

Submitted by the Chair of TF AVRS

Informal Document **GRBP-82-16**
82nd GRBP, 3-5 September, 2025,
agenda item 6

Report to 82nd Session of GRBP (September 2025)

Task Force Automated Vehicles Regulation Screening
(TF AVRS)

TF Automated Vehicles Regulation Screening



7

Number of Meetings

Web-meetings Task Force

- 7 meetings

Small Drafting Group

- 3 editing groups 5+ meetings each

Guidance meetings with GRVA FADS



10-20

Participants (Contracting Parties & NGOs)

CPs:

EC, France, Germany, Japan, Switzerland, United Kingdom, Netherlands.

NGO's:

OICA, CLEPA

TF Automated Vehicles Regulation Screening

Targets

Adapt GRBP regulations bring AVs in the scope of regulations

Considering:

- TF-FADS (GRVA) provides further guidance
- TF-AVC (GRVA/GRSG) new vehicle subcategories

Roles

- Chair: Netherlands
- Secretariat: OICA

TF AVRS wikpage

<https://wiki.unece.org/pages/viewpage.action?pageId=190087308>

AV – Automated Vehicle

FADS – Fitness of Automated Driving Systems

AVC – Automated Vehicle Categorization

Documentation:

https://unece.org/sites/default/files/2022-07/ECE-TRANS-WP29-1166e_0.pdf

<https://unece.org/sites/default/files/2022-05/GRVA-13-18e.pdf>

Report GRVA FADS from WP29 June 2023: <https://unece.org/sites/default/files/2023-06/ECE-TRANS-WP.29-2023-86e.pdf>

Report WP29 190th meeting, June 2023: https://unece.org/sites/default/files/2023-07/ECE_TRANS_WP.29_1173e_0.pdf items 25 to 32.

<https://unece.org/sites/default/files/2025-01/GRVA-21-22e.pdf>

<https://unece.org/sites/default/files/2025-01/GRVA-21-23e.pdf>

<https://unece.org/sites/default/files/2025-01/ECE-TRANS-WP.29-GRSG-2025-10e.pdf>

Progress GRBP and other GRs and WP29

- Approval of the complete package of amended regulations in June 2026 WP.29 meeting
- Oncoming months adoption in GRs
- GRVA FADS to support the progress

WP.29 June 2026

GRs submit amended regs
Until February 2026

Progress and deliverables of GRBP TF-AVRS

The current objectives of the task force:	Next objectives
Working documents at GRBP 82 for: <ul style="list-style-type: none">• R28• R51• R138• R141• R165	Working documents at GRBP 83 for: <ul style="list-style-type: none">• R64• R142 Requirements for ADS regulation (Annex)
Alignment with GRs:	FADS group (review of decisions, uniformity between GRs) GRSG (Bidirectional vehicles) AVC group (definitions, Categories X and Y)

Documentation:

GRBP-80-17 - [\(TF AVRS\) Guidelines of the Task Force on Automated Vehicle Regulation Screening](#)

Background & references

- NHTSA (FMVSS Consideration for ADS)
- SAE J3016 (Taxonomy and definitions ADS)
- TF-AVC and TF-FADS
- Deep discussions on:
 - ADS not X and Y
 - Bidirectional
 - Mass in running order effect
 - R165 expect to have a reverse vision system
 - Editorial aspects and ambiguous wording

Source:

[TFAVRS-11-06 \(NHTSA\) ads-dv_fmvss_vol1-042320-v8-tag.pdf](#)

SAE J3016 : april 2021

About definitions

- Add from TF-AVC (amendment RE3)

1.16*	“Automated Driving System(ADS)”	means the vehicle hardware and software that are collectively capable of performing the entire Dynamic Driving Task (DDT) on a sustained basis.
1.17*	“Dynamic Driving Task (DDT)”	means the real-time operational and tactical functions required to operate the vehicle.
2.2.5.4	"Mass in running order"	means the mass of an unladen vehicle with ... including driver (75 kg) except in the case of vehicles of category X or category Y, "
Footnote*: This definition is based on SAE J3016 and ISO/PAS 22736 (Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles). These standards define levels of driving automation based on the functionality of the driving automation system feature as determined by an allocation of roles in DDT and DDT fallback performance between that feature and the (human) user (if any). The term “Automated Driving System” is used specifically to describe a Level 3, 4, or 5 driving automation system.		

