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Item 4.14.1 of the provisional agenda

1958 Agreement:

Proposal for amendments to the Consolidated Resolution

on the Construction of Vehicles (R.E.3) submitted by the

Working Parties to the World Forum for consideration, if any

Proposal for Revision 8 to the Consolidated Resolution R.E.3

Submitted by the Working Party on General Safety Provisions*

The text reproduced below was adopted by the Working Party on General Safety Provisions (GRSG) at its 129th session (ECE/TRANS/WP.29/GRSG/108, para. 32). It is based on ECE/TRANS/WP.29/GRSG/2025/5, as amended by annex VII to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their November 2025 sessions.

* 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.



Introduction, amend to read:

"Introduction

...

Revision 8 updates R.E.3 by supplementing Section 1 and by amending Section 2 to introduce two new vehicle categories X and Y, and to make existing vehicle categories fit for the classification of vehicles equipped with Automated Driving Systems (ADS). These new categories aim to enable UN Regulations to set adapted technical requirements for automated vehicles with limited manual driving capabilities and/or without occupants.

Revision 8 in addition updates R.E.3 by supplementing Section 1 and by amending Annex 1 to introduce a definition of a bidirectional vehicle which can be used and/or can be referred to in the UN Regulations. Annex 1 was updated after the 3-D "H"-point procedure had been revised and has become part of Mutual Resolution No. 1. The UN Regulations which refer to the 3-D "H"-point machine and measurement procedure have been updated previously and already refer to Mutual Resolution No. 1 - Addendum 6.

In order to keep the current Annex numbering in R.E.3, it was decided to keep Annex 1 in and to just replace the full text with a reference to Mutual Resolution No. 1."

Paragraph 1, the Title, amend to read:

"1. General definitions"

Insert new paragraphs 1.16. and 1.17., to read:

- "1.16. "Automated Driving System (ADS)" means the vehicle hardware and software that are collectively capable of performing the entire Dynamic Driving Task (DDT) on a sustained basis.
- 1.17. "Dynamic Driving Task (DDT)" means the real-time operational and tactical functions required to operate the vehicle."

Insert new paragraphs 1.18. to 1.19., to read:

- "1.18. "Bidirectional vehicle" means a vehicle that can operate in two opposite forward directions.
- 1.19. "Forward direction" (of a vehicle) means the direction that is intended to be used as the main travelling direction of the vehicle."

Paragraphs 2.2. to 2.2.4.2.2., amend to read:

- "2.2. Category M - Power-driven vehicles having at least four wheels and used for the carriage of passengers.
- 2.2.1. "Category M₁": Vehicles used for the carriage of passengers and comprising not more than nine seats.
- 2.2.2. "Category M₂": Vehicles used for the carriage of passengers, comprising more than nine seats, and having a maximum mass not exceeding 5,000 kg.
- 2.2.3. "Category M₃": Vehicles used for the carriage of passengers, comprising more than nine seats, and having a maximum mass exceeding 5,000 kg.
- 2.2.4. Vehicles of categories M₂ and M₃ belong to:
- 2.2.4.1. For vehicles having a capacity exceeding 23 occupants, there are three classes of vehicles:

- 2.2.4.1.1. "Class I": Vehicles constructed with areas for standing passengers, to allow frequent passenger movement.
- 2.2.4.1.2. "Class II": Vehicles constructed principally for the carriage of seated passengers, and designed to allow the carriage of standing passengers in the gangway and/or in an area which does not exceed the space provided for two double seats.
- 2.2.4.1.3. "Class III": Vehicles constructed exclusively for the carriage of seated passengers.
- 2.2.4.1.4. A vehicle may be regarded as belonging in more than one class. In such a case it may be approved for each class to which it corresponds.
- 2.2.4.2. For vehicles having a capacity not exceeding 23 occupants, there are two classes of vehicles:
 - 2.2.4.2.1. "Class A": Vehicles designed to carry standing passengers; a vehicle of this class has seats and shall have provisions for standing passengers.
 - 2.2.4.2.2. "Class B": Vehicles not designed to carry standing-passengers; a vehicle of this class has no provision for standing passengers."

