

## **Proposal for amendments to amend UN Regulation No. 157**

This is an alternative proposal to that by ECE/TRANS/WP.29/GRVA/2021/17 and GRVA-09-09.

### **1. Proposal**

*Paragraph 9.3. to 9.3.3., amended to read:*

- “9.3. Requirements for software identification
- 9.3.1. The vehicle manufacturer shall have a valid approval according to UN Regulation No. 156 (Software Update Regulation).
- 9.3.1.1. As specified in the Software Update Regulation, for the purpose of ensuring the software of the System can be identified, an R<sub>157</sub>SWIN shall be used. The R<sub>157</sub>SWIN may be held on the vehicle or, if R<sub>157</sub>SWIN is not held on the vehicle, the manufacturer shall declare the software version(s) of the vehicle or single ECUs with the connection to the relevant type approvals to the Approval Authority.
- 9.3.2. The vehicle manufacturer shall provide the following information in the communication form of this Regulation:
- (a) The R<sub>157</sub>SWIN
- (b) How to read the R<sub>157</sub>SWIN or software version(s) in case the R<sub>157</sub>SWIN is not held on the vehicle
- 9.3.3. The vehicle manufacturer may provide in the communication form of this Regulation a list of the relevant parameters that will allow the identification of those vehicles that can be updated with the software represented by the R<sub>157</sub>SWIN. The information provided shall be declared by the vehicle manufacturer and may not be verified by an Approval Authority.
- 9.3.4. The vehicle manufacturer may obtain a new vehicle approval for the purpose of differentiating software versions intended to be used on vehicles already registered in the market from the software versions that are used on new vehicles. This may cover the situations where type approval regulations are updated or hardware changes are made to vehicles in series production. In agreement with the testing agency, duplication of tests shall be avoided where possible.”
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