

Proposal for supplement [2] to the original version of UN Regulation No. 176 (Field of Vision Assistant Systems)

Submitted by the expert from the Kingdom of the Netherlands on behalf of the Task Force on Automated Vehicles Regulatory Screening*

The text reproduced below was prepared by the Task Force on Automated Vehicles Regulatory Screening (TF-AVRS), with the aim to amend and supersede document ECE/TRANS/GRSG/2025/46. The modifications to ECE/TRANS/GRSG/2025/46 are marked in **(bold) red** for new or ~~strikethrough~~ for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

I. Proposal

Paragraphs 0.1., amend to read:

"0.1. Introduction to the original version of UN Regulation No. 176."

Former Paragraphs 0.1. to 0.14., renumber as 0.1.1. to 0.1.14.

Insert new paragraphs 0.2. to 0.2.2., to read:

"0.2. Introduction to supplement [2] to the original series of amendments

0.2.1 Supplement 1 to the original series of amendments is introduced to take into account vehicles of categories X and Y ¹, as well as vehicles with a manual mode operating at speeds above 6 km/h which are equipped with an ~~Autonomous Automated~~ Driving System (ADS) ¹.

0.2.1. The Regulation was originally drafted for vehicles with a driver and manual driving controls. In the absence of a driver in the vehicle, there is no need to fulfil any of the requirements of this Regulation and therefore vehicles of categories X and Y are exempt from the scope of this Regulation.

0.2.2. ~~In case of vehicles equipped with an ADS other than vehicles of categories X and Y, in the manual driving mode no special provisions or exemptions apply. In a mode where an ADS feature is active basically no requirements apply, which are related to a driver.~~
Other than vehicles of category Y, vehicles equipped with an ADS must comply with this Regulation when operated manually by a driver on-board the vehicle."

Paragraph 1.1., footnote 2, amend to read:

¹ As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.78, para. 2 - <https://unece.org/transport/vehicle-regulations/wp29/resolutions>"

Paragraph 1.3., amend to read:

"1.3. This Regulation does not apply to vehicles ~~not designed to be driven by a human of category X and Y~~ **and to vehicles of category X without a manual mode which is intended to be operated on-board the vehicle.**"
"

Paragraph 5.1.1., amend to read:

"5.1.1. FVA shall be driving related or operation related or both, and comply with the requirements of paragraph 5.1.2. onward, except when the vehicle is parked or ~~performing the Dynamic Driving Task (DDT) (e.g. as described in UN Regulation No. 157)~~ **while and ADS feature is active**. In the latter case, if non-driving related or operation related information or both is displayed, it shall disappear within 500ms upon initiation of a transition demand, **if applicable**.

For the purpose of this Regulation, an incoming phone call, even though it is considered non-driving related, can be displayed."
