

Proposal for amendments to GRVA-20-59

The text reproduced below is based on the document GRVA-20-59. The modifications to that text are indicated in **red bold** for new characters and ~~red strikethrough~~ for deleted characters.

I. Proposal

Insert new footnote X, 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 HORs. ^x

“ ^x This paragraph shall be reviewed by GRVA at latest before 1 September 2027.”

Paragraph 5.3.7.2.4.11., no amendment proposed, but just describe justification

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 it can be identified that the same driver has previously acknowledged this information it does not need to be given again for that driver. (GRVA-20-57)

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. (circulated by the UK in the evening of Thursday)

Paragraph 5.5.3.2.1., amend to read

5.5.3.2.1. At the latest when the system first enters ‘active’ mode following an initiation of the powertrain, the system shall provide visual information to the driver requesting them to remain engaged with the driving task while using the system ~~which must be confirmed by the driver.~~ (GRVA-20-57)

II. Justification

1. For paragraph 5.3.7.2.4.10: this paragraph is to start allowing SIM from on a highway and with hands-on situation. Taking into account

further technology progress and incident happen in real market by DCAS in near future, this paragraph should be reviewed.

2. For paragraph 5.3.7.2.4.11: this paragraph is proposed by some CPs including from the view point of compliance with other laws than vehicle regulation, such as consumer protection laws. From the spirit of 1958 Agreement, this paragraph can be accepted, but this paragraph doesn't need to apply all of the CPs because some CPs has not such necessity of such consistency.
3. For paragraph 5.5.3.2.1: Each time confirmation of information may cause annoyance to drivers. And necessary information confirmation can be achieved by paragraph 5.3.7.2.4.11. Therefore, each time confirmation by this paragraph doesn't necessary.
