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

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Item 20 of the provisional agenda

Collective amendments to UN Regulations that impact automated vehicles**Proposal for supplement 2 to the 06 series of amendments to
UN Regulation No. 95 (Lateral collision protection)****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-77-65.

* 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

Title, amend to read:

Uniform provisions concerning the approval of vehicles with regard to the protection of the occupants, **fuel system integrity and protection against electrical shock** in the event of a lateral collision

Insert a new paragraph 0, to read:

“0. Introduction

0.1. For supplement 2 to the 06 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 and 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 manual driving controls. In the absence of driver/manual driving controls, 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 vehicles of category M₁ with a maximum permissible mass not exceeding 3,500 kg and to vehicles of category N₁¹.

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

Paragraph 2.1., amend to read:

“2.1. ~~“Approval of a vehicle” means the approval of a vehicle type with regard to the behaviour of the structure of the passenger compartment in a lateral collision;~~
(Reserved)”

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 2.11., amend to read:

“2.11. “Unladen mass” means the mass of the vehicle in running order without ~~driver, passengers~~ **occupants** or load, but with the fuel tank filled to 90 per cent of its capacity and the usual set of tools and spare wheel on board, where applicable;”

Paragraphs 5.1.1. to 5.1.1.2., amend to read:

“5.1.1. The test will be carried out on the driver’s side unless asymmetric side structures, if any, are so different as to affect the performance in a side impact. In that case either of the alternatives in paragraph 5.1.1.1. or 5.1.1.2. may be used by agreement between the manufacturer and Type Approval Authority. **In case of vehicles of category X, the manufacturer shall propose the tested side. For all vehicle categories, the procedure under 5.1.1.1. and 5.1.1.2. shall apply.**

5.1.1.1. The manufacturer ~~will~~ **shall** provide the authority responsible for approval with information regarding the ~~compatibility of performances in comparison~~

~~with of the driver's~~ **the proposed** side ~~when the test is being carried out on that side~~ **in comparison with the opposite side.**

- 5.1.1.2. The Type Approval Authority, if concerned as to the construction of the vehicle, will decide to have the test performed on the side, ~~opposite the driver, this being~~ considered **to be** the least favourable.”

Paragraph 5.3.1.1., amend to read:

- “5.3.1.1. In the case of automatically activated door locking systems which are installed optionally and/or which can be de-activated ~~by the driver~~, this requirement shall be verified by using one of the following two test procedures, at the choice of the manufacturer:”

Paragraph 5.3.2.2., amend to read:

- “5.3.2.2. In the case of automatically activated door locking systems which are installed optionally and/or which can be de-activated ~~by the driver~~, this requirement shall be verified by using one of the following two test procedures, at the choice of the manufacturer:”

Annex 4, paragraph 5.2.2., amend to read:

- “5.2.2. In the case of vehicles equipped with an automatically activated door locking system, which is installed optionally and/or which can be de-activated ~~by the driver~~, one of the following two procedures shall be used at the choice of the manufacturer:”

II. Justification

See paragraph 0. in the proposal.
