

Proposal for amendments to GRVA-20-20

The text reproduced below is based on the document GRVA-20-22. The modifications to that text are indicated in **red bold** for new characters and ~~red strikethrough~~ for deleted characters.

I. Proposal

Insert new footnote 3, to read:

5.3.7.2.4.10. The system shall only initiate a manoeuvre if the vehicle is located on a highway (including highway slip roads) and it is not withholding HORS³.

³ This paragraph shall be reviewed by GRVA at the latest before the end of September 2027.”

Subsequent footnotes renumbered accordingly.

Insert new paragraph 5.3.7.2.4.11., to read:

5.3.7.2.4.11. A request for the driver to acknowledge that they have read and understood the driver information material outlined in paragraph 5.6 shall be given while the vehicle is in a stopped position. This request shall be given at least once every month. If the vehicle utilises a means of differentiating between users, this may be extended to 3 months for a given user. If the vehicle can identify that a driver has previously acknowledged this request it does not need to be given again for that driver. If the vehicle can identify that the driver has not acknowledged this request before, then it shall be given upon initiation of the powertrain.

Paragraph 5.5.3.2.1., amend to read

5.5.3.2.1. ~~Latest~~ At the latest when the system first enters ‘active’ mode ~~upon its first activation~~ following an initiation of the powertrain ~~in the drive cycle~~, the system shall ~~once~~ provide ~~a driver-confirmed~~ visual information to the driver requesting them to remain engaged with the driving task while using the system.

Insert new paragraph 5.5.4.2.8.4., to read

5.5.4.2.8.4. When the system is disabled due to insufficient engagement by the driver, at the latest upon the deactivation of the powertrain, the system shall request that the driver reads the driver information material as outlined in paragraph 5.6.

II. Justification

1. For paragraph 5.3.7.2.4.10, this paragraph is to start allowing system-initiated manoeuvres for on highway operation with hands-on. Further technology progress and any related incidents with DCAS in near future should be taken into and this paragraph should be reviewed accordingly.

2. It is important that the driver understands the limitations of the system and their responsibilities when the system is operating, particularly for system-initiated manoeuvres. It is therefore necessary to encourage the driver to read the driver information that is required to be provided. However, providing more than just a short warning message when the vehicle is operating could be dangerous. Therefore, a more detailed request needs to be given whilst

the vehicle is stationary. It is appreciated that repeated confirmation of messages at every vehicle start which is not connected with operation of the system may prove difficult to comprehend or suitably consumed. However, it is important that some attempt is made and at relatively frequent rate to ensure that any driver of the vehicle is aware.

3. This rate can also be reduced if the vehicle uses user profiles since it is more likely that the driver has already acknowledged the information. Although this cannot be removed entirely since it cannot be guaranteed that a profile is actually a different driver since these are often based on the use of keys, or potentially via seating positions. If systems can identify a particular driver then there is no need to repeat the message if the driver has already acknowledged it.

4. Therefore, paragraph 5.3.7.2.4.11. requires a that the driver has confirmed that they have read the information every so often which can be reduced depending on if user profiles are used or that a particular driver can be identified.

5. If a driver is detected to have misused the system it is also important to remind them about the correct use, therefore paragraph 5.5.4.2.8.4. requires that the a message is given to encourage the driver to read the driver information that should be available.
