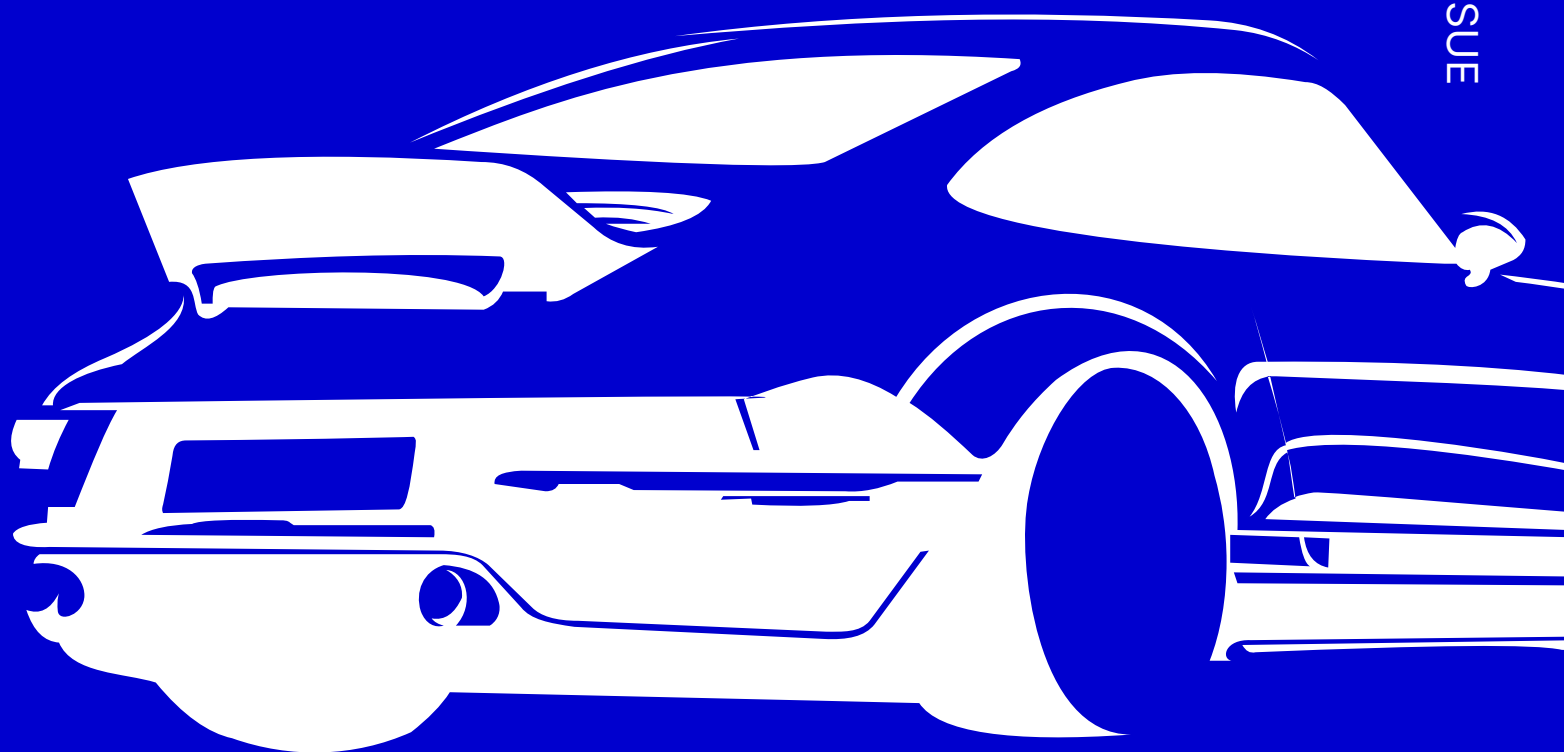




2026 ISSUE



CHINA AUTOMOTIVE STANDARDIZATION INTERNATIONAL BRIEF

06

POLICY OUTLOOK

STANDARDIZATION UPDATES

GB AT A GLANCE: GB 47955—2026

CONTRIBUTE & COLLABORATE

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I Policy Outlook

01 Key Priorities for Automotive Standardization in 2026

On May 26, 2026, the Ministry of Industry and Information Technology (MIIT) released the Key Priorities for Automotive Standardization in 2026 (hereinafter referred to as the “Priorities”). The document aims to further improve the automotive standards system, optimize the effective supply of standards, and enhance the internationalization of automotive standards. By moving forward with standards upgrading, it seeks to support the high-quality development of the automotive industry and lay a solid foundation for the implementation of the 15th Five-Year Plan period.

