

Proposal for supplement 10 to the 01 Series of Amendments to UN Regulation No. 97 ((Vehicle) Alarm Systems)

Submitted by the expert from the Kingdom of the Netherlands on behalf of the Task Force on Automated Vehicles Regulatory Screening*

The text reproduced below was prepared by the Task Force on Automated Vehicles Regulatory Screening (TF-AVRS), with the aim to amend and supersede document ECE/TRANS/GRSG/2025/28. The modifications to ECE/TRANS/GRSG/2025/28 are marked in **(bold) red** for new or ~~striketrough~~ 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

Insert new paragraphs 0. and 0.1. to 0.1.2., to read:

"0. Introduction

- 0.1. Supplement 10 to the 01 series of amendments is introduced to take into account vehicles of categories X and Y ¹, as well as vehicles with a manual mode operating at speeds above 6 km/h which are equipped with an Automated Driving System ~~Feature of Type 2 (ADSF-2)~~ (ADS) ¹.
- 0.1.1. The Regulation was originally drafted for vehicles with driver's compartment 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, ~~driver's compartment~~ and without manual driving controls in the vehicle. In the absence of driver/~~driver's compartment~~/manual driving controls in the vehicle, provisions related to them shall not be taken into account if not already covered by this amendment.
- 0.1.2. ~~In case of vehicles with an Automated Driving System (ADS) where those vehicles are also equipped with a manual driving mode operating at a speed of more than 6 km/h, it is expected that in the manual driving mode, the technical requirements can be applied as they would for a conventional vehicle. In a mode where an ADS feature is active the relevant ADS requirements have to be fulfilled.~~
In case of vehicles equipped with an ADS, in any driving mode no special provisions or exemptions apply."

At the end of paragraph 1.1., insert new footnote 1, to read:

¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.8, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Insert new paragraphs 26.11. and 26.12., to read:

- ~~"26.11. "ADS feature of type 1 (ADSF-1)" means an ADS¹ feature which includes an ADS fallback response requiring a fallback user~~
- ~~26.12. "ADS feature of type 2 (ADSF-2)" means an ADS feature which does not include an ADS fallback response requiring a fallback user."~~

Paragraph 32.4., amend to read:

- 32.4. The immobilizer must be set without supplementary action from the driver (**if applicable**) by at least one of the following means:
- (a) ~~at rotation of the ignition key into the "0" position in the ignition lock~~ **the finalisation of each ignition cycle (or run cycle, as relevant)** and activation of a door; in addition, immobilizers which unset immediately before or during the normal starting procedure of the vehicle are permitted to set on ~~turning the ignition off~~, **finalising the ignition cycle (or run cycle, as relevant)**
 - (b) a maximum of **1 minute** after removing the key of the ignition lock."