



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

#### World Forum for Harmonization of Vehicle Regulations

#### Working Party on Pollution and Energy

#### Ninety fourth session

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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)) and [180] (OBM and EVP)**

### **Proposal for supplement 2 to the original version of UN Regulation No. 68 (Measurement of the maximum speed, including electric 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 allow type approval of vehicles with Automated Driving Systems. It is submitted to the Working Party on Pollution and Energy consideration at its 94th session. The modifications to the current text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2026 as outlined in proposed programme budget for 2026 (A/80/6 (Sect. 20), table 20.7), 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

*Paragraph 1, Footnote 1, amend to read:*

~~"1/ As defined in annex 7 to the Consolidated Resolution on the Construction of Vehicles (R.E.3) (document TRANS/SC1/WP29/78/Amend.3)"~~<sup>1</sup> **As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3.), document ECE/TRANS/WP.29/78/Rev.8, <https://unece.org/transport/vehicle-regulations/wp29/resolutions>**"

*Paragraph 5.3.2.3., amend to read:*

"5.3.2.3. Minimum radius of bends: in plan, the loop track shall be a convex curve and may vary from a perfect circle to straight sections linked by approximately circular sections. The radius of curves shall be not less than 200 metres. The effects of centrifugal force shall be compensated by the transverse profile of the curves in such a way that the vehicle holds a normal line without any ~~action on the steering~~ **action wheel**."

*Paragraph 5.5.1.1.2., amend to read:*

"5.5.1.1.2. During measurement, the gear ratio used shall be that in which the vehicle is able to reach its maximum steady speed. The ~~accelerator~~ **acceleration demand** shall be ~~fully depressed~~ **at its maximum**. Any cold starting device or manual choke shall be out of operation."

*Paragraph 5.5.5., amend to read:*

"5.5.5. Determination of the maximum speed on loop track  
The time  $T_i$  required for a complete circuit shall be recorded. Not less than three measurements shall be made with the vehicle following a path corresponding approximately to that taken at the test speed, i.e. not requiring any correction of course by ~~action on the any steering wheel~~ **action**. The difference between the extreme values measured shall not exceed 3 per cent."

## II. Justification

1. The document introduces changes required to incorporate vehicles with Automated Driving Systems into the existing Regulation.
2. Reference to the Consolidated Resolution on the Construction of Vehicles (R.E.3.) is updated to include ADS equipped vehicles in the scope. Vehicle categories X and Y are introduced in Revision 8 of R.E.3, prepared by the Task Force on Automated Vehicle Categorisation (TF-AVC) under GRSG and GRVA, and are not capable to be driven manually above 6 km/h.
3. Vehicles of categories X and Y might not have a steering wheel or accelerator control, therefore the provisions were generalized to include vehicles without such controls.