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Economic Commission for Europe**Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on Automated/Autonomous and Connected Vehicles****Twenty-second session**

Geneva, 24 June 2025

Item 4(e) (ii) of the provisional agenda

Automated/autonomous and connected vehicles:**Coordination of work on automation between working parties (GRs)****Vehicle subcategories for ADS****Proposal for Amendment 3 to the Special Resolution No. 1
Concerning the Common Definitions of Vehicle Categories,
Masses and Dimensions (S.R.1)****Submitted by the co-chairs of the Task Force on Automated Vehicle
Categorisation***

The text produced below was prepared by the Task Force on Automated Vehicle Categorisation. It proposes to modify the document TRANS/WP.29/1045 (Special Resolution No.1 concerning the Common Definitions of Vehicle Categories, Masses and Dimensions (S.R.1)) and is based on ECE/TRANS/WP.29/GRSG/2025/6. The modifications to text are indicated in bold for new characters and 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

Annex 1, *GENERAL DEFINITIONS*

Insert new paragraphs 8. and 9:

- “8. **"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.**
9. **"Dynamic Driving Task (DDT)" means the real-time operational and tactical functions required to operate the vehicle."**

Annex 2, *CATEGORIZATION OF VEHICLES*

Paragraphs 1.1.1. and 1.1.2., amend to read:

- “1.1. **"Category 1 vehicle"** means a power driven vehicle with four or more wheels designed and constructed primarily for the carriage of (a) person(s).
- 1.1.1. **"Category 1-1 vehicle"** means a category 1 vehicle comprising not more than ~~eight-nine~~ seating positions ~~in addition to the driver's seating position~~. A category 1-1 vehicle cannot have standing passengers.
- 1.1.2. **"Category 1-2 vehicle"** means a category 1 vehicle designed for the carriage of more than ~~eight-nine passengers~~ **persons**, whether seated or standing, ~~in addition to the driver."~~

Paragraph 1.3.1., amend to read:

- “1.3.1. If a vehicle meets all of the following conditions:

For vehicles other than category X:

$$P - (M + N \times 68) > N \times 68,$$

$$N \leq 6 \text{ and}$$

Pay mass as defined in paragraph 7. of Annex 3 exceeds 150 kg for the vehicle, as configured with the maximum mass of factory fitted optional equipment, the vehicle shall be deemed to be a category 2 vehicle.

For category X vehicles:

$$[P - (M + N \times 68) > N \times 68, \text{ or } P - (M + N \times 68 + 7) > (N-1) \times 68,]$$

$$N \leq 7 \text{ and}$$

Pay mass as defined in paragraph 7. of Annex 3 exceeds 150 kg for the vehicle, as configured with the maximum mass of factory fitted optional equipment, the vehicle shall be deemed to be a category 2 vehicle.

In all other cases, the vehicle shall be deemed to be a category 1 vehicle.

Where,

P = Gross vehicle mass as defined in paragraph 4 of Annex 3.

M = Mass in running order as defined in paragraph 3 of Annex 3.

N = Maximum number of simultaneous seating and standing positions excluding the driver seating position, **if any."**

Insert new paragraph 4., to read:

- “4. **CATEGORY X AND Y VEHICLES**

- 4.1. **"Category X vehicle" means a vehicle of category 1, 2 or 3 which:**

- (a) **is equipped with an ADS and**

- (b) is not capable of being driven manually at speeds exceeding 6 km/h and
 - (c) is designed to carry (a) person(s)
- 4.2. "Category Y vehicle" means a vehicle of category 2 or 3 which:
- (d) is equipped with an ADS and
 - (e) is not capable of being driven manually at speeds exceeding 6 km/h and
 - (f) is not designed to carry (a) person(s) at any time"

Annex 3, *MASSSES*, paragraph 3., amend to read:

- "3. "Mass in running order" means the nominal mass of a vehicle as determined by the following criteria:

Sum of unladen vehicle mass and driver's mass, **except in the case of vehicles of category X and category Y**. The driver's mass is applied in accordance with paragraph 6.1. below. **For vehicles of category X and category Y, the mass in running order equals the unladen vehicle mass.**

In the case of category 1-2 vehicles, additional crewmembers for which seating positions are provided shall be included, their mass being equal to, and incorporated in the same way as, that of ~~the~~ a driver, **if any.**"

Paragraph 7., amend to read:

- "7. "Pay mass" means the goods-carrying capacity of the vehicle which is the figure obtained by subtracting the unladen vehicle mass and the driver and passenger masses, **if any**, from the gross vehicle mass."

II. Justification

1. Annex 1, paragraph 8. and 9. is amended to accommodate additional definitions for ADS and DDT. Both terms will be used in the proposed amended text of S.R.1. The definitions are aligned with the foreseen definitions for the new ADS regulation.
2. Annex 2, paragraphs 1.1.1. and 1.1.2. are amended to accommodate potential new vehicle designs associated with vehicles of category X, which may not have a driver's seat. The total number of seating positions and possible persons has not been altered.
3. Annex 2, paragraph 1.3.1. is amended to accommodate Category X vehicles and ensure that Category X vehicles remain in the same vehicle category as their non-automated counterpart.
4. Annex 2, paragraph 4.1. and 4.2., are added to introduce Category X and Y vehicles.
5. Annex 3, paragraph 3. is amended to consider the case where no driver is present in the vehicle.
6. Annex 3, paragraph 7., is amended to consider the case where no driver and/or passengers are present in the vehicle.
7. A detailed informal document, explaining the changes and gathering questions and answers regarding this proposal, will be transmitted to GRVA by the Task Force on Automated Vehicle Categorisation prior to the session.