Automated driving

Factsheet on conducting automated driving pilot schemes in Switzerland

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1. Introduction

The use of automated vehicles, connectivity between vehicles and their connection to the digital world are opening up interesting opportunities for Switzerland's transport system. The introduction of automated vehicles (AV) could make road traffic even safer and more convenient. At the same time, it would make mobility more accessible to new user groups such as older people, people with disabilities and children. The new technological developments also open up promising prospects for public transport.

Pilot schemes with AVs can yield valuable insights into the field of digital mobility and strengthen Switzerland as a location for business and research. Swiss legislators therefore want to enable such pilot schemes.

This factsheet provides information for individuals and organisations interested in conducting pilot tests with AV about the legal basis, authorisation procedure, the responsibilities, required documentation and and the technological, operational and safety-relevant framework conditions.

The degree of automation is defined internationally in the form of various levels (SAE J3016: current version https://www.sae.org/standards/content/j3016_201806/).
If the driver is still fully responsible for operating the vehicle (Level 0 – non-automated; Level 1 – assisted:, Level 2 – partial automation), type-approved vehicles can be registered and do not require an authorisation for a pilot test. This means that tests for connecting vehicles to one another and to infrastructure (C2X) would also be possible without special authorisation. Vehicles at Level 3 (conditional automation), Level 4 (high automation) and Level 5 (full automation) require test authorisation unless they could be registered under applicable legislation (Road Traffic Act RTA, SR 741.01, and Ordinance on Automated Driving, OAD, SR 741.59).

Under Article 7(1) of the RTA, any vehicle with its own means of propulsion that enables it to move on the ground independently of rails (regardless of size and speed) is a motor vehicle.

2. Prerequisites for the issuance of a special authorisation

Based on Article 25h of the Road Traffic Act (RTA), the Federal Roads Office (FEDRO) may issue special authorisation to conduct tests with AVs that do not yet meet the legal requirements (including EU type-approval, EU TA).

The main criterion for the issuance of a special authorisation is that the test yields new findings with respect to the status of technology or the use of AVs and systems. In addition, applicants are required to explain how those legal provisions that cannot be complied with during the test are to be compensated through the implementation of suitable measures. An authorisation may only be granted if the federal government deems the residual risks associated with the pilot test to be reasonable and proportional.
Special authorisation will only be issued if the pilot test organisers grant FEDRO full access to all data from the tests should this prove necessary in order to evaluate the test and draw the relevant findings. FEDRO may bring in experts to do so while respecting the commercial secrecy of the pilot test organiser.

Applications for authorisations must contain the following information:

- A description of the findings sought and how these are to be obtained.
- An indication of those provisions and requirements (traffic regulations, technical requirements on vehicles, etc.) that cannot be complied with during the test.
- A description of the measures to be taken in order to compensate for provisions that cannot be complied with, and thus guarantee road safety.

An authorisation cannot be granted if there is no possibility of obtaining new findings or if the findings could also be obtained without the use of automated vehicles.

3. Required documentation and certificates

The organisation conducting the pilot test is responsible for submitting all documentation.

The level of risk associated with the pilot test is considered in its entirety, which is why it is necessary to submit the full documentation. In order to be able to evaluate any necessary corrections or adjustments efficiently and quickly, a corresponding trace of revisions is necessary.

3.1 Description of the procedure in the proposed pilot scheme

A pilot test involves the use of AVs that do not yet have the EU TA for automated vehicles or whose Operational Design Domain (ODD, the manufacturer's defined area of use for the AV) from the EU TA does not cover the area of use in Switzerland. In other words, the capabilities of the test vehicles and/or the automated driving technology installed in them (hardware and software, sensors, algorithms) are unknown. The test organisation and the AV technology partner involved must declare that the test vehicle is capable of performing its driving task (known as the Dynamic Driving Task, DDT) in the approved area of operation (known as the Target Operation Domain, TOD) without external assistance.

The testing organisation must be able to substantiate this statement over the course of the pilot test. This is always done in a step-by-step process over several phases, in which the complexity is increased after reaching specified quality gates.

In phase 1, the AV is supervised by a safety driver. He sits in the vehicle, usually behind the wheel, and can demonstrably intervene in the AV's DDT at any time[1] . Key performance indicators (KPIs) are defined for the specific pilot test, which must be achieved in order to move on to the next phase. The requirements vary depending on the approach chosen by the testing organisation. If a step-by-step approach of ‘safety passenger’ – ‘remote safety driver’ – ‘operator’ is chosen, the KPIs at the quality gates for each stage are less demanding than if the ‘safety driver’ – ‘operator’ approach is taken.

In all pilot tests, the greatest challenge arises when no human being can intervene in the AV's DDT, i.e. when the AV is only supervised by an operator. The requirements for evidence are correspondingly high. While in the pre-approval phase, the applicant must be able to demonstrate in basic tests with a safety driver behind the wheel that the AV can handle the relevant traffic situations that occur in the TOD, further evidence must be provided before moving on to the operator phase. Among other things, it must be demonstrated that the AV can handle traffic situations in the DDT without human intervention over a defined period of time (several months).

Situations and scenarios not encountered, up to and including the maximum speed requested, must be verified by the testing organisation at a designated technical service. This should also include testing situations in which an accident can no longer be avoided, and the focus is on minimising damage (see also section 3.4). Finally, driving competence is assessed by FEDRO and checked in final random tests on a closed-off site. All conceivable scenarios in the TOD can be tested in this way.

[1] In a pilot scheme with an AV that does not have a driver's cab in the vehicle (such as a delivery robot or work vehicle), the vehicle is accompanied in phase 1 by a person outside the vehicle (safety escort). This person has the control elements assigned to them so that they can intervene in the DDT.

However, the applicant may also propose other approaches. In any case, they must demonstrate to FEDRO how they intend to proceed in the pilot scheme and in which phases in order to minimise risk. In collaboration with the AV technology provider, the applicant must also make proposals for the quality gates and KPIs, which are then reviewed and, if necessary, adjusted by FEDRO.

3.2 Principle – uniform role designation

Different roles may be used in a pilot scheme. It is at the discretion of the organisation conducting the pilot test whether it wishes to use all roles or dispense with individual roles. However, it is important that the corresponding roles in the following nomenclature/definition are used uniformly in the pilot scheme application.
The organisation conducting the pilot scheme may also assign other roles, but these must then be given different names, and their tasks and responsibilities must be clearly described.

Definition: Safety driver

Place of activity:

- Behind the wheel in the pilot test vehicle

Duties:

- Monitor the ADS function of the automated pilot test vehicle
- Intervene in the DDT as necessary and at their own discretion; the ADS (Automated Driving System = system comprising all sensors, actuators, hardware and software that takes over the DDT) must be deactivated in this case.
- All interventions in the DDT must be recorded and considered potentially critical.

Assignment:

- One safety driver per pilot test vehicle at all times
- Change of personnel only when the vehicle is stationary (stable, stopped condition)

Responsibility:

- Considered the driver of the vehicle according to the Road Traffic Act
- Contact person for passengers, responsibility in emergencies

Definition: Safety passenger

Place of activity:

- Sits in the pilot test vehicle within reach of the controls assigned to him

Duties:

- Monitor the ADS function of the automated pilot test vehicle
- Intervene in the DDT as necessary and at his own discretion using the control elements assigned to him; the ADS must be deactivated in this case.
- All interventions in the DDT must be recorded and considered potentially critical.

