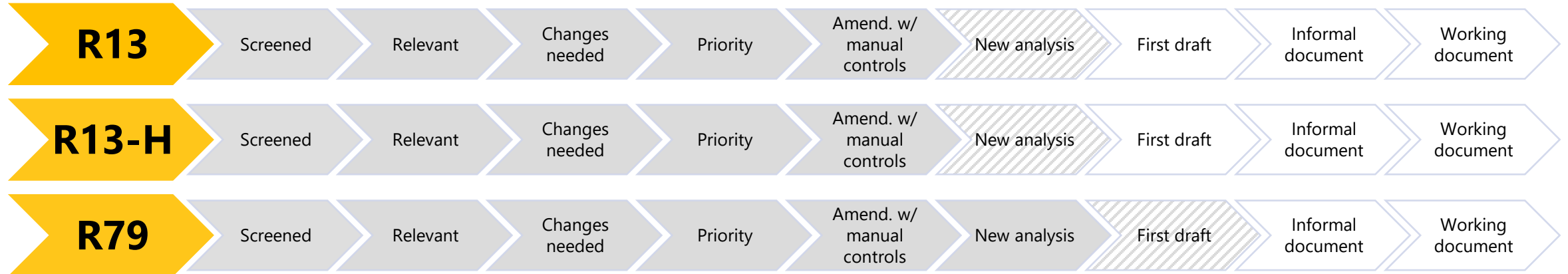


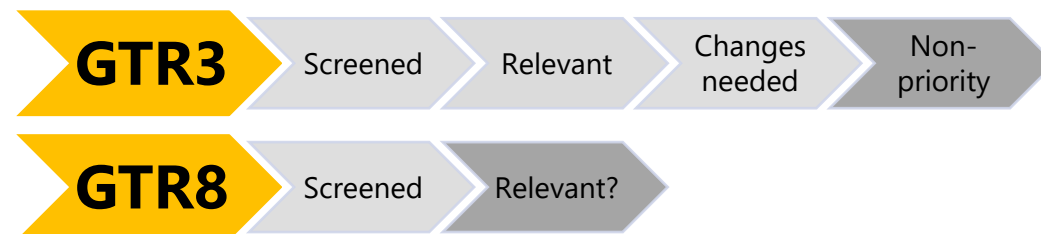
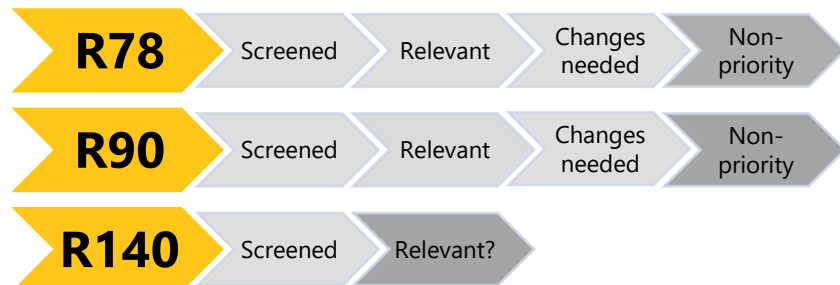
TF-FADS Recent Work



UN Regulations Nos. 13, 13-H and 79 are the top priorities of FADS.

- **R13&13-H:** It was agreed to start the work on the 14 series and to later update the 13 series. Amending the previous series is a decision to be taken by GRVA. The TF should also confirm with GRVA if it agrees to have ADS with special controls approved under the 13 series.
- **R79:** Comments from the task force were compiled in the document FADS-16-02 (UK) Ideas for R79 modifications. All parts in red or blue in the above document may need to be reviewed. All participants are invited to provide comments.

Active work is ongoing towards the production of first drafts in June 2024.



