

Proposal for amendments to ECE/TRANS/WP.29/GRVA/2026/4

The text reproduced below is based on that of GRVA/2026/4 as modified by GRVA-24-17. The modifications to that text are indicated in **bold** for new characters and ~~striketrough~~ for deleted characters. Modifications in addition to GRVA-24-17 have been denoted in **red**.

I. Proposal

Paragraph 5.3.5.1., amend to read:

5.3.5.1. The system shall aim to detect...

The driver state monitoring system shall continue to monitor driver disengagement until the driver is motorically and visually reengaged. The system shall ~~{aim to}~~ initiate a driver unavailability response at the latest 10 seconds after it has detected to be beyond a system boundary, if the driver remains disengaged.

Paragraph 5.3.6.1.2., amend to read:

5.3.6.1.2. ~~In addition to paragraph 5.3.6.1.1.,~~ **If a DCA is given while performing a system-initiated manoeuvre, the manufacturer shall consider the time required for the driver ~~{to direct their gaze to appropriate driving task relevant area(s)}~~ after the DCA is given in order to control the vehicle in the **current** situation when responding to this DCA. **If the DCA is given whilst withholding HORs, this time shall be considered in addition to the time required by paragraph 5.3.6.1.1.** The manufacturer shall explain to the Type Approval Authority the strategies and the timing with which the assistance is to be provided to the driver until the DCA is confirmed.**

Paragraph 5.3.7.2.1.1.1. (former), renumber to 5.3.7.2.4.10. and amend to read:

5.3.7.2.~~4.10.1.1.1.~~ **Notwithstanding the provisions of paragraph 5.3.7.2.1.1. a system-initiated manoeuvre may be initiated when it is considered to mitigate the risk of an imminent collision.**

Following completion of the manoeuvre and once the situation is controllable for the driver a DCA shall be given. ~~Once the driver has resumed control of the vehicle the~~ The system shall be disabled according to paragraph 5.5.4.2.8.2. ~~The driver shall be given appropriate notification on the reason for the system's disablement.~~

Paragraph 5.3.7.2.1.1.2. (former), renumber to 5.3.7.2.4.11. and amend to read:

5.3.7.2.~~4.11.1.1.2.~~ **Where the system-initiated manoeuvre is performed according to 5.3.7.2.4.10.,~~1.1.1.~~ the circumstances as to when this happens shall be**

described and justified to the Type Approval Authority and shall be assessed according to Annex 3.

Paragraph 5.5.4.1.1., amend to read:

5.5.4.1.1. The system shall inform or warn the driver about:

- (a) The status of the system or feature: ‘stand-by’ mode (if applicable), ‘active’ mode;
- (b) Status of an ongoing manoeuvre (e.g., initiation, cancellation or if it will be recommenced after the vehicle is forced to come to a stop during the manoeuvre);
- (c) The need for the driver to perform a specific action (e.g. apply control, check indirect vision devices);
- (d) If while in ‘active’ mode the system has detected to have reached a currently relevant system boundary, unless already indicated by (a);
- (e) A detected upcoming system boundary;
- (f) Detected failures affecting the system or its features, unless the system is in ‘off’ mode;
- (g) Intended driver-confirmed or system-initiated manoeuvres;
- (h) The basis for the system being disabled due to insufficient engagement;**
- (i) The basis for why a DCA has been issued if not addressed by the points above or if it follows an engagement request escalation.**

Paragraph 5.5.4.2.6.5., amend to read:

5.5.4.2.6.5. Withholding of HORs

The system may withhold HORs when the vehicle is located on a “Highway” or a “Highway-like” road and is operated at a speed up to 130 km/h. As outlined in paragraph 5.3.5.2., the manufacturer shall describe in detail, as part of the documentation required for section 9, the boundary conditions under which HORs can be withheld.

‡When the system is capable of withholding of HORs on highway-like roads it shall aim to avoid frequent fluctuations between being able and not able to withhold HORs (e.g., not operating on discontinuous sections of highway-like roads) and the following shall apply:

(a) The system shall aim to ensure a reasonable duration of being able to withhold HORs by verifying one or more of the following before initiating withholding of HORs:

- i. The road ahead is deemed to have the necessary characteristics (as per 2.28.1.) for at least 500 m, or**
- ii. The road ahead is deemed to have the necessary characteristics (as per 2.28.1.) for at least 30 seconds at the vehicle's current speed.**