Assignment:

- One safety passenger per pilot test vehicle at all times
- Change of personnel only when the vehicle is stationary (stable, stopped condition)

Responsibility:

- Duties (e.g. attentiveness, working and rest periods, no drugs or alcohol) listed in detail in the authorisation notice.
- Contact person for passengers, responsibility in emergencies

Definition: Remote safety driver

Place of activity:

- In the pilot test operations centre at a location in Switzerland

Duties:

- Monitor the ADS function of the automated pilot test vehicle
- Intervene in the DDT as necessary and at his own discretion; the ADS must be deactivated in this case.
- All interventions in the DDT must be recorded and are considered potentially critical

Assignment:

- One remote safety driver per pilot test vehicle at all times
- Change of personnel only when the vehicle is stationary (stable, stopped condition)

Responsibility:

- Duties (e.g. attentiveness, working and rest periods, no drugs or alcohol) listed in detail in the authorisation notice.
- Contact person for passengers, responsibility in emergencies

Special feature:

- The remote safety driver must have a permanent and clear view of the traffic around the pilot scheme vehicle. The latency must be sufficiently low and the data transfer rate sufficiently high to be able to assess the traffic situation at all times in accordance with the traffic conditions (local traffic, country road or motorway) (< 200 ms).
- If the latency is higher, the test vehicle must stop (Minimal Risk Manoeuvre, MRM).
- If the remote safety driver intervenes in the DDT, he must bring the test vehicle to a standstill manually (MRM). If the AV now has to be steered manually to a stable, stopped condition (Minimal Risk Condition, MRC), the conditions for remote steering apply (see below).
- The workplace must be of stable construction and secured against unauthorised access.

Definition: Remote driver

Location of activity:

- At the pilot test operations centre at a location in Switzerland.

Duties:

- Steer the pilot vehicle by remote control at speeds of up to 6 km/h with adequate transmission of video and, where necessary, audio signals (latency <200 ms glas-to-glas incl. computing time).
- Can be supported by assistance systems and sensors in the pilot test vehicle (recommended).

Assignment:

- One remote driver per pilot vehicle at all times.
- Change of personnel only when the vehicle is stationary (stable, stopped condition)

Responsibility:

- The duties (e.g. attentiveness, working and rest periods, no drugs or alcohol) are listed in detail in the authorisation notice.
- Contact person for passengers when the vehicle is being remotely controlled.

Special feature:

- The remote driver must have a permanent and clear view of the traffic around the pilot scheme vehicle. The latency must be sufficiently low (< 200 ms) and the data transfer rate sufficiently high.
- If the latency is higher, the test vehicle must stop independently (MRM).
- The workplace must be of stable construction and secured against unauthorised access.
- The remote driver may only steer the pilot scheme vehicle for the shortest possible distance to the first place where the vehicle can be safely parked (MRC) or until the AV can continue the journey automatically, whichever is shorter.

- Contact person for passengers, responsibility in emergencies.

Definition: Operator

Place of activity:

- In the pilot test operations centre at a location in Switzerland

Duties:

- Monitor the operation and functioning of the automated pilot test vehicle
- Operator has no ability to intervene in the DDT of the pilot test vehicle. The ADS bears full responsibility for the DDT.
- Issues strategic commands (routes, destinations and stops) while the vehicle is moving or stationary.
- Proposes manoeuvres to the pilot test vehicle after a vehicle has come to a standstill.

Assignment:

- Can supervise multiple vehicles
- Changes and handover are possible, but must be documented

Responsibility:

- Approve manoeuvres suggested by the ADS after the vehicle has come to a standstill (in the event of rule conflicts).
- Responsibility for approval lies with the operator, who must assess the traffic situation (in the event of rule conflicts) and approve immediate execution. The execution itself is the responsibility of the ADS.
- Must ensure that data transmission meets the minimum requirements for each individual case. The duties (e.g. attentiveness, no drugs or alcohol) are listed in detail in the authorisation notice.
- Contact person for passengers, responsibility in emergencies.

Special feature:

- If the pilot vehicle requires the support of an operator, the operator must have a good and up-to-date view of the traffic situation around the pilot scheme vehicle. The latency must be sufficiently low (< 200 ms) and the data transfer rate sufficiently high.
- The workplace must be of stable construction and secured against unauthorised access.

Note: A person can have several roles or switch between them; for example, an operator can also become a remote safety driver or remote controller after the vehicle has stopped. The tasks and responsibilities then result from the respective role definitions.

3.3 Vehicle technology

Base vehicle

The AVs used in the pilot scheme must meet the basic technical requirements of conventional vehicles. This applies, for example, to brakes, lighting, maximum speed, electrical safety, etc. Proof must be provided that these technical requirements are met. If a conventional vehicle with European whole-vehicle type-approval is retrofitted with an automation system, proof must be provided regarding the changes to the type-approved basic model (e.g. pedestrian protection, external projections, EMC, NEV, etc.). For vehicles without European whole-vehicle type-approval, compliance with the requirements can be demonstrated by means of test reports from a technical service[2] .

[2] List of testing centres recognised under Art. 17 para. 1 TGV (APS)
Technical services in accordance with UN/ECE
Technical services according to EU law

ADS (Automated Driving System)

As the ADS technology used in the pilot test does not yet have EU TA or the ODD from the EU TA does not cover the area of application in Switzerland, the technology used for the DDT must be considered particularly risky and analysed accordingly. The aim is for the automated pilot test vehicle to perform its DDT independently and safely.

In principle, it must be ensured and demonstrated for all human monitoring functions (see roles above) that the persons assigned to these roles can perform them safely and immediately using the controls and that they have priority over any potentially incorrect driving instructions from the ADS.

These requirements (safe execution, priority) for the functioning of the controls (see above) must be checked by a technical service or certified by an accredited certification body. These are usually product- and function-related evidences of functional safety and/or UNECE rules. The proof must provided by the applicant. Due to the potentially lengthy duration of testing by the technical services, it is advisable to request this proof in good time.

For example, it must be ensured that, even in automated mode, it is always possible for a safety driver, safety passenger or remote safety driver to switch off or override the system and brake/steer the vehicle manually. Appropriate proof must be provided. Furthermore, it must be ensured and demonstrated that the automated system cannot interfere with the driving task under any circumstances when the test vehicle is being steered manually or conventionally by a safety driver, remote safety driver or remote driver. Depending on the technology available in the pilot scheme vehicle (drive-by-wire only or combination with conventional steering column) and the automation technology, different types of proof may be required.

In general, FEDRO, together with the authorities involved, inspects the vehicle before the start and checks the actual condition against the target configuration.

➔ <u>Required certification and documentation:</u>

- Documentation showing and proving the construction, design and technical details of the vehicles, as well as the tests carried out on them. In the case of type-approved vehicles that have been retrofitted with an automation system, reference may be made to the documentation relating to their type approval for the base vehicle. For retrofitted automation systems and prototype vehicles, inspection reports from technical services or partial approvals must always be submitted, especially for brakes and steering (see Appendix 1 Technical Regulations, Necessary Documents for Test Vehicles for Automated Driving, version dated 30 January 2026, or Appendix 2 Technical Regulations and Necessary Documents for Test Vehicles in Freight Transport, for Automated Driving (no passenger transport, version dated 30 January 2026)
- Documents with which the applicant (if necessary, together with their technology partner) can demonstrate their risk management with regard to the design and operation of the test vehicle. Documents to be submitted include:
  - HARA (Hazard Analysis and Risk Assessment) in accordance with ISO 26262 or ISO 21448. ISO 35403 and VDA 702 provide useful definitions for describing ODD and situations.
  - TARA (Threat Analysis and Risk Assessment) in accordance with the ISO/SAE 21434 standard.
- List and description of the various technologies to be used, together with information about the extent to which they have already been tested, including details of the interaction of the components.
- Reflections showing that the various systems can be expected to serve their intended purpose.
- If available: test results or documentation from foreign approval authorities that can demonstrate the technological maturity of the test vehicle. Such documentation can be taken into account and reduces the verification work for both the applicant and FEDRO.

3.4 Safety

Safety must be afforded the highest priority during the pilot test. This applies to the safety of other road users as well as to the occupants of the vehicle.