The Priorities comprise 18 provisions across four chapters, with the main content summarized as follows:

FIRST, mapping out the overall direction and building up the foundations of the automotive standards system. This includes improving the top-level design of the standards system, implementing dedicated tasks for key standards, and steadily advancing the internationalization strategy for automotive standards.

SECOND, stepping up the role of standards in supporting the high-quality development of the automotive industry. Key tasks include driving quality improvement and upgrading in traditional automotive sectors, strengthening standards support for the green and low-carbon transition, promoting innovation in emerging fields, and conducting forward-looking research on standards for future technologies.

Four dedicated initiatives will be rolled out:

- Upgrading Quality and Safety Standards
- Updating Green and Low-Carbon Standards
- Strengthening standards development in Emerging Fields
- Advancing Pre-research on Standards for Future Technologies

THIRD, strengthening international coordination and building out mutual beneficial cooperation. Measures include stepping up the coordination on automotive technical regulations, contributing more actively to the development of international standards, reinforcing standards support for trade facilitation, and fostering a new ecosystem for international exchanges and cooperation.

FOURTH, moving forward with innovation in standards management and improving the way standardization work is organized. This includes strengthening organizational and institutional support, optimizing standards development mechanisms, enhancing the promotion and implementation of standards, and building up the professional talent pool for standardization.

Source: Ministry of Industry and Information Technology (<https://www.miit.gov.cn/>)

02 Six Government Departments Promote Methods for Evaluating the Effectiveness of Standards Implementation

On May 6, 2026, the National Standardization Administration (SAC) released the Circular of the Standardization Administration of China and Five Other Departments on Promoting a Set of Methods for Evaluating the Effectiveness of Standards Implementation (hereinafter referred to as the “Circular”).

The Circular notes that, in accordance with the Notice of the Standardization Administration of China and Five Other Departments on Exploring the Evaluation of Standards Implementation Effectiveness and Promoting Evaluation Methods in Selected Key Areas (SAC Joint Document [2024] No. 42), relevant organizations have actively carried out evaluations of the effectiveness of standards implementation.

These evaluations have demonstrated the positive role of standardization in boosting consumption, strengthening industrial development, improving public well-being, and safeguarding essential requirements. They have also helped build up broader recognition of the role of standards in supporting high-quality development. Through this work, a number of scientifically sound, practical, and field-tested evaluation methods and reference cases have been identified for wider application.

The Circular sets out 9 evaluation methods, each accompanied by reference cases:

- the fuzzy logic-based comprehensive evaluation method;
- the composite index evaluation method;
- the analytic hierarchy process;
- the value chain analysis method;
- a combined analytic hierarchy process and value chain analysis method;
- a combined analytic hierarchy process and entropy weighting method;
- the DASO full life-cycle method for evaluating the effectiveness of standards implementation;
- a combined KPI comparison and stakeholder survey method; and
- the full-chain value decomposition method.

The Circular calls on relevant organizations to promote the application of these evaluation methods, continue carrying out evaluations of standards implementation effectiveness, and step up the implementation and application of standards. These efforts are intended to continuously improve the effectiveness of standards implementation and provide stronger standardization support for the high-quality development of the economy and society.

Source: National Standardization Administration (<https://www.sac.gov.cn/>)

II GB at A Glance

GB 47955-2026 Intelligent and connected vehicle—Safety requirements of combined driver assistance system

I. OVERVIEW

GB 47955—2026 is a mandatory national standard. It was approved and issued on June 27, 2026, and will enter into force on January 1, 2027.

A combined driver assistance system refers to a system that assists the driver in performing both lateral and longitudinal vehicle motion control under specified operational design conditions, while the driver remains responsible for continuously monitoring the traffic environment and controlling the vehicle.

The standard specifies the safety requirements and vehicle grouping criteria for the following three categories of combined driver assistance systems, together with the corresponding inspection and test methods:

- Advanced combined driver assistance systems;
- basic single-lane combined driver assistance systems; and
- basic multi-lane combined driver assistance systems.

The standard applies to vehicles of categories M and N equipped with any of these systems.

