

Modifications to ECE/TRANS/WP.29/GRSP/2025/13*

I. Proposal

Insert a new paragraph 0., to read:

“0. Introduction

- 0.1. For supplement 5 to the 09 series of amendments:
 - 0.1.1. The Regulation is amended to account for vehicles of category X¹.
 - 0.1.2. The Regulation was originally drafted for vehicles with driver 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 and without manual driving controls in the vehicle. In the absence of driver/manual driving controls in the vehicle, provisions related to them shall not be taken into account if not already covered by this amendment.
 - 0.1.3. In case of vehicles equipped with an Automated Driving System (ADS)¹ other than vehicles of ~~categories~~ **category** 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., amend to read:

- “1. Scope

This Regulation applies to: ~~∀~~vehicles of categories M and N¹ with regard to their anchorages for safety-belts intended for adult occupants of forward-facing or rearward-facing or side-facing seats;

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

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 2.6.1., amend to read:

- “2.6.1. “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.”**

Paragraph 4.4.1 footnote 2, amend to read:

- “² The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.78, Annex 3 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>”

Paragraph 5.1.6., amend to read:

- “5.1.6. S is the distance in millimetres of the effective upper belt anchorages from a reference plane P parallel to the longitudinal median plane of the vehicle ~~as defined as follows:~~ **below.**

For vehicles other than category X, the procedure set out in paragraphs 5.1.6.1. to 5.1.6.2.3 shall be used, as applicable.

* Proposal for supplement 5 to the 09 series of amendments to UN Regulation No. 14 (Safety-belt anchorages)

For vehicles of category X, the procedure set out in paragraph 5.1.6.2.3 shall be used for all seats.

5.1.6.1. ...”

Paragraphs 5.1.6.2.1. and 5.1.6.2.2., amend to read:

“5.1.6.2.1. The plane P for the driver's seat **(if any)** is a vertical plane parallel to the median longitudinal plane of the vehicle which passes through the centre of the steering-wheel in the plane of the steering-wheel rim when the steering-wheel, if adjustable, is in its central position.

5.1.6.2.2. The plane P for the front outboard passenger shall be symmetrical with that of the driver **(if any)**.”

Paragraph 5.3.5.4., amend to read:

“5.3.5.4. Paragraphs 5.3.5.1. to 5.3.5.3. shall not apply ~~to a driver's seat~~ **in the case of an occupant having a steering assembly in front.**”

II. Justification

See paragraph 0. in the proposal.