TF-AVC Recent Work

R.E.3 Categorization

Category [X] vehicle

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

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

Category [Y] vehicle

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

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

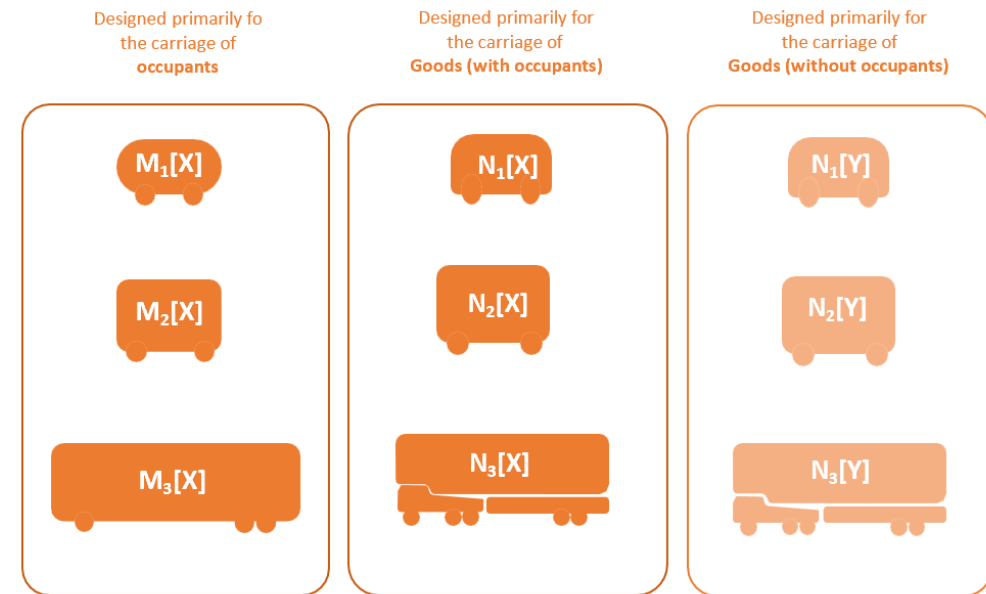
- Category [X] and [Y] can only be used in combination with the relevant main vehicle categories
- The category titles, applicability and definitions are still to be agreed

S.R.1 Categorization

Category [X] vehicles are vehicles of category 1 or 2 [or 3] which meeting all the requirements the same as shown in R.E.3 concept for categorization.

Category [Y] vehicles are vehicles of category 2 [or 3] which meeting all the requirements the same as shown in R.E.3 concept for categorization.

Schematic Diagram



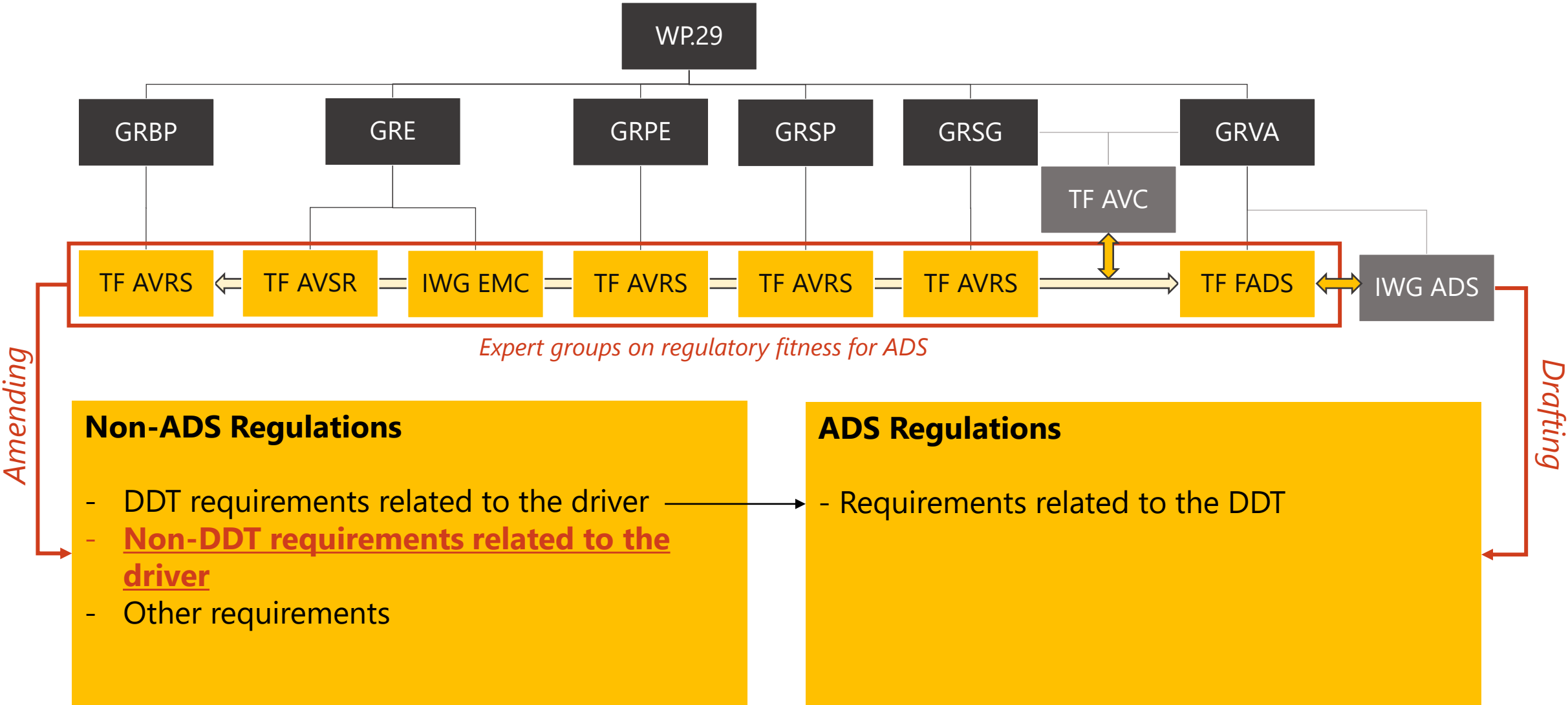
Concept for categorisation based on R.E.3 designations