Paragraph 2.2.5.4., amend to read:

- "2.2.5.4. "Mass of a vehicle in running order" means the mass of an unladen vehicle with bodywork, and with coupling device in the case of a towing vehicle, or the mass of the chassis with cab if the manufacturer does not fit the bodywork and/or coupling device, including coolant, oils, 90 per cent of fuel, 100 per cent of other liquids except used waters, tools, spare wheel, driver (75 kg) except in the case of vehicles of category X or category Y, and, for buses and coaches, the mass of the crew member (75 kg) if there is a crew seat in the vehicle. For vehicles of category X and category Y the driver's mass is not included."

Paragraph 2.8.2.1., amend to read:

- "2.8.2.1. Vehicles in category N₁ with a maximum mass not exceeding 2,000 kg and vehicles in category M₁ shall be in running order, namely with coolant fluid, lubricants, fuel, tools, spare-wheel and, except in the case of vehicles of category X or category Y, a driver considered to weigh a standard 75 kg. For vehicles of category X and category Y the driver's mass is not included."

Insert new paragraphs 2.9, to 2.11., to read:

- "2.9. Category X
- 2.9.1. Definition.

Category X vehicles are vehicles of categories M, N, L and T meeting all of the following conditions:

 - (a) They are equipped with an ADS;
 - (b) They are not capable of being driven manually at speeds exceeding 6 km/h; and
 - (c) They are designed to carry occupants.
- 2.10. Category Y
- 2.10.1. Definition.

Category Y vehicles are vehicles of categories N, L and T meeting all of the following conditions:

 - (a) They are equipped with an ADS;
 - (b) They are not capable of being driven manually at speeds exceeding 6 km/h; and
 - (c) They are not designed to carry occupants at any time.

2.11. Combined designations

Symbols M, N, L and T may be combined with symbols G, X and Y, as applicable. For example, a vehicle of category N₂ which meets the criteria of 2.10.1 may be designated as N₂Y; a vehicle of category M₁ which meets the criteria of 2.9.1 and is suited for off road use may be designated as M₁GX."

Former paragraphs 2.9. to 2.9.2.4., renumber to 2.12. to 2.12.2.4. and amend to read:

"2.12. Definition of type of bodywork (only for complete/completed vehicles)

The type of bodywork may be indicated by the following codification:

2.12.1. Passenger cars (M₁)

2.12.1.1. AA Saloon:

Standard ISO 3833:1977 term No. 3.1.1.1., but including also vehicles with more than 4 side windows.

2.12.1.2. AB Hatchback

Saloon (AA) with a hatch at the rear end of the vehicle.

2.12.1.3. AC Station Wagon (Estate car)

Standard ISO 3833:1977, term No. 3.1.1.4.

2.12.1.4. AD Coupé

Standard ISO 3833:1977 term No. 3.1.1.5.

2.12.1.5. AE Convertible

Standard ISO 3833:1977 term No. 3.1.1.6.

2.12.1.6. AF Multi-purpose vehicle

Motor vehicle other than those mentioned in AA to AC intended for carrying passengers and their luggage or goods, in a single compartment. However, if such a vehicle meets both of the following conditions it is not considered to be a vehicle of category M₁:

- (a) The number of seating positions, is not more than seven. A "seating position" shall be regarded as existing if the vehicle is provided with "accessible" seat anchorages. "Accessible" shall mean those anchorages to which can be used. In order to prevent anchorages being "accessible" the manufacturer shall physically obstruct their use, for example by welding over cover plates or by fitting similar permanent fixtures which cannot be removed by use of normally available tools; and

- (b) $P - (M + N \times 68) > N \times 68$

Where:

P = technically permissible maximum laden mass in kg

M = mass in running order in kg

N = number of seating positions excluding the driver's seating position, if any.

2.12.2. Special purpose vehicles (M₁)

2.12.2.1. SA Motor caravan: see paragraph 2.5.1.

2.12.2.2. SB Armoured vehicle: see paragraph 2.5.2.

2.12.2.3. SC Ambulance: see paragraph 2.5.3.

2.12.2.4. SD Hearse: see paragraph 2.5.4."

Annex 1, amend to read:

"Annex 1

Standard Annex on the Procedure for the Determination of the "H" point and the Actual Torso Angle for Seating Positions in Motor Vehicles

The procedure was updated and moved to Mutual Resolution No. 1. See Addendum 6 of Mutual Resolution No. 1 (M.R.1) (document ECE/TRANS/WP.29/1101/Amend.5);
<https://unece.org/transport/vehicle-regulations/wp29/resolutions>