II. MAIN PROVISIONS

1. SAFETY REQUIREMENTS FOR THE THREE SYSTEMS

1.1 BASIC SINGLE-LANE COMBINED DRIVER ASSISTANCE SYSTEMS

1.2 BASIC MULTI-LANE COMBINED DRIVER ASSISTANCE SYSTEMS

The standard sets out applicable requirements covering:

- general requirements;
- relevant requirements of GB/T 44461;
- road environments in which the system may be activated;
- activation conditions;
- interaction with other driving automation systems;
- detection of and response to system failures;
- human–machine interaction;
- functional safety;
- safety assurance; and
- data recording.
- ...

1.3 ADVANCED COMBINED DRIVER ASSISTANCE SYSTEMS

The standard specifies requirements covering:

- general requirements;
- interaction with other driving automation systems;
- detection of and response to operational design condition (ODC) boundaries;
- controllability;
- speed-limit control assistance;
- functional requirements;
- detection of and response to system failures;
- human–machine interaction;
- functional safety;
- safety of the intended functionality;
- safety assurance; and
- data recording.

2. GENREAL REQUIREMENTS FOR THE THREE SYSTEMS

2.1 User Information: Requirements are specified for user instructions, user training, and other information to be provided to system users.

2.2 System Deactivation: Requirements are specified for disabling the system following repeated or prolonged driver disengagement.

3. TEST METHODS

3.1 Track test

Covers vehicle conditions; test conditions; pre-testing; basic tests; and additional tests for Category B road environments.

3.2 On-Road Test

Covers test roads; test personnel and equipment; and test timing and duration.

4. ANNEXES

Annex A: Correlation table between provisions and track test testing, on-road testing, and documentation review

Annex B: Requirements for assessing the credibility of simulation testing

Annex C: Functional safety and safety of the intended functionality requirements

Annex D: Documentation requirements for functional safety and safety of the intended functionality

III. HOW THE STANDARD COVERS DIFFERENT TYPES OF COMBINED DRIVER ASSISTANCE SYSTEMS?

The standard sets out differentiated technical requirements for three categories of combined driver assistance systems: basic single-lane, basic multi-lane, and advanced combined driver assistance systems.

1. Basic Single-Lane Combined Driver Assistance System

A combined driver assistance system that operates only on expressways and controlled-access highways. Based on the surrounding driving environment, the system continuously performs both lateral and longitudinal vehicle motion control to assist the driver in keeping the vehicle within a single selected lane.

2. Basic Multi-Lane Combined Driver Assistance System

A combined driver assistance system that operates only on expressways and controlled-access highways. Once the driver initiates a lane-change manoeuvre, the system continuously controls both lateral and longitudinal motion of the vehicle based on the surrounding driving environment, to assist the driver in changing in the same direction of travel.

3. Advanced Combined Driver Assistance System

A combined driver assistance system, other than a basic single-lane, basic multi-lane, or parking combined driver assistance system, that operates on expressways and controlled-access highways and/or under other road conditions. Based on the surrounding driving environment, the system continuously controls both lateral and longitudinal motion of vehicle to assist the driver in carrying out part of the dynamic driving task.

IV. WHAT DRIVERS NEED TO KNOW WHEN USING THE SYSTEM

Unlike an automated driving system, a combined driver assistance system is classified as a **Level 2 driving automation system**¹. While the system is in use, the driver must continue to monitor the traffic environment, maintain control of the vehicle, and remain responsible for performing the driving task.

The standard requires:

1. **Before using the system**, the user shall read the operating instructions and complete the required training.

¹ See GB/T 40429—2021 for the classification of driving automation levels.

2. **While the system is active**, the driver must keep their hands on the steering wheel and keep their eyes directed toward areas relevant to the driving task. Depending on the detected driver state, the system may issue a hands-on-wheel prompt, an eyes-on-road prompt, or an immediate takeover warning. The driver must respond promptly to all prompts and warnings.

3. **At regular intervals**, the user shall confirm that they have read and understood the operating instructions, helping ensure continued awareness of how to use the system correctly.

V. HOW SAFETY IS BUILT IN—AND PUT TO THE TEST

To ensure that combined driver assistance systems can operate safely in China’s complex road and traffic environment, the standard establishes safety requirements covering the entire product life cycle.

It also sets out a multidimensional verification framework combining track testing, on-road testing, and documentation review to assess system safety comprehensively.