➔ Required certification and documentation:
- Description of how to act/behave in safety and emergency situations (safety and emergency concept) with reference to HARA (see above).
- Specifications/operating concept and description of training for safety personnel (safety driver, safety passenger, remote safety driver, remote driver, operator) and operating personnel (training concept).
- Confirmation of liability insurance cover in the amount of CHF 100 million to reflect deviations from existing road traffic legislation (proof of insurance)

Before a pilot test authorisation is granted, the applicant must be able to demonstrate in 'basic tests' that the test vehicle – with a safety driver behind the wheel – can handle the traffic situations that occur in the TOD. In this test on closed-off terrain, the vehicle must be able to handle standard situations (plannable), but also be able to react adequately to unplannable situations.

Outlook (for information purposes):
If, in a pilot test that has already been approved, the safety driver behind the wheel, the safety passenger or the remote safety driver is to be removed in a later test phase and the driving task within the TOD is to be handed over completely to an ADS, the applicant must

- Be able to demonstrate that the test vehicle and the automation technology can perform the DDT entirely on its own and that no human assistance is required for the DDT. Depending on the pilot test and its TOD, this proof must be supported by facts and data. Based on the characteristics of the TOD, the maximum speed to be driven and the resulting risks, it must be demonstrated that all traffic situations of the TOD during a specific period (e.g. 3 months) were successfully mastered by the test vehicle without interruption and without human intervention by safety personnel in the DDT. Based on the results and test experience, FEDRO reserves the right, in consultation with the applicant, to extend the timeframe and/or the number of 'traffic situations without intervention' if road safety so requires.
- In addition, demonstrate in driving competence tests carried out by designated technical services that the test vehicle can safely handle traffic situations at the requested and approved maximum speed (e.g. 80 km/h).
- Finally, demonstrate driving competence through random tests conducted by FEDRO on closed-off terrain. All conceivable scenarios in the TOD can be tested in this way.

3.5 Operation

The operation of the automated vehicle is limited to defined perimeters and approved routes with the consent of the respective road owners (canton, commune, private owners, FEDRO, see also section 3.7). The manoeuvres to be carried out with the vehicle must be described in a clearly discernible manner. In retrospect it must be possible to ascertain when the vehicle was operated in automated mode and whether the safety driver, safety passenger or remote safety driver or remote driver assumed control of it. In addition, a logbook must be kept in which the travel data (distance in kilometres, date, time and any incidents that may have occurred) must be recorded.

➔ Required certification and documentation:
- Detailed description of how the testing organisation intends to achieve safe test operation with its resources and partners (operating concept).
- Route map with description of the various situations (speed limits, ascents and descents, traffic intensity, special situations such as priority from the right, narrow passages, crossroads controlled by traffic lights, etc.) (route concept). If the proposed area of operation is large (>10 km route), video recordings must be made and submitted.
- List of all traffic situations that may occur in the TOD.

In principle an authorisation is always required if the test is to be conducted on roads that are subject to road traffic legislation. This may also include privately owned roads to which the general public (i.e. other road users) has access.

The test must not unduly interfere with existing traffic; in particular, the tested vehicle must not hamper the flow of traffic and thus potentially provoke accidents.

3.6 Carriage of passengers

If the pilot test is to include the carriage of passengers, as a general rule a corresponding licence has to be obtained.

➔ Required certification and documentation:
- Transport licence if public transport is involved. The applicant must obtain the licence directly from the Federal Office of Transport (FOT).
- Taxi licence if smaller vehicles are used for professional passenger transport. The applicant must obtain this licence directly from the canton or, if necessary, from the commune.

3.7 Training

Evidence must be provided that all personnel deployed as part of compensatory measures have undergone the necessary training / further education.

➔ Required certification and documentation:
- Certification of completion of training / further education for all functions deployed in the course of compensatory measures (training concept).
- The training documentation must be updated as necessary during the pilot scheme and refresher training must be provided.

3.8 Role of the cantons, police and local authorities

The cantonal authority is responsible for issuing the licence plate for the vehicle to be used in the test, but not for issuing authorisation to conduct the test. The relevant cantonal agency (e.g. road traffic office) is involved in inspecting the vehicle technology by FEDRO.

Furthermore, the respective road owners (federal government, canton, commune/cities, and private owners if applicable) must be involved in determining which stretches of road may be used to conduct the test. In addition, in view of their comprehensive knowledge of the local area, their role as enforcement bodies and in the interests of good relations, the cantonal and local authorities and the police should also be involved in the test.

➔ Required certification and documentation:
- Written consent from the relevant road owners (federal government, canton, commune/city, and private owners where applicable) for the test and the selected route.
- Proof of the necessary inclusion of the police in the pilot scheme.

3.9 Data security

An automated vehicle cannot be operated without data being transmitted and exchanged. Leaks and false data have a direct impact on the safety of road users and passengers. Data security is therefore of the utmost importance.

➔ Required certification and documentation:
- Confirmation that the legal provisions governing data protection will be complied with and that data security is assured. This applies to the test vehicle as well as to the workplace of the remote safety driver, remote driver and operator.

3.10 Radio communication licence

Automated vehicles require a broad variety of electronic devices and wireless transmission technologies, which could potentially interfere with other radio communications and electrical appliances. Interference-free transmission must therefore be assured.

➔ Required certification and documentation:
- Radio communication licence, which the applicant must obtain directly from the Federal Office of Communications (OFCOM).

4. Authorisation procedure and responsibilities

4.1 Issuing authority

In accordance with Article 25h of the RTA, FEDRO is responsible for assessing the application and thus for granting any autorization. The application must be submitted with all the above-mentioned supporting documents and documentation to the responsible authority, FEDRO, Versuchsbewilligung@astra.admin.ch.

FEDRO checks the completeness of the submitted documentation and may request further supporting documents or information if necessary.

4.2 Validity of the authorisation

The authorisation is valid for a limited period only. If the framework conditions should change in the course of the preparation stage or the ongoing test, the authorisation may have to be modified or renewed in consultation with FEDRO, depending on the extent of the changes.

4.3 Processing time

Processing authorisation applications can be time consuming. This applies in particular to the vehicle inspection and to examining the routing and zoning plans. We therefore recommend allowing sufficient processing time in the planning stage.

4.4 Reporting (interim and final reports)

In issuing the authorisation, FEDRO requires the testing organisation to submit regular reports. Depending on the complexity and degree of novelty of the pilot test, monthly operational meetings are held between FEDRO and the testing organisation, and the test is closely monitored. In all cases, the testing organisation must submit an interim report every six months. A comprehensive final report must then be submitted to FEDRO no later than six months after the test has been completed. The report must contain the results of the findings obtained. Interim reports and the final report will be published on the FEDRO website, thereby making the findings available to the public.

