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World Forum for Harmonization of Vehicle Regulations

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Item 4.7.9 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing

UN Regulations submitted by GRVA

Proposal for a Supplement 4 to the 01 series of amendments to UN Regulation No. 157 (ALKS)

Submitted by the Working Party on Automated/Autonomous and Connected Vehicles *

The text reproduced below was adopted by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its twenty-first session (ECE/TRANS/WP.29/GRVA/21, para. 26). It is based on ECE/TRANS/WP.29/GRVA/2025/4 and ECE/TRANS/WP.29/GRVA/2025/2 as amended by informal document GRVA-21-07. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration at their June 2025 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2025 as outlined in proposed programme budget for 2025 (A/79/6 (Sect. 20), table 20.6), 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.



Insert a new subparagraph 5.2.6.5.1. (d), to read:

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

The activated system shall only initiate 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.
- (d) In the case of vehicles of Categories N₃ or M₃, the target lane has the permitted maximum speed, which is limited for all vehicle categories.

Footnote 3, shall be deleted.

Paragraph 5.5.5., amend to read:

“5.5.5. Reactivation of the system after the end of any minimum risk manoeuvre shall only be possible after a new initiation of the powertrain⁴.”

Insert new footnote 4, to read:

“⁴ As defined in Mutual Resolution No. 2 (M.R.2) of the 1958 and the 1998 Agreements containing vehicle propulsion system definitions, see document ECE/TRANS/WP.29/1121.”

Renumber subsequent footnotes as appropriate.

Paragraph 6.2.2., amend to read:

“6.2.2. The default status of the system shall be the off mode at the initiation of the powertrain⁴. A new engine start (or run cycle) which is performed automatically, e.g. by the operation of a stop/start system, shall not be considered an “initiation of the powertrain” wherever that term is used in this Regulation.”
