

## Proposal to amend GRVA-10-36 (ECE/TRANS/WP.29/2021/143)

After the tenth session of the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) document GRVA-10-36 was reviewed by the Informal Working Group on EDR/DSSAD. In cooperation with the Special Interest Group on UN Regulation No. 157 the following modifications to GRVA-10-36/ECE/TRANS/WP.29/2021/143 (in **red bold** for new or ~~strikethrough~~ for deleted characters) have been prepared by the experts of both groups for consideration at the eleventh session of GRVA.

### Proposal:

*Paragraph 8.4.3.*, delete and replace by new heading with subparagraphs to read:

“8.4.3.        ~~The data shall be retrievable even after an impact of a severity level set by UN Regulations Nos. 94, 95 or 137. If the main on-board vehicle power supply is not available, it shall still be possible to retrieve all data recorded on the DSSAD, as required by national and regional law.~~

#### **Retrievability of data**

8.4.3.1.     For vehicles of Category M<sub>1</sub> and N<sub>1</sub> the data **elements listed in paragraph 8.3.1.** shall be retrievable even after an impact of a severity level set by UN Regulations Nos. 94, 95 or 137 as applicable.

8.4.3.2.     For vehicles of Categories M<sub>2</sub>, M<sub>3</sub>, N<sub>2</sub> and N<sub>3</sub>, **the data elements listed in paragraph 8.3.1 shall be retrievable even after an impact. To demonstrate that capability, the following applies:**

**Either:**

(a)     ~~The data shall be retrievable even~~ After a mechanical shock applicable to on-board data storage devices, if any, at ~~of~~ a severity level as specified in the component test of Annex 9C of the 03 series of amendment to UN Regulation No. 100, and

(b)     ~~The DSSAD On-board data storage device(s) shall be mounted in the vehicle cab/passenger compartment or in a position such as to be protected against mechanical damage resulting from a typical vehicle crash (e.g. frontal impact) of sufficient structural integrity to protect against physical damage that would prevent the retrieval of data. This shall be demonstrated to the technical service together with appropriate documentation (e.g. calculations or simulations);~~

**Or, alternatively,**

(c)     ~~Sufficient crash protection may be demonstrated by~~ The manufacturer **demonstrates by** fulfilling the requirements of paragraph 8.4.3.1. (e.g. for M<sub>2</sub> / N<sub>2</sub> vehicles derived from M<sub>1</sub> / N<sub>1</sub>).

8.4.3.3.     If the main on-board vehicle power supply is not available, it shall still be possible to retrieve all data recorded on the DSSAD, as required by national and regional law.”

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