4.5 Contact details for further information

versuchsbewilligung@astra.admin.ch

5. Definitions, acronyms and helpful literature:

Definition:	Meaning
ADS	Automated Driving System; system comprising all sensors, actuators, hardware and software that perform the DDT.
AV	Automated vehicle
FEDRO	Federal Roads Office
OFCOM	Federal Office of Communications
FOT	Federal Office of Transport
C2X	Car to everything communication enabling vehicles to communicate with each other, as well as with their surroundings
DDT	Dynamic Driving Task
EMC	Electromagnetic compatibility
EU TA	European type-approval for AVs
HARA	Hazard Analysis and Risk Assessment according to ISO 26262 or ISO 21448
ISO	International Organization for Standardization
KPI	Key Performance Indicators
MRM	Minimal Risk Manoeuvre; Immediate braking of the vehicle to a standstill. (Deviates from the international definition)
MRC	Minimal Risk Condition; Safe condition so that passengers can also leave the vehicle safely if necessary. (Deviates from the international definition)
LVEO	Ordinance on Low-Voltage Electrical Equipment, SR 734.26
ODD	Operational Design Domain in accordance with EU 2022/1426; specific conditions defined by the manufacturer under which an automated vehicle can operate safely and effectively.
PT	Public transport
SAE	Society of Automotive Engineers, a professional association for engineers and developers in the field of mobility
RTA	Road Traffic Act, SR 741.01
TARA	Threat Analysis and Risk Assessment ISO/SAE 21434; method for identifying, evaluating and managing threats and risks in IT security and risk management
TOD	Target Operational Domain; requested area of application
OAD	Ordinance on Automated Driving, SR 741.59
VDA	German Association of the Automotive Industry

Helpful literature:

- ISO 34503: Taxonomy of ODD / TOD
- ISO 7856: Intelligent transport systems — Remote support for low-speed automated driving systems
- ISO 21448: Safety of the intended function (SOTIF)
- ISO 26262-1:2018: Road vehicles - functional safety – Part1: Vocabulary
- VDA 702 Situation catalogue e-parameter as per ISO 26262-3:2018
- EU 2022/1426 type-approval of the automated driving system (ADS) of fully automated vehicles

Annexe 1 /Anhang 1 / Appendix 1

(Stand 30.01.2026)

Office fédéral des routes (OFROU)
Bundesamt für Strassen (ASTRA)
Federal Roads Office (FEDRO)

Office fédéral des transports (OFT)
Bundesamt für Verkehr (BAV)
Federal Office of Transport (FOT)

Prescriptions techniques et documents nécessaires pour véhicules expérimentaux prévus pour la conduite automatisée
Technische Vorschriften und notwendige Dokumente für Versuchsfahrzeuge für automatisiertes Fahren
Technical prescriptions and necessary documents for experimental vehicles for automated driving

1. Préceptes / Grundsätze / Basic principles :

- L'immatriculation des véhicules expérimentaux destinés à des essais pilotes et les décisions relatives à l'interprétation et à l'application des prescriptions peuvent varier en fonction des caractéristiques des véhicules et du domaine d'utilisation. En principe, toutes les fonctions, équipements et systèmes qui ne sont pas directement liés à la conduite automatisée (base légale OCAut, RS 741.59) doivent être entièrement conformes à la loi applicable. Les exceptions aux dispositions du droit de la circulation routière ne sont autorisées que si, en raison de l'automatisation, les équipements techniques conventionnels ne peuvent pas être utilisés ou s'ils sont en conflit avec l'utilisation prévue.

  Dans la mesure du possible, les réglementations internationales, c'est-à-dire les décrets de l'UE et les règlements de l'ONU (anciennement règlements de la CEE-ONU) sont appliqués.
  En l'absence de réglementations internationales ou si leur application n'est pas possible, les réglementations nationales sont consultées. Des allégements nationaux pour les véhicules à vitesse limitée peuvent également être appliqués.

- Die Zulassung von Versuchsfahrzeugen für Pilotversuche und die Entscheidungen hinsichtlich der Auslegung und Anwendung der Vorschriften kann sich aufgrund der Eigenschaften der Fahrzeuge sowie dem Einsatzbereich unterscheiden. Grundsätzlich müssen alle Funktionen, Einrichtungen und Systeme, die nicht direkt in Verbindung stehen mit dem automatisierten Fahren (Grundlage dazu bildet die VAF; SR 741.59), vollumfänglich dem geltenden Recht entsprechen. Ausnahmen von Bestimmungen des Strassenverkehrsrechts sind nur dort zulässig, wo aufgrund des automatisierten Betriebes keine herkömmlichen technischen Einrichtungen verwendet werden können oder wo sie im Widerspruch mit dem angestrebten Betrieb stehen.

  Wenn immer möglich, kommen internationale Vorschriften zur Anwendung, d.h. EU-Rechtserlasse sowie UN-Reglemente (vormals UNECE-Reglemente).
  Fehlen internationale Vorschriften oder ist deren Anwendung nicht möglich, werden nationale Vorschriften beigezogen. Nationale Erleichterungen für geschwindigkeitsbegrenzte Fahrzeuge können ebenfalls angewendet werden.

- The registration of test vehicles for pilot trials and decisions regarding the interpretation and application of the regulations may vary depending on the characteristics of the vehicles and their area of use. In principle, the following must apply: all functions, equipment and systems not directly related to automated driving (basis OAD; CC 741.59) must fully comply with applicable law. Exceptions to the provisions of road traffic law are only admissible where conventional technical equipment is impossible to apply due to automated operation or where it conflicts with the intended operation.

  Whenever possible, international rules are applied, i.e. EU legislation and UN Regulations (formerly UNECE Regulations).
  In the absence of international regulations or if their application is not possible, national regulations are used. National exemptions for speed-limited vehicles may also be applied.

2. Prescriptions détaillées / Detaillierte Vorschriften / Detailed prescriptions

Attributions des offices et liens / Zuordnungen der Ämter und Links / Assignments of offices and weblinks

A = OFROU / ASTRA / FEDRO ➜ (OFROU/ASTRA/FEDRO)

B = OFT / BAV / FOT ➜ (OFT/BAV/FAT)

2.1. Prescriptions techniques pour véhicules / Technische Vorschriften für Fahrzeuge / Technical prescriptions for vehicles:

2.1a. Dispositions de base / Grundlegende Bestimmungen / Basic provisions	Responsabilité Zuständigkeit Responsibility
Exigences techniques requises d'après le règlement (UE) 2018/858 annexe II partie I et partie II (dernière mise à jour) et/ou l'ordonnance concernant les exigences techniques requises pour les véhicules routiers (OETV) Technische Vorschriften gemäss Verordnung (EU) 2018/858 Anhang II Teil I und Teil II (letzte Aktualisierung) und/oder Verordnung über die technischen Anforderungen an Strassenfahrzeuge (VTS) Technical prescriptions according to Regulation (EU) 2018/858 Annex II Part I and Part II (last update) and/or Regulation on Technical Requirements for Road Vehicles	**A**

Au sujet du point 2.1a / zu Ziffer 2.1a / on point 2.1a:

Application du règlement (UE) 2018/858 relative à la réception par type y compris les catégories de véhicules qu'elle contient. Pour les véhicules qui n'entrent pas dans le champ d'application du règlement (UE) 2018/858, les décisions seront prises au cas par cas.

Anwendung der Verordnung (EU) 2018/858 mitsamt den darin enthaltenen Fahrzeugklassen. Bei Fahrzeugen, die nicht unter den Geltungsbereich der Verordnung (EU) 2018/858 fallen, wird von Fall zu Fall entschieden.

Application of Regulation (EU) 2018/858 including the vehicle categories contained therein. For vehicles not falling within the scope of Regulation (EU) 2018/858, decisions will be made on a case-by-case basis.