	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26			
A D S																																							
A V C (3)																																							
G R B P		X																																					
G R E																																							
G R P E	X																																						
G R S G																																							
G R S P																																							
G R V A																																							
W P 2 9																																							
			192		193						194				195																								

 **Informal document(s) Priority Regulation(s)**
 **Working document(s) Priority Regulation(s)**
 **Informal document(s) Non-priority Regulation(s)**
 **Working document(s) Non-priority Regulation(s)**

After submission of ADS UNR and GTR to WP.29

Context (schematic representation)



Context

Mandate of the fitness groups

- Making relevant non-ADS Regulations applicable to automated vehicles
- Amending Regulations based on the spirit of the texts
- Adapting existing requirements without creating additional rules unless necessary

Mandate of the IWG ADS

- Drafting a UN Regulation and a GTR for ADS
- The Regulations will cover the performance of the DDT by the ADS

Overall Issue

- Several Regulations mandate the equipment of systems or functions that rely on the responsibility of the driver that lie outside the performance of tactical or operational functions of the DDT
- Non-ADS Regulations cannot assume how an ADS-equipped vehicle will use these systems (operation by the ADS itself, an ADS user, a crew member, a remote supervision centre...)

Examples

UN Regulation No. 11

6.3.2. Each rear side door shall be equipped with at least one locking device which, when engaged, **prevents operation of the interior door handle** or other interior latch release control and requires separate actions to unlock the door and operate the interior door handle or other interior latch release control.

This requirement mandates the equipment of a locking device (such as child safety lock systems) on rear doors. Should the Regulation be amended to anticipate the operation of this device by an ADS?

UN Regulation No. 107, Annex 3

7.5.7.1. [...] in the event of activation of an alarm system:

- a) The emergency lighting system according to paragraph 7.8.3., if fitted, shall automatically activate and,
- b) **After a single positive action of the driver on any of the door controls in the driver's compartment, all power-operated doors [...] shall open** and shall remain in the opened position. [...]

This requirement mandates the facilitation of the opening of service doors in case of a fire event. However, it leaves the decision to the driver whether or not to open the service doors. What does this facilitation mean in the context of an ADS? Will the ADS Regulation check the correct use of this function by the ADS?

Request for guidance

Current method

- Studying each requirement with the spirit of the initial text and based on the high-level input of each GR
- Harmonising results across GRs during frequent joint meetings
- Screening groups may decide not to tackle certain use cases if they are outside the intended scope of a Regulation

Guidance requested

- Should these issues be discussed outside the fitness groups?

Specific Consulting points for IWG ADS

Ensuring consistency of work across expert groups

– **Scope of work:**

- In a 1st step FADS/AVSR concentrated amendments of existing Regulations for ADS vehicles with manual controls. The 2nd step now embraces ADS vehicles without manual controls.
 - ADS understood as SAE level 4
 - Vehicle categories: FADS/AVSR are currently working on Regulation amendments for four-wheeled vehicles designed and constructed for the transport of passengers or carriage of goods
- Same **understanding** and **language**: for practical reasons common technical translations and standard wordings* were compiled within FADS/AVSR (FIT-01, Detailed introduction)
- **Timing** of deliverables: finalized amendment proposals by FADS/AVSR until 2026
- Demand for New **Terms and Definitions**: One example-- ‘ADS features which issue system-initiated deactivations to manual driving’ (level 3 features) and ‘ADS features which do not issue system-initiated deactivations to manual driving’ (level 4 features)

Suggested Terms and Definitions:

ADS Features consist of:

“*ADS Feature of Type I (ADSF-I)*” means an ADS feature which can perform system-initiated deactivations to manual driving and therefore requires the presence of a fallback user.

“*ADS Feature of Type II (ADSF-II)*” means an ADS feature which does not perform system-initiated deactivations to manual driving and therefore does not require the presence of a fallback user.