

## Modifications to ECE/TRANS/WP.29/GRSP/2025/22\*

### I. Proposal

*Insert a new paragraph 0., to read:*

#### **“0. Introduction**

- 0.1. For [supplement ~~13~~ to the ~~032~~ series] of amendments:
- 0.1.1. The Regulation is amended to account for vehicles of category X<sup>42</sup> ~~and Y<sup>4</sup>~~.
- 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)<sup>42</sup> other than vehicles of category~~ies~~ 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 1.3, amend to read:

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

*Paragraph 1., footnote 2, amend to read:*

- <sup>2</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>”

*Insert new paragraphs 2.32. to 2.33.:*

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

Paragraph 4.4.1 footnote 3, amend to read:

“<sup>3</sup> 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 7.1.4.3. amend to read:*

- “7.1.4.3. If, during operation, a single failure results in a hydrogen concentration exceeding 3.0 % by volume in air in the enclosed or semi-enclosed spaces of the vehicle, then a warning shall be provided **or whilst the ADSF-2 is active, transmitted as a logic signal to the ADS** (paragraph 7.1.6.). If the hydrogen concentration exceeds 4.0 % by volume in the air in the enclosed or semi-enclosed spaces of the vehicle, the main shut-off valve shall be closed to isolate the storage system. (Annex 5, paragraph 3. test procedure).”

*Paragraph 7.1.6., amend the heading to read:*

- “7.1.6. Tell-tale Signal Warning to Driver **or ADS**”

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\* Proposal for supplement ~~[3-1]~~ to the ~~[02-03]~~ series of amendments to UN Regulation No. 134 (Hydrogen and fuel cell vehicles)

Paragraph 7.1.6., at end, add a new paragraph to read:

“ **Whilst an ADSF-2 is active, the warning shall be transmitted as a logic signal to the ADS.**

In case a warning to the occupants is provided by an ADS, the ADS shall comply with the technical requirements of UN Regulation No. [XXX] according to its original version or later series of amendments.”

Annex 1 – Part 1, Model - III, paragraph 0.4., footnote 2, amend to read:

“<sup>2</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>”

Annex 5, paragraph 2. (a), amend to read:

“ (a) At a distance within 250 mm of the headliner above the driver’s seat or near the top centre of the passenger compartment; **for vehicles of category X, the most forward passenger seat shall be taken instead of the driver's seat;**”

~~Annex 5, paragraph 2. (a), at end, add a new paragraph to read:~~

~~“**This paragraph does not apply to vehicles of category Y.**”~~

## II. Justification

See paragraph 0. in the proposal.

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