2.1b. Informations supplémentaires / Zusätzliche Hinweise / Additional information	Responsabilité Zuständigkeit Responsibility
Véhicules des catégories M_2 et M_3 resp. les véhicules déterminés pour le transport public de voyageurs UN-**R 107**[3] Fahrzeuge der Klassen M_2 und M_3 bzw. Fahrzeuge für den öffentlichen Personentransport UN-**R 107**[1] Vehicles of categories M_2 and M_3 or vehicles used for public passenger transport UN-**R 107**[1]	**B**
Compartiments (art. 122, al. 2, OETV) Le nombre de places assises et debout autorisé doit être indiqué de manière bien visible à l'intérieur du véhicule. Innenraum (Art. 122 Abs. 2 VTS) Die Zahl der erlaubten Sitz- und Stehplätze ist im Fahrzeug gut sichtbar anzugeben. Interior (Art. 122 (2) VTS) The number of seating and standing passengers permitted shall be visibly shown in the vehicle.	**B**
Portes (art. 123, al. 1, OETV) Les autocars doivent avoir, sur le côté droit, une porte. Türen (Art. 123 Abs. 1 VTS) Gesellschaftswagen müssen auf der rechten Seite eine Türe haben. Doors (Art. 123 (1) VTS) Coaches shall be equipped with a door on the right-hand side.	**B**

[3] UNECE = Europäische Wirtschaftskommission der Vereinten Nationen
CEE-ONU = Commission Économique pour l'Europe des Nations Unies
UNECE = United Nations Economic Commission for Europe
http://www.unece.org/trans/main/wp29/wp29regs101-120.html

2.1b. Informations supplémentaires	Responsabilité
Prescriptions sur les aménagements visant à assurer l'accès des personnes à mobilité réduite aux transports publics Notamment : Rampe pour l'accès de chaise roulante avec une capacité de charge minimale de 300 kg et une déclivité maximale de 18 % (pour autant qu'une personne accompagnante de l'entreprise de transport se trouve dans le véhicule. Plus tard, lors de l'exploitation sans chauffeur, l'accès de plain-pied en conformité avec l'infrastructure de l'arrêt sera indispensable). Place pour chaise roulante : dimensions minimales 1300 mm x 750 mm ainsi qu'une surface supplémentaire pour manœuvrer et atteindre la place réservée : rayon de braquage min. 1500 mm. **Informations de l'OFT sur les prescriptions concernant l'accessibilité des transports publics :** https://www.bav.admin.ch/bav/fr/home/themes-a-z/accessibilite.html **Loi sur l'égalité pour les handicapés :** https://www.admin.ch/opc/fr/classified-compilation/20002658/index.html **Ordonnance sur les aménagements visant à assurer l'accès des personnes handicapées aux transports publics (OTHand; RS 151.34) :** https://www.admin.ch/opc/fr/classified-compilation/20030080/index.html **Explications de l'OFT à l'OTHand :** https://www.bav.admin.ch/dam/bav/fr/dokumente/leitfaeden/allgemein/erlaeuterungen_zurvboev.pdf.download.pdf/explications_othand.pdf **Ordonnance du DETEC concernant les exigences techniques sur les aménagements visant à assurer l'accès des personnes handicapées aux transports publics (OETHand, RS 151.342) :** https://www.admin.ch/opc/de/classified-compilation/20152846/index.html **Explications de l'OFT à l'OETHand :** https://www.bav.admin.ch/dam/bav/fr/dokumente/leitfaeden/allgemein/erlaeuterungen_zurvaboev.pdf.download.pdf/explications_oethand.pdf	**B**

2.1b. Zusätzliche Hinweise	Zuständigkeit
Vorschriften zur barrierefreien Gestaltung des öffentlichen Verkehrs Insbesondere: - Rampe für Rollstuhlzugang mit einer Tragkraft von mindestens 300 kg und einer Neigung von maximal 18% (solange Begleitperson der Transportunternehmung im Fahrzeug vorhanden. Später, bei einem führerlosem Betrieb, ist ein niveaugleicher Einstieg in Abstimmung mit Bushaltestellen-Infrastruktur zwingend) - Rollstuhlplatz: Mindestabmessungen 1300 mm x 750 mm sowie zusätzlich nötige Manövrierfläche, um an den Rollstuhlplatz zu gelangen: mind. 1500 mm Wendekreis. **BAV-Informationen über die Vorgaben zur Barrierefreiheit im öffentlichen Verkehr:** www.bav.admin.ch/mobile **Behindertengleichstellungsgesetz (BehiG; SR 151.3):** https://www.admin.ch/opc/de/classified-compilation/20002658/index.html **Verordnung über die behindertengerechte Gestaltung des öffentlichen Verkehrs (VböV; SR 151.34):** https://www.admin.ch/opc/de/classified-compilation/20030080/index.html **BAV-Erläuterungen zur VböV:** http://www.bav.admin.ch/dam/bav/de/dokumente/leitfaeden/allgemein/erlaeuterungen_zurvboev.pdf.download.pdf/erlaeuterungen_zurvboev.p df **Verordnung des UVEK über die technischen Anforderungen an die behindertengerechte Gestaltung des öffentlichen Verkehrs (VAböV, SR 151.342):** https://www.admin.ch/opc/de/classified-compilation/20152846/index.html **BAV-Erläuterungen zur VAböV:** https://www.bav.admin.ch/dam/bav/de/dokumente/leitfaeden/allgemein/erlaeuterungen_zurvaboev.pdf.download.pdf/erlaeuterungen_zurvaboev.pdf	**B**

2.1b. Additional information	Responsibility
Provisions on the barrier-free design of public transport Especially: - Ramp for wheelchair access with a load capacity of at least 300 kg and a maximum inclination of 18% (as long as the accompanying person of the transport company is present in the vehicle. Later, in the case of driverless operation, level access in coordination with bus stop infrastructure is mandatory) - Wheelchair space: minimum dimensions 1300 mm x 750 mm and additional maneuvering area required to reach the wheelchair space: minimum turning circle 1500 mm. **FOT information on the requirements for accessibility in public transport:** https://www.bav.admin.ch/bav/en/home/topics/accessiblepublic-transport.html **Disability Discrimination Act (DDA; SR 151.3):** https://www.admin.ch/opc/en/classified-compilation/20002658/index.html **Ordinance on the design of public transport for the disabled (SR 151.34)** [French, German, Italian only]: https://www.admin.ch/opc/de/classified-compilation/20030080/index.html **FOT information on the Ordinance on the design of public transport for the disabled** [French, German, Italian only]: https://www.bav.admin.ch/bav/fr/home/themes-a-z/auxiliaires-d-execution/guide/erlaeuterungen-zur-vboev.html https://www.bav.admin.ch/bav/de/home/themen-a-z/vollzugshilfen/leitfaeden/erlaeuterungen-zur-vboev.html https://www.bav.admin.ch/bav/it/home/temi-a-z/documenti-di-supporto/guide/erlaeuterungen-zur-vboev.html **DETEC ordinance on the technical requirements for the design of public transp. for the disabled (SR 151.342)** [French, Ger., Ital. only]: https://www.admin.ch/opc/fr/classified-compilation/20152846/index.html https://www.admin.ch/opc/de/classified-compilation/20152846/index.html https://www.admin.ch/opc/it/classified-compilation/20152846/index.html **FOT inf. on the DETEC ord. on the technical requirements for the design of public transp. for the disabled** [French, Ger., Ital. only]: https://www.bav.admin.ch/bav/fr/home/themes-a-z/auxiliaires-d-execution/guide/erlaeuterungen-zur-vaboev.html https://www.bav.admin.ch/bav/de/home/themen-a-z/vollzugshilfen/leitfaeden/erlaeuterungen-zur-vaboev.html https://www.bav.admin.ch/bav/it/home/temi-a-z/documenti-di-supporto/guide/erlaeuterungen-zur-vaboev.html	**B**

2.1b. Informations supplémentaires / Zusätzliche Hinweise / Additional information	**Responsabilité Zuständigkeit Responsibility**
Homologation ou rapport d'examen en ce qui concerne la compatibilité électromagnétique selon UN**-R 10** (remarque : le mode de fonctionnement automatisé doit être couvert) Typengenehmigung oder Prüfbericht betreffend die elektromagnetische Verträglichkeit gemäss UN**-R 10** (Hinweis: der automatisierte Betrieb muss abgedeckt sein) Approval or test report regarding electromagnetic compatibility according to UN**-R 10** (Note: automated operation must be covered)	**A**
Homologation ou rapport d'examen en ce qui concerne la sécurité électrique selon **UN-R 100** (remarque : le mode de fonctionnement automatisé doit être couvert) Typengenehmigung oder Prüfbericht betreffend die elektrische Sicherheit gemäss UN**-R 100** (Hinweis: der automatisierte Betrieb muss abgedeckt sein) Approval or test report regarding electrical safety according to UN**-R 100** (Note: automated operation must be covered)	**A**