Alternatively, the system may implement other strategies which can reasonably be expected to result in at least an equivalent duration

as specified in items (i) and (ii). The manufacturer shall document such strategies and demonstrate them to the satisfaction of the Type Approval Authority~~},~~

Paragraph 5.5.4.2.6.5.7.3., amend to read:

5.5.4.2.6.5.7.3. Following such an HOR, the system may continue to perform system-initiated manoeuvres but shall only resume operating while withholding HORs once the driver has been deemed, as per the strategy, to be in an appropriate position to operate the vehicle controls and not to be motorically disengaged for at least ~~{30}~~ seconds. **The driver shall be informed of the basis for why the system will not resume withholding HORs.**

Paragraph 5.5.4.2.8.1., amend to read:

5.5.4.2.8.1. The system shall be disabled for a period of at least 30 minutes whilst the powertrain is active when the driver is detected to have insufficient engagement. **The disablement shall happen once the driver has resumed control of the vehicle or the vehicle has become stationary.**

Paragraph 5.5.4.2.3.3.1., amend to read:

5.5.4.2.3.3.1. A DCA shall clearly and prominently instruct the driver to immediately resume at least lateral control of the vehicle. It shall comprise of a visual warning combined with at least one other modality which are clear and easily perceptible. ~~{The warning shall include an indication of the reason for the DCA in a way not causing additional distraction.}~~

Paragraph 6.4.2., amend to read:

- 6.4.2. In non-highway environments the system shall only make the vehicle automatically accelerate from standstill ~~by following the provision in 5.3.6.3.1,~~ if both of the following conditions are fulfilled at the moment of drive off:
- (a) The driver is ~~detected-not deemed~~ to be visually ~~dis~~engaged as per paragraph 5.5.4.2.5.
 - (b) The system has confirmed there is no risk of collision detected along the drive-off path.

Paragraph 16.2., amend to read:

- 16.2. Transitional Provisions applicable to the 02 series of amendments:
- 16.2.1. As from the official date of entry into force of the 02 series of amendments, no Contracting Party applying this Regulation shall refuse to grant or refuse to accept type approvals under this Regulation as amended by the 02 series of amendments.
- ~~16.2.2. As from 1 September 2029, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments to this Regulation, first issued after 1 September 2029.~~

~~16.2.3. Until 1 September 2032, Contracting Parties applying this Regulation shall accept type approvals issued to the preceding series of amendments of this Regulation, first issued before 1 September 2029.~~

16.2.4.2. As from 1 September 2032, Contracting Parties applying this Regulation shall not be obliged to accept type approvals issued to the preceding series of amendments of this Regulation.

~~16.2.5. Notwithstanding paragraph 16.2.2. and 16.2.4., Contracting Parties applying this Regulation shall continue to accept UN type approvals issued according to a preceding series of amendments to this Regulation, for vehicles which are not possessing the capability to execute system initiated manoeuvres in non-highway environments or during phases of operation when HOR are withheld.~~

Paragraph 16.3, amend to read:

~~16.3.~~ General Transitional Provisions.

16.3.1. Contracting Parties applying this Regulation ~~shall not refuse to~~ may grant UN type approvals according to any preceding series of amendments to this Regulation ~~or extensions thereof.~~

16.3.2. Contracting Parties applying this Regulation shall continue to grant extensions of existing approvals to any preceding series of amendments to this Regulation.

Paragraph 3.5.1., amend to read:

3.5.1. In respect of software and hardware employed in the system, the manufacturer shall demonstrate to the Type Approval Authority in terms of a safety management system that effective processes, methodologies and tools are in place, up to date and being followed within the organization to manage the safety and continued compliance throughout the product lifecycle (design, development, production and operation). **The manufacturer shall demonstrate to the Type Approval Authority at least every three years that the safety management system continues to comply with these requirements.**

Paragraph 1 of Annex 4 amend to read:

1. Introduction

This annex defines physical tests...

~~During the assessment according to Annex 3, the Type Approval Authority or the Technical Service acting on its behalf may identify scenarios of particular relevance with regards to safety risk. Given that sufficient base and extended test performance can be ensured by alternative evidence, the~~ The identified scenario with particular safety relevance may replace a base or extended test scenario, **only if the manufacturer provides satisfactory evidence of test performance of the replaced scenario.** ~~The rationale for replacing a base or extended test and~~

a detailed description of the identified scenario applied shall be documented in the test report.

...

II. Justification

Proposals to resolve the open items from the ADAS TF. This revision has changes to find a compromise for the transitional provisions and the provisions concerning safety management systems.