

Proposal to amend ECE/TRANS/WP.29/2026/137 (Proposal for a new United Nations Regulation on uniform provisions concerning the approval of motor vehicles with regard to their Automated Driving Systems)

Proposal from the Informal Working Group on Automated Driving Systems to amend document ECE/TRANS/WP.29/2026/137. Changes are marked in **bold** for new text and ~~strike through~~ for deleted text.

Proposals

Replace "[ADS]" and "[This Regulation]" with the number of this UN Regulation pursuant to its adoption in Contents, Appendix 2; Annex 1-Appendix 2 title; the footnote to Annex 1-Appendix2; and Annex 9 and its Appendix.

Replace "[XXX]" with the number of this UN Regulation pursuant to its adoption in Annex 2 "Arrangements of approval marks" (4x).

Replace "[number of this Regulation]" with the UN Regulation number pursuant to its adoption in paras. 18, 18.1, 18.2, and 18.3 of Annex 1, Communication.

Amend Contents to read:

Appendix 2: Addendum ~~[X] to type approval~~ to Communication No ... concerning the ~~type~~ approval of a vehicle type with regard to **its** ADS pursuant to UN Regulation No. [ADS]

Paragraph 1.2., amend the cross-reference to read "7.2.3.17.":

1.2. This Regulation does not apply to any ADS feature that has been approved as an Automated Lane-Keeping System (ALKS) pursuant to UN Regulation No. 157 except for the provisions under paragraph 7.3.2.4**17**.

Paragraph 6.2.2.3.8.1., subparagraph (b), amend to read,

6.2.2.3.8.1. A user is considered suitably engaged to resume the DDT when they are at least:

...
(b) Their gaze has been primarily directed to ~~a~~ **the** driving task relevant area long enough to be able to resume the DDT safely.

Paragraph 11.2., remove the brackets around "7.4." to read:

11.2. The approval granted in respect of a vehicle type pursuant to this UN Regulation may be withdrawn if the post-deployment safety requirements laid down in paragraph **7.4.** are not complied with.

Annex 1, para. 5.1., add period after number.

Annex 1, Appendix 1, para. 1.4.5., amend to read:

1.4.5. Description of the strategy to manage the risk for passengers and to avoid operating the vehicle when the general working ~~condition~~ **conditions** are not satisfactory.

Annex 1, Appendix 1, para. 1.4.7., amend to read:

- 1.4.7. Verification and validation by the manufacturer for ~~the~~ compliance ~~to~~ with the DDT performance requirements, the interactions between the ADS and its ~~User(s) user(s), and~~ the other ADS requirements, and the conclusion that the system is designed in such a way that it is free from unreasonable risks for the occupants and other road users and reasonable coverage of the ODD and its boundaries is achieved.

Annex 1, Appendix 1, para. 1.4.12., 1.4.12.1., and 1.4.12.2., renumber:

- 1.4.11.5. Software Identification of the ADS.
1.4.11.5.1. Information on how to read the RxSWIN or software version(s) in case the RxSWIN is not held on the vehicle.
1.4.11.5.2. If applicable, list the relevant parameters that will allow the identification of those vehicles that can be updated with the software represented by the RxSWIN.

Annex 1, Appendix 2, amend to read:

Addendum ~~[X] to type approval~~ to Communication No ... concerning the ~~type~~ approval of a vehicle type with regard to ~~its~~ ADS pursuant to UN Regulation No. [ADS]

Annex 7, table 5, rows 1 and 2, column 7, amend to read:

The ADS detects the ODD conditions are not met and ~~issues a minimal risk manoeuvre~~ **initiates a fallback to a mitigated risk condition**

The ~~minimum risk manoeuvre~~ **fallback to an MRC** should not cause the vehicle to decelerate greater than 4 m/s².

Annex 8, para. 5.3.1., remove the brackets around "in paragraph 5.3.2." to read:

- 5.3.1. The data elements **in paragraph 5.3.2.** shall be recorded if the following thresholds are reached or conditions occur:

Annex 8, para. 5.3.2., remove the brackets around the table and amend to read:

<i>Data element</i>	<i>Condition for requirement</i>	<i>Recording interval/time (relative to triggering event)</i>
Visual images ¹	Mandatory	-7 to +7 seconds

Justifications

1. This proposal removes brackets remaining in ECE/TRANS/WP.29/2026/137 and to ensure that the adopted text reflects the number assigned to the new UN Regulation on ADS.
2. This proposal specifies driver engagement relative to "the" driving-task-related area rather than "a" task-related area because the user may check one or more relevant zones such as forward field of vision, mirrors or other indirect vision devices, or instrument cluster to achieve sufficient situational

awareness. All these zones may be deemed relevant to performing the dynamic driving task.

3. The proposal corrects a reference in Table 5 and replaces "minimal risk manoeuvre" by the defined terminology regarding fallbacks to a mitigated risk condition.
4. The proposal makes editorial corrections and clarifications to the lists in Annex 1.
5. In Annex 8, the proposal inserts the word "Mandatory" which was unintentionally omitted in row 1, column 2 of the table under para. 5.3.2 of the annex on Data Storage Systems for Automated Driving.
6. The proposal corrects a cross-reference in the scope to align with changes and paragraph renumbering in the text.