2.1b. Informations supplémentaires / Zusätzliche Hinweise / Additional information	**Responsabilité Zuständigkeit Responsibility**
Vue libre de l'opérateur-conducteur / Freie Sicht der Begleitperson / Unobstructed view for the supervisor-operator	**A**
Enregistreur de données correspondant à l'article 102 a OETV ou Mobatime RAGv2 2000 ou équivalent Datenaufzeichnungsgerät entsprechend Artikel 102 a VTS oder Mobatime RAGv2 2000 oder ähnlich Data recorder according to Article 102 a VTS or Mobatime RAGv2 2000 or similar	**A**
Extincteur selon EN **3** (art. 114, al. 2 et 3, OETV) Feuerlöscher gemäss EN **3** (Art. 114 Abs. 2 und 3 VTS) Fire extinguisher according to **EN 3** (Art. 114(2) and (3) VTS)	**A**
Pharmacie de bord selon DIN **13164** (art. 123, al. 4, OETV) Bordapotheke gemäss DIN **13164** (Art. 123, Abs. 4, VTS) On-board pharmacy in accordance with **DIN 13164** (Art. 123(4) VTS)	**A**
Pour véhicules lents jusqu'à 45 km/h : Plaque d'identification arrière (selon art. 68, al. 4, OETV) UN**-R 150 ou 69** Für langsame Fahrzeuge bis 45 km/h : Heckmarkierungstafel (gemäss Art. 68 Abs. 4 VTS) UN**-R 150 ou 69** For slow moving vehicles up to 45 km/h : Rear marking plate (according to Art. 68(4) VTS) UN**-R 150 ou 69**	**A**
Disque indiquant la vitesse maximale (selon art. 117, al. 2 OETV) Höchstgeschwindigkeitszeichen (gemäss Art. 117 Abs. 2 VTS) Maximum speed sign (according to Art. 117(2) VTS)	**A**
Cale (art. 90, al. 3, OETV) Unterlegkeil (Art. 90 Abs. 3 VTS) Wheel shock (Art. 90(3) VTS)	**A**
Triangle de panne (triangle de présignalisation) (art. 90, al. 2, OETV) UN**-R 150** Pannendreieck (Art. 90 Abs. 2 VTS) UN**-R 150** Advance warning triangle (Art. 90(2) VTS) UN**-R 150**	**A**

2.1b. Informations supplémentaires / Zusätzliche Hinweise / Additional information	Responsabilité Zuständigkeit Responsibility
Puissance de démarrage (art. 54, al. 3, OETV) (**voir annexe 1, ci-joint)** Les véhicules automobiles et les ensembles de véhicules doivent, en pleine charge, pouvoir démarrer sans difficulté sur une rampe de 15 % ou, en lieu et place, pouvoir démarrer sans difficulté cinq fois en cinq minutes sur une rampe de 12 %. Anfahrvermögen (Art. 54 Abs. 3 VTS) (**siehe auch beiliegenden Anhang 1)** Motorfahrzeuge und Fahrzeugkombinationen müssen mit voller Ladung in Steigungen bis 15 Prozent, oder alternativ dazu in Steigungen von 12 Prozent fünfmal in fünf Minuten, einwandfrei anfahren können. Start-up capacity (Art. 54(3) VTS) (**see also attached Annex 1)** Motor vehicles and combinations of vehicles must be able to start up with a full load on gradients of up to 15 percent, or alternatively on gradients of 12 percent five times in five minutes.	**A**
Freins : mode d'expertise et prescriptions relatives à l'efficacité (**voir annexe 1, ci-joint)** À la place d'une expertise d'après UN-R 13 resp. 13-H, les prescriptions de l'**annexe 7 OETV** peuvent d'être appliquées. Bremsen: Prüfverfahren und Wirkvorschriften (**siehe auch beiliegenden Anhang 1)** Anstelle einer Prüfung nach UN-R 13 bzw. 13-H können auch die Vorschriften in **Anhang 7 VTS** angewendet werden. Braking: test procedures and performance requirements (**see also attached Annex 1)** Instead of a test according to UN-R 13 or 13-H, the provisions of **Annex 7 VTS** may also be applied.	**A**
Allégements pour des véhicules lents Pour les véhicules lents, il est possible d'examiner quelles facilités prévues aux articles 118 à 120a OETV peuvent être accordées. Erleichterungen für langsame Fahrzeuge Für langsame Fahrzeuge kann geprüft werden, welche Erleichterungen aus den Artikeln 118 bis 120a VTS in Anspruch genommen werden können. Relief for slow moving vehicles (max. speed 45 km/h, 30 km/h) For slow-moving vehicles, it is possible to check which exemptions from Articles 118 to 120a VTS can be applied.	**A**
Feux de recul Sont prescrit un ou deux feux de recul. Rückfahrlichter Ein oder zwei Rückfahrlichter müssen vorhanden sein. Reversing lights There must be one or two reversing lights.	**A**

2.1b. Informations supplémentaires / Zusätzliche Hinweise / Additional information	Responsabilité Zuständigkeit Responsibility
- Fiche d'aide à la désincarcération. - Rettungskarte. - Rescue card – Emergency response sheet.	**A et/und/and B**
- Guide d'intervention pour les services de secours (ERG). - Leitfaden Einsatzführung für Rettungsdienste (ERG). - Emergency Response Guide (ERG).	**A et/und/and B**
- Manuel d'utilisation du véhicule. - Bedienungsanleitung des Fahrzeugs. - Operating instructions of the vehicle.	**A et/und/and B**

Au sujet du point 2.1b / zu Ziffer 2.1b / on point 2.1b:

Les règles nationales en matière d'accessibilité des transports publics contiennent des exigences plus strictes que les règles internationales de l'UE, de sorte que les premières s'appliquent.

Die nationalen Vorschriften zur barrierefreien Gestaltung des öffentlichen Verkehrs enthalten strengere Anforderungen als die internationalen Vorschriften der EU, so dass die Ersteren zur Anwendung gelangen.

The national regulations on barrier-free public transport contain stricter requirements than the international regulations of the EU, so that the former are applicable.

3. Sont à rendre au plus tard le jour de l'expertise éventuel les confirmations et les documents suivants:
Folgende Bestätigungen und Dokumente sind spätestens am Tag der eventuellen Prüfung zu übergeben:
The following confirmations and documents shall be provided the latest at the day of a possible inspection:

3.1. Confirmations et documents / Bestätigungen und Dokumente / Confirmations and documents	**Responsabilité Zuständigkeit Responsibility**
- Formulaire 13.20 A avec tampon, date et signature du constructeur. - Formular 13.20 A mit Stempel, Datum und Unterschrift des Herstellers. - Form 13.20 A with stamp, date and signature of the vehicle manufacturer.	**A et/und/and B**
- Protocole officiel de pesage du poids à vide du véhicule (service des automobiles ou police). - Offizielles Wäge Protokoll des Fahrzeug-Leergewichts (Strassenverkehrsamt oder Polizei). - Official weighing record of the unladen weight of the vehicle (Vehicle inspection center or Police).	**A et/und/and B**

4. Liens vers les Ordonnances suisses / Links zu den schweizerischen Verordnungen / Links to Swiss ordinances
[French, German, Italian only]

Articles OETV / VTS-Artikel / VTS Articles:
OETV □ French: https://www.admin.ch/opc/fr/classified-compilation/19950165/index.html
VTS □ German : https://www.admin.ch/opc/de/classified-compilation/19950165/index.html
OETV □ Italian: https://www.admin.ch/opc/it/classified-compilation/19950165/index.html

Article 51, alinéa 4 OETV / Artikel 51 Absatz 4 VTS / Article 51(4) VTS : Sont réservées les dispositions de l'OMBT.
Vorbehalten bleiben die Bestimmungen der NEV.
The provisions of the NEV are reserved.

