

Corrections to ECE/TRANS/WP.29/2025/48*

The text below contains corrections to the proposal for a 01 series of amendments to UN Regulation No. 174 (Safety-belt reminders). The corrections were adopted by GRSP on its May session based on ECE/TRANS/WP.29/GRSP/2025/6 and informal document GRSP-77-16, as amended. GRSP initially requested the secretariat to submit them as a corrigendum to the November 2025 sessions of WP.29 and AC.1. The secretariat is, however, proposing to adopt them now in order to avoid the need for corrigendum.

I. Proposal

Paragraph 0., sub-paragraph under the list, amend to read:

- “ UN Regulation No. **174** consists of the specific requirements and approval process of a vehicle type with regard to its safety-belt reminders. The requirements are derived from UN Regulation No. 16 as amended by the 09 series of amendments. From a technical point of view, the requirements are identical. Therefore, it is important to define clear transitional provisions in the updated UN Regulation No. 16 as amended by the 10 series of amendments, explaining the equivalence between approvals issued according to this UN Regulation and UN Regulation No. 16 as amended by the 09 series of amendments.”

Paragraph 2.4., amend to read:

- “2.4. “First level warning” means a visual warning activated when the ignition switch or **vehicle** master control switch is activated and any of the occupants’ safety-belt is not fastened. An audible warning can be added as an option.”

Paragraph 2.5., amend to read:

- “2.5. “Second level warning” means a visual and audible warning activated when the vehicle is operated in accordance with paragraphs **5.2.4.1.1. to 5.2.4.1.3.** and when the safety-belt is or becomes unfastened, depending on the relevant seating position requirement.”

Paragraph 5.2.3.1., amend to read:

- “5.2.3.1. The first level warning shall be at least a visual warning activated for 30 seconds or longer for seating positions covered by paragraph 5.1.1. and for 60 seconds or longer for seating positions covered by paragraph 5.1.2. when the safety-belt of any of the seats is not fastened and the ignition switch or **vehicle** master control switch is activated.”

Paragraph 5.5.1., amend to read:

- “5.5.1. In the case that a short-term deactivation is provided, it shall be significantly more difficult to deactivate the safety-belt reminder than buckling the safety-belt on and off (i.e. it shall consist of an operation of specific controls that are not integrated in the safety-belt buckle) and this operation shall only be possible when the vehicle is stationary. When the ignition or **vehicle** master control switch is deactivated for more than 30 minutes and activated again, a short-term deactivated safety-belt reminder shall reactivate. It shall not be possible to provide short-term deactivation of the relevant visual warning(s).”

Paragraph 5.6.2.4., amend to read:

- “5.6.2.4. In case a connector is misconnected or disconnected for removable seating positions covered by paragraph 5.1.1., a warning visible to the driver shall be

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activated for 30 seconds when the ignition switch or **vehicle** master control switch is activated.”

Paragraph 5.6.2.5., amend to read:

“5.6.2.5. When a seat is removable for seating positions covered by paragraph 5.1.2., the visual warning of paragraph 5.4.2. shall indicate at least all rear seating position to allow the driver to identify, while facing forward as seated on the driver seat, any removable seating position in which the connector is misconnected or disconnected, and it shall be activated for 60 seconds when the ignition switch or **vehicle** master control switch is activated. For seats, which can be fixed to different designated seating positions within the vehicle (e.g. floor rail mounted), the visual warning shall at least indicate when any rear removable seating position connector is misconnected or disconnected.”
