TASK FORCE ON AUTOMATED VEHICLE CATEGORISATION (TF-AVC)

ITEMS FOR CONSIDERATION BY ADS-IWG

TF-AVC progress

- Concept agreed for categorisation for R.E.3 and S.R.1 at TF-AVC-09 (1st & 2nd October 2024):

Category X vehicle	Category Y vehicle
Category X vehicles are vehicles of categories M, N and L meeting all of the following conditions:	Category Y vehicles are vehicles of categories N and L meeting all of the following conditions:
(a) They are equipped with an ADS	(a) They are equipped with an ADS
(b) They are not capable of being driven manually at speeds exceeding 6 km/h	(b) They are not capable of being driven manually at speeds exceeding 6 km/h
(c) They are designed to carry occupants	(c) They are **not** designed to carry occupants at any time

- Informal document to 128th session of GRSG on 10/10/2024

- Items for consideration by IWG-ADS...

Definition of ADS 'Features'

- TF-AVC conclusion that a dual-mode definition/category would not be of benefit to the work of the screening Task Forces

- Screening Task Forces require definitions which allow regulations to distinguish which 'type' or 'feature' of an ADS is active at any time

- These definitions need to be developed at pace to allow the screening Task Forces to meet deadlines

- Previous definition for 'ADS Features' has been suggested to IWG-ADS (ADS-03-13):

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.