

**Economic and Social Council**

Distr.: General
22 September 2025

Original: English

Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Passive Safety****Seventy-eighth session**

Geneva, 1–4 December 2025

Item 20 of the provisional agenda

Collective amendments to UN Regulations that impact automated vehicles**Proposal for supplement 6 to the 01 series of amendments to
UN Regulation No. 21 (Interior fittings)****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-77-62.

* 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

Insert a new paragraph 0., to read:

“0. Introduction

- 0.1. For supplement 6 to the 01 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: This Regulation applies to the interior fittings of vehicles of category M1¹ with regard to:
 - (a)~~1.1.~~ the interior parts of the passenger compartment other than the rear-view mirror or mirrors;
 - (b)~~1.2.~~ the arrangement of the controls;
 - (c)~~1.3.~~ the roof or opening roof, and
 - (d)~~1.4.~~ the seat-back and the rear parts of seats.
 - (e)~~1.5.~~ power-operation of windows, roof panels and partition systems.

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 2.3., amend to read:

- “2.3. "reference zone" is the head impact zone as defined in Annex 1 to this Regulation, or at the choice of the manufacturer, according to Annex 8, excluding the following areas, **if applicable**: (see Annex 10, explanatory notes, paragraphs 2.3. and 2.3.1.).
- 2.3.1. the area bounded by the forward horizontal projection of a circle circumscribing the outer limits of the steering control, increased by a peripheral band 127 mm in width; this area is bounded below by the horizontal plane tangential to the lower edge of the steering control when the latter is in the position for driving straight ahead. (see annex 10, explanatory notes, paragraphs 2.3. and 2.3.1.)
- 2.3.2. the part of the surface of the instrument panel comprised between the edge of the area specified in paragraph 2.3.1. above and the nearest inner sidewall of the vehicle; this part of the surface is bounded below by the horizontal plane tangential to the lower edge of the steering control and; (see annex 10, explanatory notes, paragraphs 2.3. and 2.3.1.)”

Insert new paragraphs 2.19. and 2.20., to read:

“2.19. “ADS feature of type 1 (ADSF-1)” means an ADS feature which includes an ADS fallback response requiring a fallback user.

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

Paragraph 5.8.2.9., at the end, add a new paragraph to read:

“ In case an ADSF-2 is active, one-touch closing shall not be permitted.”

Paragraph 5.8.4.2., at the end, add a new paragraph to read:

“ If an ADSF-2 is able to operate power operated windows, roof panels or partition systems, they shall be equipped with auto-reversing devices. It shall not be possible for the ADS to override the auto-reversing device.”

Paragraph 5.8.6.1. to 5.8.6.3., amend to read:

“5.8.6.1. The ~~owner's~~**user's** manual of the vehicle shall contain clear instructions relating to the power-operated window/roof panel/partition, including:

5.8.6.2. use of the driver-controlled switch **(if applicable)**,

5.8.6.3. a “WARNING” message indicating the dangers, particularly to children in the case of improper use/activation of the power-operated windows/roof-panel systems/partition systems. This information should indicate the responsibilities of the driver **and/or ADS**, including instructions for other occupants and the recommendation to leave the vehicle only if the ignition key/power key has been removed, or an equivalent condition has happened in case of a non mechanical device,”

II. Justification

See paragraph 0. in the proposal.