IN R51	“Accelerator”	<p>(a) for manually driven vehicles: the device used by the driver to control the engine speed and the vehicle speed;</p> <p>(b) for vehicles equipped with an ADS: the function in the ADS used to control the engine speed and the vehicle speed.</p>
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Automated Vehicle Categories (TF AVC)

Busses (occupants)

2.9. **Category X Vehicle**

2.9.1. Definition.

Category X vehicles are motor vehicles of categories **M, N and [L]** meeting all of the following conditions:

- (a) They are equipped with an ADS
- (b) They are not capable of being driven manually at speeds exceeding [6] km/h
- (c) They are designed to carry occupants

Trucks (goods only)

2.10. **Category Y Vehicle**

2.10.1. Definition.

Category Y vehicles are motor vehicles of categories **N, and [L]** meeting all of the following conditions:

- (a) They are equipped with an ADS
- (b) They are not capable of being driven manually at speeds exceeding [6] km/h.
- (c) They are not designed to carry occupants

Vehicles equipped with an ADS other than those of category X and Y.

On “Mass in running order”

RE.3 text

"Mass of a vehicle in running order" means the mass of an unladen vehicle with bodywork, and with coupling device in the case of a towing vehicle, or the mass of the chassis with cab if the manufacturer does not fit the bodywork and/or coupling device, including coolant, oils, 90 per cent of fuel, 100 per cent of other liquids except used waters, tools, spare wheel, driver (75 kg) **except in the case of vehicles of category X or category Y**, and, for buses and coaches, the mass of the crew member (75 kg) if there is a crew seat in the vehicle."

Implication:

In case of a **category X or Y**, the m_d (mass of the driver) = 0 kg for the calculations

R51 & R138 legacy vs. RE.3

- Crew seat irrelevant for GRBP
- Stay close to original R138

"Mass of a vehicle in running order" means the mass of an unladen vehicle with bodywork, and with coupling device in the case of a towing vehicle, or the mass of the chassis with cab if the manufacturer does not fit the bodywork and/or coupling device, including coolant, oils, 90 per cent of fuel, 100 per cent of other liquids except used waters, tools, spare wheel, driver (75 kg) **except in the case of vehicles of category X or category Y**, ~~and, for buses and coaches, the mass of the crew member (75 kg) if there is a crew seat in the vehicle."~~

Discussed and agreed in FADS

“Bidirectional”

