

Proposal to amend document ECE/TRANS/WP.29/2025/62 on Supplement 8 to the 04 series of amendments to UN Regulation No.79

This document is a proposal to introduce amendments to ECE/TRANS/WP.29/2025/62 (based on ECE/TRANS/WP.29/GRVA/2025/7 as amended by GRVA-21-11/Rev.2 on Supplement 8 to the 04 series of amendments to UN Regulation No.79 submitted by the Working Party on Automated / Autonomous and Connected Vehicles (GRVA). It is intended to submit this proposal as an informal document to the 196th session of WP29. The proposed modifications to the current text are marked in bold for new.

I. Proposal

Insert a new paragraph 12.2.6., to read:

"12.2.6. **Until 24 months after the date of entry into force of the Supplement 13 to the 03 series of amendments to this Regulation, Contracting Parties applying this Regulation can continue to grant type approvals to the 03 series of amendments to this Regulation without taking into account the amendments of paragraphs 5.3.3.3. and 5.3.3.4. of the Supplement 13.**"

Insert a new paragraph 12.3.6., to read:

"12.3.6. **Until 24 months after the date of entry into force of the Supplement 8 to the 04 series of amendments to this Regulation, Contracting Parties applying this Regulation can continue to grant type approvals to the 04 series of amendments to this Regulation without taking into account the amendments of paragraphs 5.3.3.3. and 5.3.3.4. of the Supplement 8.**"

II. Justification

1. ECE/TRANS/WP.29/2025/62 is developed to clarify, **without changing them**, the existing provisions for full power steering systems (such as steer-by-wire systems) and to add an alternative measure for complying with the requirements in case of a failure of the energy source. It is therefore proposed as a supplement to existing series of amendments to the Regulation No.79.
2. However, due to some *last-minute* updates of the requirements in paragraphs 5.3.3.3. and 5.3.3.4., additional technical requirements affecting by mistake the existing requirements have been introduced:
 - In paragraph 5.3.3.3., relevant failures to be considered have been extended to include the electrical supply of the control transmission, which means that failures affecting the driving force has been added as a new factor for BEVs and FCEVs.

- In paragraph 5.3.3.4., the additional paragraph reproduced below contains specific thresholds values adding restriction on the control strategies:
"Additionally, in case the safety concept also includes automatic braking to actively reduce the vehicle speed, the deceleration demand shall not exceed 2 m/s². Any automatic deceleration demand shall start earliest 60 seconds after the failure detection. "
3. In principle, such amendments should be treated with a new series of amendments rather than with a supplement, since they are adding new technical requirements that affects the design of existing vehicles (or of vehicles whose development is already frozen). Therefore it sounds reasonable to have a transitional provision allowing the approval of systems without taking into account these paragraphs, for a short period of 24 months.
 4. The proposed text is based on paragraph 44. of the General Guidelines for United Nations regulatory procedures and transitional provisions in UN Regulations (ECE/TRANS/WP29/1044/Rev.3 as amended by ECE/TRANS/WP.29/2024/76).