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Item 20 of the provisional agenda

Collective amendments to UN Regulations that impact automated vehicles

Proposal for supplement [3] to the 10 series of amendments to UN Regulation No. 16 (Safety-belts)

Submitted by the expert from Germany on behalf of the GRSP Task Force on Automated Vehicles Regulation Screening (TF-AVRS) *

The text reproduced below was prepared by the expert from Germany on behalf of TF-AVRS, to enable the application of the regulation to vehicles equipped with an Automated Driving System (ADS). The modifications to the existing text of the UN Regulation are marked in bold for new or strikethrough for deleted characters. This document is superseding informal document GRSP-77-60.

* 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

Section 0., at the end, insert new paragraphs 0.1. to 0.1.3., to read:

- “0.1. For supplement [3] to the 10 series of amendments:
- 0.1.1. The Regulation is amended to account for vehicles of category X¹. Vehicles of category Y¹ are not in the scope of this Regulation.
- 0.1.2. The Regulation was originally drafted for vehicles with driver and manual driving controls and it is the intention of this new amendment to keep the spirit of the regulation and to extend its application to vehicles without driver and manual driving controls. In the absence of driver/manual driving controls, provisions related to them shall not be taken into account if not already covered by this amendment.
- 0.1.3. In case of vehicles equipped with an Automated Driving System (ADS)¹ other than vehicles of categories X and Y, in the manual driving mode no special provisions or exemptions apply. In a mode where an ADS feature is active the relevant ADS requirements apply.”

Paragraph 1.2., amend to read:

- “1.2. At the request of the manufacturer, it also applies to safety-belts designated for installation on side-facing seats in vehicles of category M₃ (Class II, III or B¹).

This Regulation does not apply to vehicles of category Y.”

Paragraph 1., footnote 1, amend to read:

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

Paragraph 2.15.1., amend to read:

- “2.15.1. “A front passenger seat” means any seat where the “foremost H-point” of the seat in question is in or in front of the vertical transverse plane through the driver's R-point. **For vehicles of category X, the “R” point of the most forward passenger seat shall be taken instead of the R-point of the driver's seat.**”

Insert new paragraphs 2.26. to 2.27., to read:

- “2.26. “ADS feature of type 1 (ADSF-1)” means an ADS¹ feature which includes an ADS fallback response requiring a fallback user.
- 2.27. “ADS feature of type 2 (ADSF-2)” means an ADS feature which does not include an ADS fallback response requiring a fallback user.”

Paragraph 6.2.5.3.1.5., amend to read:

- “6.2.5.3.1.5. In cases where the operation of a retractor depends on an external signal or power source, the design shall ensure that the retractor locks automatically upon failure or interruption of that signal or power source. However, this requirement need not be met in the case of a retractor with multiple sensitivities, provided only one sensitivity is dependent on an external signal or power source and the failure of the signal or power source is indicated to the driver by optical and/or acoustical means **or whilst an ADSF-2 is active, transmitted as a logic signal to the ADS.**”

Paragraph 6.4.1.4.1.1., amend to read:

- “6.4.1.4.1.1. In the case of **an occupant having a steering control in front of the driver**, contact of the chest with the steering **control assembly** would be allowed, if the latter meets the requirements of UN Regulation No. 12 and provided contact does not occur at a speed higher than 24 km/h. For this assessment the

seat shall be considered to be in the positions specified in paragraph 7.7.1.5. below.”

Paragraph 7.10.1. (i), amend to read:

- “ (i) For any restraint system other than the **one for the** driver the contour of the contact should be evaluated versus the movement of the manikin in the sled by the technical service in this report.”

Annex 9, paragraph 2., amend to read:

- “2. In the case of safety-belts fitted with a type 4N retractor, it shall be indicated in the installation instructions and on any packaging that this belt is not suitable for installation in motor vehicles used for the carriage of passengers having not more than nine seats, ~~including that of the driver.~~”

II. Justification

See paragraph 0. in the proposal.
