

## Proposal for amendments to .../GRVA/2024/33

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### I. Proposal

*Paragraph 5.3.7.5.1.1.2.*, amend to read:

5.3.7.5.1.1.2. Upon first activation of the system ~~during a run cycle~~ **following an activation initiation of the powertrain<sup>3</sup>**, the system shall provide information to the driver that the headway configuration is set to a value lower than 2 seconds, if that is the case.

*Paragraph 5.5.3.1.*, amend to read:

5.5.3.1. The **default status of the** system shall be **the in** ‘off’ mode at **the initiation of** each **initiation of the powertrain<sup>3</sup>** ~~new engine start (or run cycle, as relevant)~~, regardless of what mode the driver had previously selected.

**~~This requirement does not apply when the initiation of the powertrain<sup>3</sup> a new engine start (or run cycle, as relevant)~~ A new engine start (or run cycle), which is performed automatically, e.g., the operation of a stop/start system, shall not be considered an “initiation of the powertrain” wherever that term is used in this regulation.**

*Paragraph 5.5.4.2.8.1.*, amend to read:

5.5.4.2.8.1. The manufacturer shall implement strategies to disable activation of the system for the duration ~~of the start/run cycle~~ **powertrain<sup>3</sup> is active** when the driver is detected to demonstrate prolonged insufficient engagement at least when this leads to more than one driver unavailability response initiations.

Annex 4,

*Paragraph 4.2.2.1.*, amend to read:

“4.2.2.1. The tests shall be performed in a way that the outcome of the test is not affected by driver settings or driver input and any other influences not related to the manoeuvre under test. Therefore, the following conditions shall apply:

- (a) The system’s longitudinal control following distance shall be set to:
    - (i) the default distance, if the distance is reset to a specific value upon first activation of the system ~~in the run cycle~~ **following an activation initiation of the powertrain**; or ...
- ...”

### II. Justification

1. The word “activation” was used in connection with the powertrain to align with the preexisting text. However, it was noted that this was not consistent with the terminology that has been used in conjunction with the corrections being made in the other UN Regulations for this issue. Therefore, these amendments are to align the proposal for the DCAS Regulation with those for UN Regulations No. 79 and 157.

2. Further modification has been made to align text about “stop/start systems” with that in other regulations.