in paragraph 5.4.2. above shall be activated and remain activated while the vehicle is being driven and be reactivated after **each** a subsequent ~~ignition "off" ignition "on" cycle~~ **initiations of the powertrain** as long as the simulated failure exists."

II. Justification

1. The proposed modifications align the text with that already agreed, as contained in working documents ECE/TRANS/WP.29/2025/87 and ECE/TRANS/WP.29/2025/90, which were adopted at the June 2025 session of WP.29.
2. This aligns with the direction previously notified in GRVA that other Regulations would also be updated to reflect this terminology. The approach ensures consistency across UN Regulations managed by GRVA and supports a clear and harmonised understanding across all propulsion types, including electric and alternative powertrains.
3. M.R.2 provides harmonised definitions for vehicle propulsion systems that are independent of the fuel type or technology used. Referring to "powertrain", as defined in M.R.2, enables provisions that are technology neutral and avoids outdated terminology implying combustion engine cycles.
4. "Powertrain" means the total combination in a vehicle, of propulsion energy storage system(s), propulsion energy converter(s), the drivetrain(s), providing the mechanical energy at the wheels for the purpose of vehicle propulsion, plus peripheral devices.
5. By adopting this definition, the proposal simplifies the text, improves clarity, and ensures consistency across current and future vehicle technologies.