

# **TF-AVRS**

# **Status Update**

**October 2025**

# Recapture GRVA-14-54r1

## Items to consider during the screening of UN Regulations and UN GTRs:

### 1. Vehicles in the scope:

- Vehicles equipped with an ADS
  - including, but not limited to:
    - Dual-mode vehicles
    - Vehicles without manual driving capabilities
    - Vehicles with or without occupants

### 2. Screen regulations with:

- Terms such as “driver” (interaction with controls in the vehicles, signals, etc.), “seating position” (incl. seat references) and other topics (performance requirements)
- Terms such as “driver”, “seating position”, “seat”, etc. in relation with testing provisions

### 3. Recommendation:

Any proposal to introduce ADS-related terminology shall be reviewed by GRVA to ensure consistent terms and definitions.

## State of Play (GRSG relevant from TF-AVC):

- Consensus on (sub)Category X and Y
- Agreement that ADS Type 1 versus Type 2 must be distinguished and defined.
  - n.b. (sub)Category X and Y have ADS type 2
  - ADSF-1 has fall-back user and may issue transition demand;
  - ADSF-2 has no fall-back user and will not issue transition demand.
- No need to impose more stringent/additional requirements for non-DDT tasks for vehicles with only ADSF-1
- For vehicles equipped with ADSF-2, several options may apply for non-DDT tasks:
  - the “ADS” will handle the non-DDT tasks
  - the ADS concept consists of a crew member to be responsible for the non-DDT tasks (i.e. the vehicle may only operate with occupants on-board, if a crew member is on-board as well).
  - the ADS will only operate without occupants. E.g. valet parking service.

## State of Play (continued):

Definitions (from FRAV/VMAD and IWG-ADS):

“*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.

“*Dynamic Driving Task (DDT)*” means the real-time operational and tactical functions required to operate the vehicle

- Driver performs DDT and has some additional responsibilities e.g.
  - Are the doors closed ?
  - Who may operate doors and windows ?
  - Everybody buckled up ? What if somebody releases a safety belt during driving ?
  - Who watches small children ?
  - what responsibilities has a bus driver, other than driving the bus ?
  - etc.

Excel sheet with GRSG overview of non-DDT tasks to be prepared by TF-AVRS and presented to IWG-ADS

## Status Update TF-AVRS (Automated Vehicles Regulatory Screening)

1. Since GRSG-129,
  - 1 physical (hybrid) meeting: 3-4 July 2025 in Brussels
  - 6 online meetings: 17, 28 April, 19 May, 16 June, 21 August, 29 September 2025
2. Deadline – June 2026 WP.29 for all UN priority Regulations and the new ADS Regulation – In order to be able to present the GRSG-AVRS documents is the 130<sup>th</sup> session.
3. Submitted [working documents 2025/14 ~ 2025/46 and 2025/48 ~ 2025/49](#)
4. Informal documents superseding working documents for all priority topics, except:
  - UN R35
  - UN R55
  - UN R58
  - UN R73
  - UN R102

# Overview of UN Regulations and GTRs under GRSG remit

Regulation	Title	Priority (Yes/No)
UN Regulation No. 18	Anti-theft of motor vehicles	Yes
UN Regulation No. 26	External projections of passenger cars	Yes
UN Regulation No. 34	Prevention of fire risks	Yes
UN Regulation No. 35	Foot controls	Yes
UN Regulation No. 36	General construction of large buses and coaches	No
UN Regulation No. 39	Speedometer and odometer	Yes
UN Regulation No. 43	Safety glazing	Yes
UN Regulation No. 46	Devices for indirect vision	Yes
UN Regulation No. 52	General construction of small buses and coaches	No
UN Regulation No. 55	Mechanical coupling	Yes
UN Regulation No. 58	Rear underrun protective devices (RUPD)	Yes
UN Regulation No. 60	Driver operated controls (mopeds/motorcycles)	No
UN Regulation No. 61	External projections of commercial vehicles	Yes
UN Regulation No. 62	Protection against unauthorised use (vehicles with handlebars)	No
UN Regulation No. 66	Strength of superstructure (buses)	Yes
UN Regulation No. 67	LPG vehicles	Yes
UN Regulation No. 71	Drivers field of vision (agricultural tractors)	No
UN Regulation No. 73	Lateral protection devices	Yes

Regulation	Title	Priority (Yes/No)
UN Regulation No. 81	Rear-view mirrors (motorcycles/mopeds)	No
UN Regulation No. 93	Front underrun protective devices	Yes
UN Regulation No. 97	Vehicle Alarm Systems (VAS)	Yes
UN Regulation No. 102	Close coupling devices (CCD)	Yes
UN Regulation No. 105	Vehicles for the carriage of dangerous goods	No
UN Regulation No. 107	General construction of buses and coaches	Yes
UN Regulation No. 110	CNG and LNG vehicles	Yes
UN Regulation No. 116	Anti-theft and alarm systems	Yes
UN Regulation No. 118	Fire resistance of interior materials	No <sup>1</sup>
UN Regulation No. 121	Identification of controls, tell-tales and indicators	Yes
UN Regulation No. 122	Heating system	Yes
UN Regulation No. 125	Forward field of vision of drivers	Yes
UN Regulation No. 144	Accident Emergency Call Systems (AECS)	Yes
UN Regulation No. 147	Mechanical coupling components of combinations of agricultural vehicles	No
UN Regulation No. 151	Blind Spot Information System for the Detection of Bicycles (BSIS)	Yes
UN Regulation No. 158	Devices for means of rear visibility or detection	Yes
UN Regulation No. 159	Moving Off Information System (MOIS)	Yes
UN Regulation No. 160	Event Data Recorder (EDR)	Yes <sup>2</sup>
UN Regulation No. 161	Devices against Unauthorized Use	Yes
UN Regulation No. 162	Immobilizers	Yes
UN Regulation No. 163	Vehicle Alarm systems	Yes
UN Regulation No. 166	Vulnerable Road Users in Front and Side Close Proximity	Yes
UN Regulation No. 167	Approval of Motor Vehicles with Regard to Their Direct Vision	Yes
UN Regulation No. 169	Event Data Recorder (heavy-duty vehicles)	Yes <sup>2</sup>
UN Regulation No. 176	Field of Vision Assistant	Yes
Global Technical Regulation No. 6	Safety glazing	Yes <sup>3</sup>
Global Technical Regulation No. 12	Motorcycle Controls, Tell-tales and Indicators	No

