

Status Report

GRE TF AVSR

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AVSR

After the last meeting of TF AVSR, a document was sent to GRE and published as

[ECE/TRANS/WP.29/GRE/2023/9/Rev.2](#)

Additionally, an informal document GRE-90-xx
Taking into account the latest adopted version of R 48 (09-series)

Definitions are now clear

"2.3.12. Terms and definitions related to automated driving

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

2.3.12.2. **“*Automated Driving System (ADS)*” means the hardware and software that are collectively capable of performing the entire DDT on a sustained basis. *)**

2.3.12.3. **“*Driver*” means a human being who performs in real time part or all of the DDT. *)**

**) definitions in cooperation with GRVA and FRAV*

With regard to possible definitions for manual driven vehicles and/or dual mode vehicles

The TF has decided in agreement with FADS , not to create definitions for these terms.

Alternatively, an adaptation of the scope was discussed, by describing the new “ ADS vehicle “ categories.

In this case the TF has decided to keep the scope unchanged, because the relevant TF to work out these new categories, will define sub-categories, therefore we see no need for an amendment of the scope.

**With regard to the item “Assistance System”
No definition, but clear requirement:**

Add a new Paragraph 5.36., to read:

- 5.36. Any automatic lighting or driving functionality, which requires the driver to permanently monitor the environment and the vehicle/system performance, is not an ADS.**

Add a new Paragraph 5.37., to read:

- 5.37. Whilst the ADS is active, any tell-tale information specified in paragraph 6 of this UN-Regulation shall be transmitted to the ADS.**

Possible conflicts with an “Assistance System” are solved *):

Add a new Paragraph 6.1.7.2.1., to read:

6.1.7.2.1. In the case that the vehicle is controlled by an ADS, either

- **the applicant shall prove to the satisfaction of the Type-Approval Authority that the automatic main-beam operation is controlled by the ADS to avoid causing discomfort, distraction or glare to other road users; or**
- **the main-beam headlamps shall be deactivated.**

*) corresponding to GRE-90-05

Paragraph 6.1.7.3., amend to read:

6.1.7.3. With the exception of an active ADS, it shall always be possible to switch the main-beam headlamps ON and OFF manually and to manually switch OFF the automatic control of the main-beam headlamps.

Moreover, the switching OFF, of the main-beam headlamps and of their automatic control, shall be by means of a simple and immediate manual operation; the use of sub-menus is not allowed.

Result about the discussion: Driver seat / Front seat, nearest to the opposing traffic

Paragraph 6.2.6.1.1., amend to read:

The initial downward inclination of the cut-off of the dipped-beam to be set in the unladen vehicle state with one person in the ~~driver's seat~~ **front seat, nearest to the opposing traffic**, shall be specified within an accuracy of 0.1 per cent by the manufacturer and indicated in a clearly legible and indelible manner on each vehicle close to either headlamp or the manufacturer's plate by the symbol shown in Annex 7.”

Add a new Paragraph 6.2.6.1.1.1., to read:

If the driver's seat does not meet the requirements as defined in paragraph 6.2.6.1.1. due to the design or the operational conditions of the vehicle, the manufacturer shall specify the driver's seat position.”

Annex 5,

"States of loading to be taken into consideration in determining variations in the vertical orientation of the dipped-beam headlamps

Paragraph 2. amend to read:

2. Loading conditions for different types of vehicles :

If the driver's seat is not located on the front seat nearest to the opposing traffic due to the design or the operational conditions of the vehicle, the manufacturer shall specify the driver's seat position.

For vehicles designed to travel without occupants the presence of any persons shall be disregarded. For vehicles designed to travel with occupants the following loading conditions shall apply:"

**In our view the document is now finished
and ready for sending to WP.29**

Further Work:

- **Review of R 45,**
- **The ADS marker lamp**

Review of R 45

In the next meeting of AVSR the Regulation 45 will be reviewed. Among other possible things, the following paragraph will be discussed and amended:

- 6.5.4 The control of the cleaning device shall be operable **from the driver's seat** and may be coupled with the controls for other cleaning devices.
- In addition, when the cleaning device is required to be fitted according to Regulation No. 48, and in the absence of any automatic activation of the cleaning device, it must operate through at least one cleaning period when, the headlamps being already switched on, the windscreen washers are operated.

The ADS marker lamp:

**GTB has provided to the TF AVSR
a document for introduction:**

Automated Driving Systems Marker Lamp (ADS ML)

See document GRE – 90 – 06

To give GRE the possibility to decide about the further work of TF AVSR

GRE TF AVSR

Thank you for your attention!