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**Economic Commission for Europe**

Inland Transport Committee

**World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****131st session**

Geneva, 13–17 April 2026

Item 13(b) of the provisional agenda

**Exchange of views on vehicle automation:****Categorization of automated vehicles and autonomous vehicle regulation screening****Proposal for supplement 6 to the original version of  
UN Regulation No. 162 (Immobilisers)****Submitted by the expert from the Kingdom of the Netherlands\***

The text reproduced below was prepared by the expert from the Kingdom of the Netherlands on behalf of the Task Force on Automated Vehicles Regulatory Screening (TF-AVRS). It is based upon ECE/TRANS/WP.29/GRSG/2025/42 as amended by GRSG-130-50. The modifications to the current text of the UN 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 to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## Proposal

Insert new paragraphs 0. and 0.1. to 0.1.2., to read:

### "0. Introduction

- 0.1. Supplement 6 to the original version is introduced to take into account vehicles of category X and Y<sup>1</sup>, as well as vehicles with a manual mode operating at speeds above 6 km/h which are equipped with an Automated driving System (ADS)<sup>1</sup>.**
- 0.1.1. The Regulation was originally drafted for vehicles with a driver and manual driving controls. It is the intention of this amendment to keep the spirit of the Regulation and to extend its application to vehicles without a driver and without manual driving controls in the vehicle. In the absence of driver/manual driving controls in the vehicle, provisions related to them shall not be taken into account if not already covered by this amendment.**
- 0.1.2. In case of vehicles equipped with an ADS, in the manual driving mode no special provisions or exemptions apply. In a mode where an ADS feature is active, the relevant ADS requirements apply."**

*Paragraph 1.1., footnote 1, amend to read:*

<sup>1</sup> As defined in the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev.68, para. 2 - <https://unece.org/transport/standards/vehicle-regulations/wp29/resolutions>."

*Insert new paragraphs 2.4. and 2.5., to read:*

- "2.4. "ADS feature of type 1 (ADSF-1)" means an ADS feature which includes an ADS fallback response requiring a fallback user;**
- 2.5. "ADS feature of type 2 (ADSF-2)" means an ADS feature which does not include an ADS fallback response requiring a fallback user."**

*Paragraph 4.4.1., footnote 3, amend to read:*

<sup>3</sup> ~~The distinguishing numbers of the Contracting Parties to the 1958 Agreement are reproduced in Annex 3 to the Consolidated Resolution on the Construction of Vehicles (R.E.3), document ECE/TRANS/WP.29/78/Rev. 6, Annex 3 — <https://unece.org/transport/standards/transport/vehicle-regulations/wp29/resolutions>.~~

**As defined in Annex 3 to 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 5.2.4.1., amend to read:*

- "5.2.4.1. The immobilizer shall be set without supplementary action from the driver (if applicable) by at least one of the following means:**
- (a) ~~at rotation of the ignition key into the "0" position in the ignition lock~~ **the finalisation of each ignition cycle (or run cycle, as relevant)** and activation of a door; in addition, immobilizers which unset immediately before or during the normal starting procedure of the vehicle are permitted to set on ~~turning the ignition off, finalising the ignition cycle (or run cycle, as relevant)~~
  - (b) a maximum of 1 minute after removing the key of the ignition lock."

*Annex 9, paragraph 4.3.2.*, amend to read:

- "4.3.2. The requirements in paragraph 4.3.1. shall not apply:
- (a) during a remote-control manoeuvring and remote-control parking as defined in UN Regulation No. 79;
  - (b) **for vehicles of categories X and Y<sup>1</sup>; or**
  - (c) **when an ADSF-2 is activated by an authorized registered digital key".**
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