OMBT □ French: https://www.admin.ch/opc/fr/classified-compilation/20150386/index.html
NEV □ German: https://www.admin.ch/opc/de/classified-compilation/20150386/index.html
OPBT □ Italian: https://www.admin.ch/opc/it/classified-compilation/20150386/index.html

Sont réservées d'autres prescriptions / Weitere Bestimmungen sind vorbehalten / Further provisions reserved.

5. Services techniques / technische Dienste / technical services

Liste des organes d'expertise reconnus au sens de l'art. 17, al. 1, ORT / Liste der nach Art. 17 Abs. 1 TGV anerkannte Prüfstellen (APS)

Services techniques selon CEE-ONU / Technische Dienste gemäss UNECE / Technical services in accordance with UNECE

Services techniques selon droit UE / Technische Dienste nach EU-Recht / Technical services under EU law

Annexe 2 /Anhang 2 / Appendix 2

(Stand 30.01.2026)

Office fédéral des routes (OFROU)
Bundesamt für Strassen (ASTRA)
Federal Roads Office (FEDRO)

Office fédéral des transports (OFT)
Bundesamt für Verkehr (BAV)
Federal Office of Transport (FOT)

Prescriptions techniques et documents nécessaires pour véhicules expérimentaux pour le transport de marchandises, pour la conduite automatisée (pas de transport de passagers)

Technische Vorschriften und notwendige Dokumente für Versuchsfahrzeuge im Güterverkehr, für automatisiertes Fahren (kein Personentransport)

Technical prescriptions and necessary documents for freight transport vehicles for automated driving on an experimental base (no passenger transportation)

1. Préceptes / Grundsätze / Basic principles:

- L'immatriculation des véhicules expérimentaux destinés à des essais pilotes et les décisions relatives à l'interprétation et à l'application des prescriptions peuvent varier en fonction des caractéristiques des véhicules et du domaine d'utilisation. En principe, toutes les fonctions, équipements et systèmes qui ne sont pas directement liés à la conduite automatisée (base légale OCAut; RS 741.59) doivent être entièrement conformes à la loi applicable. Les exceptions aux dispositions du droit de la circulation routière ne sont autorisées que si, en raison de l'automatisation, les équipements techniques conventionnels ne peuvent pas être utilisés ou s'ils sont en conflit avec l'utilisation prévue.

  Dans la mesure du possible, les réglementations internationales, c'est-à-dire les décrets de l'UE et les règlements de l'ONU (anciennement règlements de la CEE-ONU) sont appliqués.
  En l'absence de réglementations internationales ou si leur application n'est pas possible, les réglementations nationales sont consultées. Des allégements nationaux pour les véhicules à vitesse limitée peuvent également être appliqués.

- Die Zulassung von Versuchsfahrzeugen für Pilotversuche und die Entscheidungen hinsichtlich der Auslegung und Anwendung der Vorschriften kann sich aufgrund der Eigenschaften der Fahrzeuge sowie dem Einsatzbereich unterscheiden. Grundsätzlich müssen alle Funktionen, Einrichtungen und Systeme, die nicht direkt in Verbindung stehen mit dem automatisierten Fahren (Grundlage dazu bildet die VAF; SR 741.59), vollumfänglich dem geltenden Recht entsprechen. Ausnahmen von Bestimmungen des Strassenverkehrsrechts sind nur dort zulässig, wo aufgrund des automatisierten Betriebes keine herkömmlichen technischen Einrichtungen verwendet werden können oder wo sie im Widerspruch mit dem angestrebten Betrieb stehen.

  Wenn immer möglich, kommen internationale Vorschriften zur Anwendung, d.h. EU-Rechtserlasse sowie UN-Reglemente (vormals UNECE-Reglemente).
  Fehlen internationale Vorschriften oder ist deren Anwendung nicht möglich, werden nationale Vorschriften beigezogen. Nationale Erleichterungen für geschwindigkeitsbegrenzte Fahrzeuge können ebenfalls angewendet werden.

- The registration of test vehicles for pilot trials and decisions regarding the interpretation and application of the regulations may vary depending on the characteristics of the vehicles and their area of use. In principle, the following must apply: all functions, equipment and systems not directly related to automated driving (basis OAD; CC 741.59) must fully comply with applicable law. Exceptions to the provisions of road traffic law are only admissible where conventional technical equipment is impossible to apply due to automated operation or where it conflicts with the intended operation.

  Whenever possible, international rules are applied, i.e. EU legislation and UN Regulations (formerly UNECE Regulations).

  In the absence of international regulations or if their application is not possible, national regulations are used. National exemptions for speed-limited vehicles may also be applied.

2. Prescriptions détaillées / Detaillierte Vorschriften / Detailed prescriptions

Attributions des offices et liens / Zuordnungen der Ämter und Links / Assignments of offices and weblinks

C = OFROU / ASTRA / FEDRO ➜ (OFROU/ASTRA/FEDRO)

D = OFT / BAV / FOT ➜ (OFT/BAV/FAT)

2.1. Prescriptions techniques pour véhicules / Technische Vorschriften für Fahrzeuge / Technical prescriptions for vehicles:

2.1a. Dispositions de base / Grundlegende Bestimmungen / Basic provisions	**Responsabilité Zuständigkeit Responsibility**
Exigences techniques requises d'après le règlement (UE) 2018/858 annexe II partie I et partie II (dernière mise à jour) et/ou l'ordonnance concernant les exigences techniques requises pour les véhicules routiers (OETV) Technische Vorschriften gemäss Verordnung (EU) 2018/858 Anhang II Teil I und Teil II (letzte Aktualisierung) und/oder Verordnung über die technischen Anforderungen an Strassenfahrzeuge (VTS) Technical prescriptions according to Regulation (EU) 2018/858 Annex II Part I and Part II (last update) and/or Regulation on Technical Requirements for Road Vehicles	**A**

Au sujet du point 2.1a / zu Ziffer 2.1a / on point 2.1a:

Application du règlement (UE) 2018/858 relative à la réception par type y compris les catégories de véhicules qu'elle contient. Pour les véhicules qui n'entrent pas dans le champ d'application du règlement (UE) 2018/858, les décisions seront prises au cas par cas.

Anwendung der Verordnung (EU) 2018/858 mitsamt den darin enthaltenen Fahrzeugklassen. Bei Fahrzeugen, die nicht unter den Geltungsbereich der Verordnung (EU) 2018/858 fallen, wird von Fall zu Fall entschieden.

Application of Regulation (EU) 2018/858 including the vehicle categories contained therein. For vehicles not falling within the scope of Regulation (EU) 2018/858, decisions will be made on a case-by-case basis.