- Not considered by AVC
- Adopted by GRSG

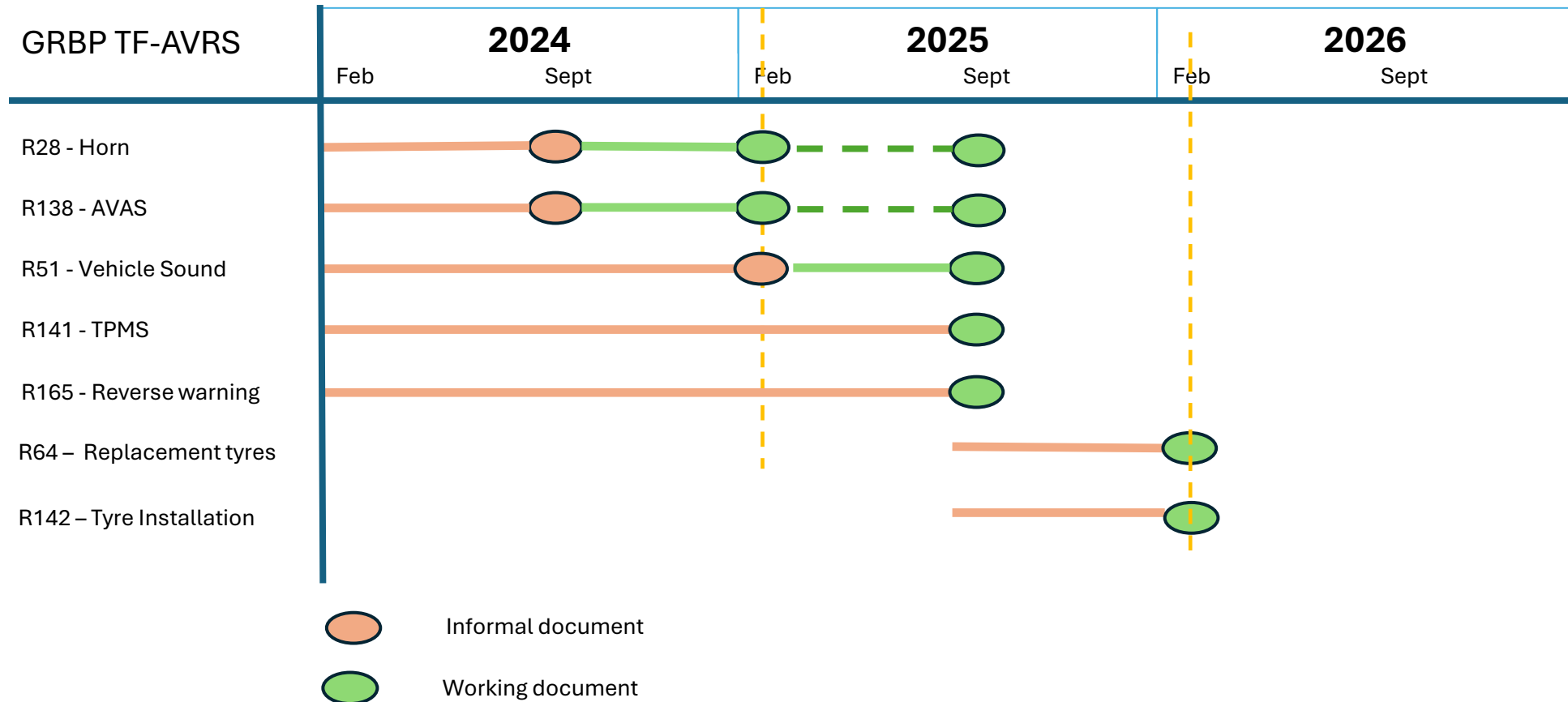
1.16. *"Bidirectional vehicle"* means a vehicle that can operate in two opposite forward directions.

1.17. *"Forward direction"* (of a vehicle) means the direction that is intended to be used as the main travelling direction of the vehicle."

Requirements to the ADS

- Requirements to the ADS (ADS performs the DDT)
 - DDT-requirements
 - Non-DDT requirements
- Annex with “Items to consider” in the ADS regulation

Planning



UN Regulations	Title	Topic	category	to be checked	changes required
UN R 9	Noise of three-wheeled vehicles	Noise	L2, L4, L5	YES	YES
UN R 28	Audible warning devices	Noise	M, N, L3, L4, L5	YES	YES
UN R 41	Noise emissions of motorcycles	Noise	L3	YES	??**
UN R 51	Noise of M and N categories of vehicles	Noise	M, N	YES	YES
UN R 59	Replacement silencing systems	Noise	M1, N1	YES	copy UN R 51
UN R 63	Noise emissions of mopeds	Noise	L1	YES	??**
UN R 64	Temporary use spare unit, run flat tyres	Tyres	M, N	YES	?**
UN R 92	Replacement exhaust silencing systems (RESS) for motorcycles	Noise	L	YES	copy UN R 41**
UN R 124	Replacement wheels for passenger cars	Tyres	M	YES	YES**
UN R 138	Quiet Road Transport Vehicles (QRTV)	Noise	M, N	YES	YES
UN R 141	Tyre Pressure Monitoring Systems (TPMS)	Tyres	M1, N1	YES	YES
UN R 142	Tyres installation	Tyres	M1	YES	?
UN R 165	Audible reverse warning devices and audible reverse warning signals	Noise	M2, N2, M3, N3	YES	?

Thank you for your attention.