1. It was concluded that no update of the Regulation is needed
2. Prepared by the IWG-EDR/DDSAD
3. 2<sup>nd</sup> priority, not for GRSG-130 and WP.29 in June 2026.

## Status Update TF-AVRS (Automated Vehicles Regulatory Screening)

1. Working documents had to be submitted before the summer break
2. At the same time, several discussions were still ongoing, e.g. on the topic of how to address the provisions for a manual mode below 6 km/h
3. With regard to vehicles of category X: Initially the idea was that vehicles of category X could be exempt from the scope of several UN Regulations.
4. TF-AVRS had hoped that clear provisions being part of the safety concept of the ADS were going to be included in the ADS Regulation.
5. Instead, it was becoming clear that TF-FADS had decided to include some general wording in UN R79 (steering forces) and that it was expecting GRSG to have some kind of General Safety Regulation for the manual mode in vehicles of category X.
6. The general idea within IWG-ADS has become, that a manual mode withing categories X and Y would not become a specific “maintenance mode” or “emergency mode“, but basically a regular mode with the only restriction being its limited speed of 6 km/h.

# UN R79 proposal as adopted by GRVA at its 23<sup>rd</sup> session

[ECE/TRANS/WP.29/GRVA/2025/41](#) amended by [GRVA-23-16](#)

5.1.1.2.4. The steering control shall be located such that the driver is able to operate the vehicle safely (e.g. with an adequate view of the driving environment).

5.1.1.2.5. If the steering control is made by a remote-control device in close proximity to the vehicle, the requirements of paragraph 5.7. (with the exception of paragraph 5.7.1.13. and paragraphs 5.7.1.16. to 5.7.1.21.) shall apply.

Not considered “adequate” for GRSG

## Status Update TF-AVRS (Automated Vehicles Regulatory Screening)

1. After further deliberations and while realising that many UN Regulations do not have provisions in place which are depending on the maximum vehicle speed, it was concluded in the TF-AVRS, that currently, for conventional vehicles that have a max. speed (mode) of 6 km/h, still are within the scope of these Regulations.
2. A conventional vehicle driving or manoeuvring at 6 km/h in this respect does not differ from a vehicle that has its speed limited at 6 km/h.
3. This means that the requirements related to e.g. vision, id of controls, etc. basically also apply to a vehicle with a speed (mode) limited to 6 km/h.

## Status Update TF-AVRS (Automated Vehicles Regulatory Screening)

1. Editorial corrections:  
Intention of the TF to say: “the ADS” or “an ADS”, not just “ADS”.  
“ADS” is the alternative to “driver”.
2. Removal of ADSF-1 and ADSF-2 where they don’t need to be distinguished anymore
3. UN R121: deleted special provisions for ADS since they are not considered part of UN R121. Current provisions are related to the driver only.
4. UN R122: it was decided at GRSG-130 to keep the Task to align the contact surface temperatures and the task to make the Regulation fit for ADS combined in one document.

# Status Update TF-AVRS (Automated Vehicles Regulatory Screening)

Manual mode for category X and Y vehicles:

- limited to 6 km/h

## 3 variants are foreseen

1. using conventional controls (steering wheel, pedals) operated from a driver's seat (category X only)  
=> comply with vision requirements (e.g. UN R43, 46, 125, 151, 158, etc.)
2. Using unconventional controls (e.g. joystick) operated onboard the vehicle from a non-standard location (e.g. standing) (category X only)  
=> cannot comply while all current provisions relate to a driver's seat;  
alternative provisions may apply providing equivalent level of safety
3. Using a remote-control device in close proximity to the vehicle (categories X and Y)  
=> the provisions of UN R79 paragraph 5.1.1.2.5. apply

## Status Update TF-AVRS (Automated Vehicles Regulatory Screening)

Some used common language:

*The requirements in ... do not apply whilst an ADS feature is active.*

*In case of vehicles equipped with an ADS, the transitions of user roles and the procedure for those transitions, for example, reversion to manual driving following deactivation of the ADS feature, shall comply with the technical requirements defined in UN Regulation No. [XXX].*

## Status Update TF-AVRS (Automated Vehicles Regulatory Screening)

Some used common language:

*Vehicles of category X with a manual mode intended to be operated on-board the vehicle not using a driver's seat, may fulfil alternative requirements, in agreement with the Technical Service and Type Approval Authority, provided that the manufacturer, with the safety concept defined for the ADS, can demonstrate that a level of safety, equivalent to that of the requirements set out in ..., is achieved.*

*The alternative provisions that are applied and the vehicle's performance must be duly described in the Test Report.*

Go through each individual Regulation and make small amendments where necessary.

**Thank you for your attention !**