**List of relevant GRSP Regulations for software updates**

This document was prepared by the expert from France. It proposes a list of the relevant UN Regulations and Global Technical Regulations (GTRs) under the purview of GRSP, for the purposes of software updates.

I. List of relevant UN Regulations and GTRs

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| **Regulation** | **Title** | **Relevant (Yes/No)** |
| UN Regulation No. 11 | Door latches and door retention components | Yes1 |
| UN Regulation No. 12 | Protection of the driver against the steering mechanism in the event  of impact | Yes3 |
| UN Regulation No. 14 | Safety-belt anchorages | No |
| UN Regulation No. 16 | Safety belts, etc. | Yes1 |
| UN Regulation No. 17 | Seats, their anchorages and head restraints | Yes2 |
| UN Regulation No. 21 | Interior fittings | Yes2 |
| UN Regulation No. 22 | Protective helmets and their visors | No5 |
| UN Regulation No. 25 | Head restraints (headrests) | No5 |
| UN Regulation No. 29 | Protection of the occupants of the cab of a commercial vehicle | No |
| UN Regulation No. 32 | Rear-end collision | Yes3 |
| UN Regulation No. 33 | Head-on collision | Yes3 |
| UN Regulation No. 42 | Front and rear protective devices (bumpers, etc.) | No |
| UN Regulation No. 44 | Restraining devices for child occupants ("Child Restraint Systems") | No5 |
| UN Regulation No. 80 | Strength of the seats and their anchorages (large passenger vehicles) | No |
| UN Regulation No. 94 | Frontal collision | Yes3 |
| UN Regulation No. 95 | Lateral collision | Yes3 |
| UN Regulation No. 100 | Electric powertrain | Yes |
| UN Regulation No. 111 | Rollover stability of tank vehicles | No |
| UN Regulation No. 114 | Replacement airbag systems | No5 |
| UN Regulation No. 126 | Partitioning systems | No |
| UN Regulation No. 127 | Pedestrian safety | Yes3 |
| UN Regulation No. 129 | Enhanced Child Restraint Systems | No5 |
| UN Regulation No. 134 | Safety-related performance of hydrogen-fuelled vehicles | Yes |
| UN Regulation No. 135 | Pole Side Impact performance | Yes3 |
| UN Regulation No. 136 | Electric powertrain (vehicles of Category L) | Yes4 |
| UN Regulation No. 137 | Frontal collision with focus on the restraint system | Yes3 |
| UN Regulation No. 145 | ISOFIX anchorages systems, etc. | No |
| UN Regulation No. 146 | Hydrogen-fuelled vehicles of Category L | Yes4 |
| UN Regulation No. 153 | Fuel system integrity and safety of electric power train in the event of a rear-end collision | Yes3 |
| UN Regulation No. 170 | Child Restraint Systems for Safer Transport of Children in Buses and Coaches | No5 |
| UN Global Technical Regulation No. 1 | Door locks and door retention components | Yes1 |
| UN Global Technical Regulation No. 7 | Head restraints | Yes2 |
| UN Global Technical Regulation No. 9 | Pedestrian safety | Yes3 |
| UN Global Technical Regulation No. 13 | Hydrogen and fuel cell vehicles | Yes |
| UN Global Technical Regulation No. 14 | Pole side impact | Yes3 |
| UN Global Technical Regulation No. 20 | Electric vehicle safety | Yes |

II. Justification

During the 191st session of WP.29, the World Forum requested that all subsidiary Working Parties consider the list of Regulations under their respective purview that may be relevant for the purposes of software updates (see ECE/TRANS/WP.29/1175, para. 37). This identification of relevant Regulations is necessary to introduce the provisions on the identification and update of software in each relevant Regulation, using the guidance provided in Annex 7 of the Consolidated Resolution on the Construction of Vehicles (R.E.3).

This document proposes a list of the UN Regulations and GTRs under the purview of GRSP that may be relevant for the purposes of software updates. In particular, the annotations in the table above correspond to the following comments:

1. Regulations that implement requirements on warnings, visual information or acoustic signals are relevant for software updates. Examples include R11 (door closure warning systems), R16 (safety belt reminders), etc.
2. Regulations that implement requirements on automatic systems are relevant for software updates, even if such systems are not needed to comply with the requirements of the Regulations. Examples include R17 (automatic adjustment systems) and GTR7 (automatic mechanisms).
3. All Regulations on collisions, for which a manufacturer may use airbags, active devices for pedestrian protection (in R127 and GTR9), etc. are relevant for software updates. It is unclear yet whether this also applies to GTR No. 9.
4. UN Regulations No. 136 and 146 only apply to vehicles of Category L, which are not currently included in the scope of UN Regulation No. 156 on software updates. However, they remain relevant for the purposes of software updates in general.
5. Only Regulations that apply to vehicles are relevant for the purposes of software updates. Regulations that only apply to devices, components or systems are not relevant in the context of the Annex 7 of R.E.3.

Furthermore, Regulations that are not currently relevant for the purposes of software updates could become relevant if new provisions are introduced.

Finally, while Global Technical Regulations are not relevant in the context of R.E.3, they may be relevant for the purposes of software updates in general.

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