United Nations ECE/TRANS/WP.29/GRPE/2025/23

Economic and Social Council

Distr.: General
4 August 2025

Original: English

Informal document GRPE-93-12
93rd GRPE, 14-17 October 2025
Agenda item 3(a)

Updates to Working Document GRPE/2025/23 are shown using tracked changes

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on Pollution and Energy

Ninety-third session
Geneva, 14–17 October 2025
Item 3(a) of the provisional agenda
Light vehicles:
UN Regulations Nos. 68 (Measurement of the maximum speed, including electric vehicles), 83 (Emissions of M1 and N1 vehicles), 101 (CO2 emissions/fuel consumption), 103 (Replacement pollution control devices) and 154 (Worldwide harmonized Light vehicles Test Procedures (WLTP))

Proposal for a new supplement to the 08 Series of Amendments to UN Regulation No. 83 (Emissions of M1 and N1 vehicles)

Submitted by the Task Force on Automated Vehicles Regulations Screening (AVRS)*

The text reproduced below was prepared by the Task Force on Automated Vehicles Regulations Screening (AVRS). This document aims to to allow type approval of vehicles with Automated Driving Systems. The modifications to the current text of the Regulation are marked in bold 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

Footnote 1, 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.~~6~~**8**, para. 2. -www.unece.org/transport/vehicle-regulations/wp29/resolutions."

Annex 1, paragraph 2.6., amend to read:

"2.6. Mass of the vehicle with bodywork and, in the case of a towing vehicle of category other than M_1, with coupling device, if fitted by the manufacturer, in running order, or mass of the chassis or chassis with cab, without bodywork and/or coupling device if the manufacturer does not fit the bodywork and/or coupling device (including liquids, tools, spare wheel, if fitted, and driver, and, for buses and coaches, a crew member if there is a crew seat in the vehicle)[7] (maximum and minimum for each variant**). For vehicles of categories X and Y the mass of the driver shall not be included**: ..... "

Annex 1, paragraph 3.4.3., amend to read:

"3.4.3. **User-selectable** ~~O~~**o**perating mode switch: with/without[9]"

Annex 2, paragraph 1.9.2., amend to read:

"1.9.2. **User-selectable** ~~O~~**o**perating mode switch: with/without[1]"

Annex 4, paragraph 5.7.2., amend to read:

"5.7.2. Vehicle Examination and Maintenance

Diagnosis of faults and any normal maintenance necessary in accordance with Appendix 1 shall be performed on vehicles accepted for testing, prior to or after proceeding with ISC testing.

The following checks shall be carried out: OBD checks (performed before or after the test), ~~visual~~ check~~s~~ for ~~lit~~ **indication of** malfunction ~~indicator or lamps~~, checks on air filter, all drive belts, all fluid levels, radiator and fuel filler cap, all vacuum and fuel system hoses and electrical wiring related to the after-treatment system for integrity; checks on ignition, fuel metering and pollution control device components for maladjustments and/or tampering.

If the vehicle is within 800 km of a scheduled maintenance service, that service shall be performed.

…"

Annex 4, Appendix 1, paragraph 1., amend to read:

"1. Fuel tank level (full / empty). Is the**re an indication active of low fuel level** ~~fuel reserve light ON~~? If yes, refuel before test."

Annex 4, Appendix 1, paragraph 2., amend to read:

"2. Are there any warning**s** ~~lights on the instrument panel~~ activated indicating a vehicle or exhaust after-treatment system malfunctioning that cannot be resolve**d** by normal maintenance? (~~M~~**m**alfunction ~~I~~**i**ndication ~~Light~~, ~~E~~**e**ngine **s**ervice ~~I~~indication, etc?) If yes, the vehicle cannot be selected."

Annex 4, Appendix 1, paragraph 1 3., amend to read:

"3. Is the**re an indication active of low reagent level** ~~SCR light on~~ after engine-on? If yes, the AdBlue should be filled in, or the repair executed before the vehicle is used for testing."

Annex 4, Appendix 5, paragraphs 18. and 19., amend to read:

"18. ~~Driver~~**User**-selectable mode(s) used during the TA tests (pure ICE) or for charge sustaining test (NOVC-HEV, OVC-HEV, NOVC-FCHV).

19. ~~Driver~~**User**-selectable mode(s) used during the TA tests for charge depleting test (OVC-HEV)."

Annex 5, paragraphs 2.3. and 2.4., amend to read:

"2.3. In the case of vehicles with manually-operated or semi-automatic-shift gearboxes, the test shall be carried out with the gear ~~lever~~ in ~~the~~ "neutral" ~~position~~ and with the clutch engaged.

2.4. In the case of vehicles with automatic-shift gearboxes, the test shall be carried out with the gear ~~selector~~ in either ~~the~~ "neutral" or ~~the~~ "park~~ing~~" ~~position~~."

II. Justification

1. The document introduces changes required to incorporate vehicles with Automated Driving Systems into the existing Regulation.
2. Vehicle categories X and Y are sub-categories which are introduced in R.E.3 by the Task Force on Automated Vehicle Categorisation (TF-AVC) under GRVA and do not have a driver position. The driver mass is therefore not part of the mass in running order.
3. All references to driver actions are taken out of the Regulation and written in a way that it allows for vehicles with and without a driver into the scope of the Regulation.
4. Driver messages and warnings are edited in way that it would be suitable for vehicles with and without a driver.
5. Square brackets removed and some editorial corrections and improvements have been made.