

Proposal for amendments to UN Regulation No. 157 (ALKS)

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA) and from the European Association of Automotive Suppliers (CLEPA), to amend the document GRVA/2025/02 (Germany). The modifications to ECE/TRANS/WP.29/GRVA/2025/02 are marked in **bold, blue** characters.

I. Proposal

Paragraph 5.2.6.5.1. is reproduced for easy reference, reading:

5.2.6.5.1. Lane Change Procedure: Additional specific requirements for regular lane changes

The activated system shall only initiate³ a regular lane change if the following conditions are fulfilled:

- (a) There is a reason for a lane change (e.g. Operation cannot be continued in the current lane, for the purpose of overtaking a slower moving vehicle, where a lane change is required by national traffic rules).
- (b) The target lane is a regular lane of travel, or hard shoulder temporarily opened up as a regular lane of travel.
- (c) The LCP is anticipated to be completed before the ALKS vehicle comes to standstill (i.e. in order to avoid coming to standstill while in the middle of two regular lanes due to stopped traffic ahead). In case the ALKS vehicle becomes stationary between two regular lanes during the LCM (e.g. due to the surrounding traffic), it should at the next available opportunity either complete the LCP or return to its original lane.

Insert a new paragraph 5.2.6.5.1.1. to read:

- “5.2.6.5.1.1. [The activated system shall only initiate a regular lane change where it is possible to assess and **handle cope with** the speed of an approaching vehicle according to this regulation]. Vehicles of Category N3 or M3 shall **only** initiate a regular lane change **only** if
- i. the permitted maximum speed on the target lane is limited for all vehicle categories, **or**
 - ii. **a vehicle in the target lane is detected to be in an uncritical situation as defined in paragraph 5.2.6.7.2.1 or in paragraph 5.2.6.7.2.3.”**

Footnote 3, shall be deleted

II. Justification

1. It is proposed that, with regard to the intended scope of the regulation and notwithstanding the current footnote in paragraph 5.2.6.5.1., regular lane changes of heavy vehicles shall only be allowed into target lanes where a speed limit applies.
2. Lane changes of heavy vehicles of Categories N₃ or M₃ into not speed restricted lanes can establish a serious safety threat to approaching vehicles due to high speed differences.

³ — Initiation of a regular lane change shall only be permitted for a vehicle of Category M₁ or N₁. The presence of this footnote shall be reviewed by GRVA before 1 September 2024.

3. Considering the serious threat to approaching vehicles on the target lane, relying on assumption of their speed – as per paragraph 5.2.6.7.2.1 (b) – is not justifiable.

4. CLEPA and OICA propose deleting the 1st sentence of the proposed new paragraph 5.2.6.5.1.1. since these provisions are covered by the current text of the regulation in paragraph 7.1.

5. Should GRVA opt to conserve the 1st sentence mentioned under item 4. Above, CLEPA/OICA propose replacing “handle” by “cope with”. “cope with” is considered a more accurate wording and a more demanding requirement to the system than “handle”.

6. The criterion proposed by Germany in document GRVA/2025/2 aims to avoid high differential speeds in a lane change scenario. This is also well achieved if the situation is “uncritical” as defined and described in the referenced paragraphs

- 5.2.6.7.2.1.: “When There is an Approaching Vehicle”
 - 5.2.6.7.2.3.: “When There is an Equally Fast or Slower Moving Vehicle”.
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