

Modifications to ECE/TRANS/WP.29/GRSP/2025/34*

I. Proposal

Insert a new paragraph 0., to read:

- “0. Introduction
- 0.1. For supplement 4 to the 02 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. 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 inside 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 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:
 - 1.1. This Regulation applies to:
 - (a) Category M₁¹ vehicles with a gross vehicle mass of up to 3,500 kg; and
 - (b) Category N₁ vehicles where, when positioned on a level surface with all tyres inflated as recommended by the vehicle manufacturer and the vehicle in unladen condition as defined in paragraph 2.24., the acute angle alpha (α), measured, between a horizontal plane passing through the centre of the front axle and an angular transverse plane passing through the centre of the front axle and the R-point of the driver's seat, as illustrated below, is less than 22.0 degrees; or the ratio between the distance from the driver's R-point to the centre of the rear axle (L101-L114) and the centre of the front axle and the driver's R-point (L114) is less than 1.30.2. **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.**
 - 1.2. Other Category M and Category N vehicles with a gross vehicle mass of up to 4,500 kg may also be approved if requested by the manufacturer
 - 1.3. **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 2.2., amend to read:

- “2.2. *"Back Door"* is a door or door system on the back end of a motor vehicle through which passengers ~~occupant~~ can enter or depart the vehicle or cargo can be loaded or unloaded. It does not include:

* Proposal for supplement 4 to the 02 series of amendments to UN Regulation No. 135 (Pole side impact)

- (a) A trunk lid; or
- (b) A door or window that is composed entirely of glazing material and whose latches and/or hinge systems are attached directly to the glazing material.

Paragraph 2.9., amend to read:

“2.9. *“Hinge”* is a device used to position the door relative to the body structure and control the path of the door swing for passengers **occupant** ingress and egress.”

Paragraph 2.28., amend to read:

“2.28. *“Vehicle width”* means the distance between two planes parallel to the longitudinal median plane (of the vehicle) and touching the vehicle on either side of the said plane but excluding the rear-view mirrors, side marker lamps, tyre pressure indicators, direction indicator lamps, position lamps, flexible mud-guards, **sensors for Advanced Driver Assistance Systems, sensors for Automated Driving Systems**, and the deflected part of the tyre side-walls immediately above the point of contact with the ground.”

[Paragraph 4.5.1 footnote 4, modify the reference to ECE/TRANS/WP.29/78/Rev.8.](#)

Paragraph 5.1.1., amend to read:

“5.1.1. With the exception of vehicle types designed as described in paragraph 5.1.2. below, the approval test shall be conducted such that the vehicle impacts the pole on the driver's side. **In case of vehicles of category X, the manufacturer shall propose the tested side. For all vehicle categories, the procedure under 5.1.2.1 and 5.1.2.2 shall apply.**”

[Paragraph 5.1.2., amend to read:](#)

5.1.2. **For vehicles of category X and In the case of for vehicle types where the side structures, front-row seats or the type of protective systems on each side of the vehicle are sufficiently different for the Approval Authority to consider they could appreciably affect performance in a test conducted in accordance with Annex 3; either of the alternatives in paragraph 5.1.2.1. or 5.1.2.2. may be used by the Approval Authority.**

Paragraph 5.1.2.1., amend to read:

“5.1.2.1. The Approval Authority will require the approval test to be conducted such that the vehicle impacts the pole on the ~~driver's~~ side **defined under paragraph 5.1.1.** where:

5.1.2.1.1. This is considered the least favourable side; or

5.1.2.1.2. The manufacturer provides additional information (e.g. manufacturer's in house test data) sufficient to satisfy the Approval Authority that the design differences on each side of the vehicle do not appreciably affect performance in a test conducted in accordance with Annex 3.”

Paragraph 5.1.2.2., amend to read:

“5.1.2.2. The Approval Authority will require the approval test to be conducted such that the vehicle impacts the pole on the side opposite the ~~driver's~~ side **defined under paragraph 5.1.1.**, where this is considered the least favourable side.”

Annex 3, paragraph 2.14., amend to read:

“2.14. *“Vehicle master control switch”* means the device by which the vehicle's onboard electronics system is brought from being switched off, as is the case when the vehicle is parked without ~~the a~~ driver present, to the normal operating mode.”

[Annex 4, paragraphs 2.2., 5.1.2.1., 8.4.7., amend to read:](#)

“2.2. **Centre plane of occupant (C/LO)”** means the median plane of the 3-D H machine positioned in each designated seating position. It is represented by the lateral (Y-axis) coordinate of the H-point in the vehicle reference coordinate

system. For individual seats, the vertical median plane of the seat coincides with the centre plane of the occupant. For driver bench seating positions, the centre plane of the occupant coincides with the geometric centre of the steering wheel hub (if applicable). For other seats, the centre plane of the occupant is specified by the manufacturer.

5.1.2.1. An adjustable steering wheel (if applicable) shall be adjusted to the geometric highest driving position, considering all telescopic and tilt adjustment positions available.²

8.4.7. For a driver seating position (if applicable):

In case of vehicles of category X, paragraph 8.4.8. shall apply. Otherwise, paragraphs 8.4.7.1. and 8.4.7.2. shall apply:”

II. Justification

See paragraph 0. in the proposal.