2.1b. Informations supplémentaires / Zusätzliche Hinweise / Additional information	**Responsabilité Zuständigkeit Responsibility**
Homologation ou rapport d'examen en ce qui concerne la compatibilité électromagnétique selon UN-**R 10** (remarque : le mode de fonctionnement automatisé doit être couvert) Typengenehmigung oder Prüfbericht betreffend die elektromagnetische Verträglichkeit gemäss UN-**R 10** (Hinweis: der automatisierte Betrieb muss abgedeckt sein) Approval or test report regarding electromagnetic compatibilityaccording to UN-**R 10** (Note: automated operation must be covered)	**A**
Homologation ou rapport d'examen en ce qui concerne la sécurité électrique ou homologation selon UN-**R 100** (remarque : le mode de fonctionnement automatisé doit être couvert) Typengenehmigung oder Prüfbericht betreffend die elektrische Sicherheit oder Genehmigung gemäss **UN-R 100** (Hinweis: der automatisierte Betrieb muss abgedeckt sein) Approval or test report regarding electrical safety or approval according to UN-**R 100** (Note: automated operation must be covered)	**A**

2.1b. Informations supplémentaires / Zusätzliche Hinweise / Additional information	**Responsabilité Zuständigkeit Responsibility**
Vue libre de l'opérateur-conducteur / Freie Sicht der Begleitperson / Unobstructed view for the supervisor-operator	**A**
Enregistreur de données correspondant à l'article 102 a OETV ou Mobatime RAG 2000v2 ou équivalent. Datenaufzeichnungsgerät entsprechend Artikel 102 a VTS oder Mobatime RAGv2 oder ähnlich. Data recorder according to Article 102 a VTS or Mobatime RAGv2 or similar.	**A**
Extincteur selon EN **3** (art. 114, al. 2 et 3, OETV) Feuerlöscher gemäss EN **3** (Art. 114 Abs. 2 und 3 VTS) Fire extinguisher according to **EN 3** (Art. 114(2) and (3) VTS)	**A**
Pour véhicules lents jusqu'à 45 km/h: Plaque d'identification arrière (selon art. 68, al. 4, OETV) UN**-R 150 ou 69** Für langsame Fahrzeuge bis 45 km/h: Heckmarkierungstafel (gemäss Art. 68 Abs. 4 VTS) UN**-R 150 oder 69** For slow moving vehicles up to 45 km/h: Rear marking plate (according to Art. 68(4) VTS) UN**-R 150 or 69**	**A**
Disque indiquant la vitesse maximale (selon art. 117, al. 2 OETV) Höchstgeschwindigkeitszeichen (gemäss Art. 117 Abs. 2 VTS) Maximum speed sign (according to Art. 117(2) VTS)	**A**
Cale (art. 90, al. 3, OETV) Unterlegkeil (Art. 90 Abs. 3 VTS) Wheel chock (Art. 90(3) VTS)	**A**
Triangle de panne (triangle de présignalisation) (art. 90, al. 2, OETV) UN**-R 150** Pannendreieck (Art. 90 Abs. 2 VTS) UN**-R 150** Advance warning triangle (Art. 90(2) VTS) UN**-R 150**	**A**

2.1b. Informations supplémentaires / Zusätzliche Hinweise / Additional information	Responsabilité Zuständigkeit Responsibility
Puissance de démarrage (art. 54, al. 3, OETV) (**voir annexe 1, ci-joint)** Les véhicules automobiles et les ensembles de véhicules doivent, en pleine charge, pouvoir démarrer sans difficulté sur une rampe de 15 % ou, en lieu et place, pouvoir démarrer sans difficulté cinq fois en cinq minutes sur une rampe de 12 %. Anfahrvermögen (Art. 54 Abs. 3 VTS) (**siehe auch beiliegenden Anhang 1)** Motorfahrzeuge und Fahrzeugkombinationen müssen mit voller Ladung in Steigungen bis 15 Prozent, oder alternativ dazu in Steigungen von 12 Prozent fünfmal in fünf Minuten, einwandfrei anfahren können. Start-up capacity (Art. 54(3) VTS) **(see also attached Annex 1)** Motor vehicles and combinations of vehicles must be able to start up with a full load on gradients of up to 15 percent, or alternatively on gradients of 12 percent five times in five minutes.	**A**
Freins : mode d'expertise et prescriptions relatives à l'efficacité (**voir annexe 1, ci-joint)** À la place d'une expertise d'après UN-R 13 resp. 13-H, les prescriptions de l'**annexe 7 OETV** peuvent d'être appliquées. Bremsen: Prüfverfahren und Wirkvorschriften (**siehe auch beiliegenden Anhang 1)** Anstelle einer Prüfung nach UN-R 13 bzw. 13-H können auch die Vorschriften in **Anhang 7 VTS** angewendet werden. Braking: test procedures and performance requirements (**see also attached Annex 1)** Instead of a test according to UN-R 13 or 13-H, the provisions of **Annex 7 VTS** may also be applied.	**A**
Allégements pour des véhicules lents Pour les véhicules lents, il est possible d'examiner quelles facilités prévues aux articles 118 à 120a OETV peuvent être accordées. Erleichterungen für langsame Fahrzeuge Für langsame Fahrzeuge kann geprüft werden, welche Erleichterungen aus den Artikeln 118 bis 120a VTS in Anspruch genommen werden können. Relief for slow moving vehicles For slow-moving vehicles, it is possible to check which exemptions from Articles 118 to 120a VTS can be applied.	**A**
Feux de recul Sont prescrit un ou deux feux de recul. Rückfahrlichter Ein oder zwei Rückfahrlichter müssen vorhanden sein. Reversing lights There must be one or two reversing lights.	**A**

2.1b. Informations supplémentaires / Zusätzliche Hinweise / Additional information	Responsabilité Zuständigkeit Responsibility
- Fiche d'aide à la désincarcération. - Rettungskarte. - Rescue card – Emergency response sheet.	**A et/und/and B**
- Guide d'intervention pour les services de secours (ERG). - Leitfaden Einsatzführung für Rettungsdienste (ERG). - Emergency Response Guide (ERG).	**A et/und/and B**
- Manuel d'utilisation du véhicule. - Bedienungsanleitung des Fahrzeugs. - Operating instructions of the vehicle.	**A et/und/and B**

3. Sont à rendre <u>au plus tard le jour de l'expertise éventuelle</u> les confirmations et les documents suivants :
Folgende Bestätigungen und Dokumente sind spätestens am Tag der eventuellen Prüfung zu übergeben:
The following confirmations and documents shall be provided the latest at the day of a possible inspection:

3.1. Confirmations et documents / Bestätigungen und Dokumente / Confirmations and documents	Responsabilité Zuständigkeit Responsibility
- Formulaire 13.20 A avec tampon, date et signature du constructeur. - Formular 13.20 A mit Stempel, Datum und Unterschrift des Herstellers. - Form 13.20 A with stamp, date and signature of the vehicle manufacturer.	**A et/und/and B**
- Protocole officiel de pesage du poids à vide du véhicule (service des automobiles ou police). - Offizielles Wäge Protokoll des Fahrzeug-Leergewichts (Strassenverkehrsamt oder Polizei). - Official weighing record of the unladen weight of the vehicle (Vehicle inspection center or Police).	**A et/und/and B**

4. Liens vers les ordonnances suisses / Links zu den schweizerischen Verordnungen / Links to Swiss orders

[French, German, Italian only]

Articles OETV / VTS-Artikel / VTS Articles:

OETV ➔ French: https://www.admin.ch/opc/fr/classified-compilation/19950165/index.html
VTS ➔ German : https://www.admin.ch/opc/de/classified-compilation/19950165/index.html
OETV ➔ Italian: https://www.admin.ch/opc/it/classified-compilation/19950165/index.html

Article 51, alinéa 4 OETV / Artikel 51 Absatz 4 VTS / Article 51(4) VTS : Sont réservées les dispositions de l'OMBT.
Vorbehalten bleiben die Bestimmungen der NEV.
The provisions of the NEV are reserved.

OMBT French: https://www.admin.ch/opc/fr/classified-compilation/20150386/index.html
NEV German: https://www.admin.ch/opc/de/classified-compilation/20150386/index.html
OPBT Italian: https://www.admin.ch/opc/it/classified-compilation/20150386/index.html

Sont réservées d'autres prescriptions / Weitere Bestimmungen sind vorbehalten / Further provisions reserved.

5. Services techniques / technische Dienste / technical services

Liste des organes d'expertise reconnus au sens de l'art. 17, al. 1, ORT / Liste der nach Art. 17 Abs. 1 TGV anerkannte Prüfstellen (APS)

Services techniques selon CEE-ONU / Technische Dienste gemäss UNECE / Technical services in accordance with UNECE

Services techniques selon droit UE / Technische Dienste nach EU-Recht / Technical services under EU law