



Economic and Social Council

Distr.: General
2 January 2026

Original: English

Economic Commission for Europe

Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations

Working Party on Pollution and Energy

Ninety fourth session

Geneva, 17-19 March 2026

Item 5 of the provisional agenda

UN Regulations Nos. 24 (Visible pollutants, measurement of power of C.I. engines (Diesel smoke)), 85 (Measurement of the net power), 115 (LPG and CNG retrofit systems), 133 (Recyclability of motor vehicles), 143 (Heavy Duty Dual-Fuel Engine Retrofit Systems (HDDF-ERS)) and 177 (System Power)

Proposal for Supplement [12] to 03 Series of Amendments to UN Regulation No. 24 (Diesel Smoke)

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.

* 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 1.1.1., 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/WP.29/78/Rev.1/Amend.2 as last amended by Amend.4).¹ 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 24.3.1., amend to read:

"24.3.1. The emission of visible pollutants by the vehicle type submitted for approval shall be measured by the two methods described in Annexes 4 and 5 to this Regulation, relating respectively to tests at steady speeds and to tests under free acceleration. If performing these tests on a hybrid electric vehicle **or a vehicle equipped with an ADS¹** requires a special procedure, this shall be detailed in the service manual (or equivalent media). This special procedure shall not require the use of special equipment other than that provided with the vehicle."

Annex 5, paragraph 2.4., amend to read:

"2.4. If the test is carried out on a vehicle, the gear ~~change control~~ shall be ~~set in the neutral position~~ and the drive between engine and gear-box engaged."

Annex 5, paragraph 2.5., amend to read:

"2.5. With the engine idling, the ~~accelerator control~~ **engine speed demand** shall be ~~operated~~ **increased** quickly, but not violently, so as to obtain maximum delivery from the injection pump. This position shall be maintained until maximum engine speed is reached and the governor comes into action. As soon as this speed is reached the ~~accelerator~~ **engine speed demand** shall be ~~released~~ **reduced** until the engine resumes its idling speed and the opacimeter reverts to the corresponding conditions."

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. Testing vehicles equipped with an ADS might require special procedures, therefore ADS vehicles were added to the testing provisions on hybrid electric vehicles.
4. Vehicles of categories X and Y might not have gear change or accelerator controls, therefore the provisions were generalized to include vehicles without such controls.