

Modifications to ECE/TRANS/WP.29/GRSP/2025/18\*

I. Proposal

Insert a new paragraph 0., to read:

“0. Introduction

- 0.1. For supplement 7 to the 03 series of amendments:
- 0.1.1. The Regulation is amended to account for vehicles of category X<sup>1</sup>. Vehicles of category Y<sup>1</sup> are not in the scope of this Regulation.
- 0.1.2. The Regulation was originally drafted for vehicles with driver and manual driving controls in a cab mounted at the front of the vehicle. It is the intention of this amendment to keep the spirit of the regulation and to extend its application to vehicles without driver and manual driving controls inside the cab. In the absence of driver/manual driving controls inside the cab, provisions related to them shall not be taken into account if not already covered by this amendment.
- 0.1.3. Cabs for vehicles of category X mounted in other positions than the vehicle front shall not be taken into account for the frontal collision simulation (test A).
- 0.1.4. In case of vehicles equipped with an Automated Driving System (ADS)<sup>1</sup> other than vehicles of category X, 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. This Regulation applies to:
- Vehicles of category N<sup>1</sup> with regard to the protection of the occupants of the cab.

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

Paragraph 1., footnote 1, amend to read:

- “<sup>1</sup> 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 2.5., amend to read:

- “2.5. “Cab-over engine vehicle” means a vehicle where more than half of the engine length is rearward of the foremost point of the windshield base and the steering wheel hub (if fitted) is in the forward quarter of the vehicle length.”

Paragraph 5.1.4., amend to read:

- “5.1.4. Test A (frontal impact) shall only be conducted on Cab-over-Engine vehicles and for vehicles of category X having the cab in the front of the vehicle.”

Annex 1, paragraph 1.4., footnote 1, amend to read:

- “<sup>1</sup> 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>”

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\* Proposal for supplement 7 to the 03 series of amendments to UN Regulation No. 29 (Cabs of commercial vehicles)

Annex 1, Part 1, paragraph 2.7., amend to read:

“2.7. ~~Driving-Cab~~ (cab-over-engine or bonnet **or in case of vehicles of category X the position of the cab**)<sup>2\*</sup>”

Annex 3, paragraph 3., amend to read:

“3. ~~Where applicable,~~ **the cab shall be equipped with the steering mechanism, steering wheel, instrument-panel and the driver and passenger seats. The steering wheel and the seating position shall be adjusted to their positions for normal use as prescribed by the manufacturer.**

**In addition, in case of vehicles of category X, the cab shall be equipped with the seats for all occupants.”**

Annex 3, paragraph 5.3.2., amend to read:

“5.3.2. Its centre of gravity is  $c=50 \pm 5 / - 0$  mm below the R point of the driver's seat **or the occupant's seat chosen by agreement between the manufacturer and the Type Approval Authority for vehicles of category X, and...**”

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II. Justification

See paragraph 0. in the proposal.