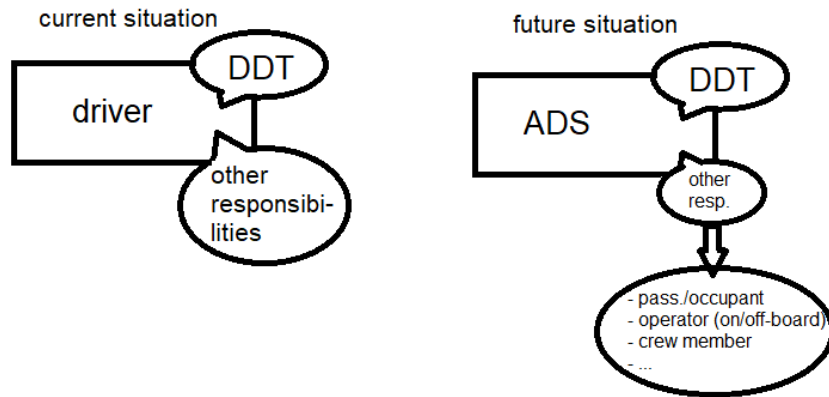


Joint meeting of the WP.29 ADS fitness groups on 10 June 2024 in London

1. IWG on ADS

- Statement: currently focussed on ADS performing the DDT



- Driver is also performing other tasks/has other responsibilities that will be partly transferred to the ADS.
- UN R11 (doors, child locks), R16 (SBR), R21 (power windows), UN R107
- GRVA => DDT ADS
- GRSG/GRSP => safety related responsibilities ADS
- TF-Safety-ADS

While working on the Regulatory screening of UN Regulations under the responsibility of GRSG and GRSP, it was noticed that good coordination will be needed between the IWG-ADS and safety experts of GRSP and GRSG. It would be recommended by NL that the IWG includes a dedicated TF with safety experts. GRSP and GRSG shall be updated frequently on the progress made within the IWG in order to align the developments and taking into account the responsibilities that each GR has for the Regulations under their purview, and for the tasks that are transmitted from the driver to the ADS.

2. Subcategories A, B, [D]

It was decided to look at existing vehicle concepts which are now provided with an ADS.

- Subcategory A: fully automated without manual controls, manoeuvring up to 6 km/h possible (per UNR 79)
- Subcategory B: as A, but without occupants
- Not finalised and still under discussion – [Subcategory D]: dual mode vehicles, being vehicles with manual controls, but without transition demand. Basically, these are 2 vehicle concepts into 1; a conventional vehicle meeting all of the existing requirements, and a fully automated vehicle where there could still be manual controls (steering wheel, pedals, buttons, stalks, etc.)

The TF-AVRS under GRSG and GRSP have considered the above categories and definitions when reviewing a number of Regulations. A different outcome of the TF-AVC

may affect the work carried out.

3. Rear seat occupant safety

It was decided not to look into new concepts that are not directly related to Automation. For example, reclined seating positions, shuttles, bi-directional vehicles.

It was noted though, that some use cases may affect the way an automated vehicle is used compared to a conventional vehicle.

For example, a Robotaxi will only use the rear seat. In a conventional vehicle, the front seats are considered as the preferred seating positions, and the requirements that apply to front seats are more stringent. Crash testing is performed with dummies in the front seats only, head restraints are required in the front outboard seats only and if head restraints are mounted in the rear seats, less stringent requirements apply with regard to their heights and backsets. Even for existing use cases (e.g. limos, taxis) the focus should be on equal treatment of front occupants (e.g. driver) and rear seat occupants.