1. Safety Requirements

The requirements cover:

- general safety requirements;
- interaction with other driving automation systems;
- detection of and response to operational design condition (ODC) boundaries;
- controllability;
- speed-limit control assistance;
- functional requirements;
- detection of and response to system failures;
- human–machine interaction;
- functional safety;
- safety of the intended functionality;
- safety assurance; and
- data recording.

2. Safety Verification

(1) Track testing

Test scenarios incorporate target objects such as passenger vehicles, bicycles, pedestrians, and motorcycles, as well as manoeuvres and traffic situations including cut-in, cut-out, and intersection crossing scenarios. These tests are used to evaluate and verify the system’s ability to respond safely in representative scenarios.

(2) On-road testing

Testing is conducted across different road types to evaluate and verify the system’s safety response under real-world, naturally occurring, and unpredictable traffic scenarios.

(3) Documentation review

Documentation relating to product design, safety assurance, and other relevant aspects is reviewed. Where simulation testing forms part of the submitted documentation, the credibility of the simulation testing must also be assessed.

VI. HOW RECORDED DATA SUPPORTS CRASH DETERMINATION AND ANALYSIS

When a traffic crash occurs while a combined driver assistance system is in use, determining what happened and analyzing the contributing factors are major concerns for both industry stakeholders and consumers. Reliable reconstruction of the event depends on the accurate recording of key data throughout vehicle operation. The standard therefore sets out data-recording requirements for combined driver assistance systems.

1. Recording Triggers

Data must be recorded while the combined driver assistance system is active.

(1) Time-series data

- Type I data recording system — event-triggered recording: recording is triggered by a collision event or an event involving a risk of collision.
- Type II data recording system — continuous recording: data is recorded continuously in real time.

(2) Timestamped event data

For both Type I and Type II systems, timestamped data must be recorded for events including:

- entry into the active state;
- exit from the active state;
- issuance of a hands-on-wheel prompt;
- cancellation of a hands-on-wheel prompt;
- issuance of an eyes-on-road prompt;
- cancellation of an eyes-on-road prompt; and
- other specified system or driver-status events.

2. Data Categories

The recorded data cover:

- basic vehicle information;
- vehicle status and dynamic data;
- information on the driving environment;
- driver inputs and driver-state information; and
- operating information of the combined driver assistance system.

3. Data Retrieval

To support consistent access and analysis, the standard requires:

- a standardized data access interface;
- a standardized data retrieval protocol; and
- a standardized file format.

VII. COMPARISON WITH UN REGULATION NO. 171

The standard is broadly aligned with the core technical provisions of UN Regulation No. 171 on Driver Control Assistance Systems (DCAS), while introducing adaptations to reflect China's road conditions, product landscape and regulatory needs. In doing so, it sets out more detailed safety requirements, a broader verification framework, and clearer requirements for human-machine interaction.

1. More Detailed Safety Requirements

The technical provisions have been adapted to reflect China's road conditions and the current state of industry products. For example, the maximum set speed selectable by the driver must not exceed the applicable maximum speed limit for the relevant road environment.

Requirements relating to non-lane-following cruise control functions, human-machine interaction, and other aspects have also been adjusted to better reflect operating conditions and product use in China.

2. More Comprehensive Verification Methods

The verification methods have been expanded based on typical use scenarios in China.

For track testing, the standard defines scenario parameters such as test speeds and the motion states of target objects. For on-road testing, it specifies requirements for route selection, test personnel, test duration, and other test arrangements. Together, these provisions provide stronger technical support for consistent implementation of the standard.

3. Clearer Human-Machine Interaction Requirements

The standard expands the requirements for user information and training. It also sets out clearer provisions for detecting when the driver's hands are off the steering wheel and when the driver's gaze moves away from areas relevant to the driving task, taking into account how drivers actually use such systems in China.

VIII. WHEN THE STANDARD TAKES EFFECT

The standard introduces a phased implementation schedule for newly type-approved vehicle models and vehicle models that have already obtained type approval.

1. Newly Type-Approved Vehicle Models

- From January 1, 2027: partially effective
- From January 1, 2028: fully effective

2. Vehicle Models with Existing Type Approval

- From January 1, 2028: partially effective
- From January 1, 2029: fully effective

III Standardization Updates in May 2026

01 Standard Project Initiated

Serial No.	Name of the standard	Type
1	Technical specification for commercial vehicle and trailer braking systems	National
2	Intelligent and connected vehicle — Safety requirements for automated parking system	National
3	Recycling of traction battery used in electric vehicles—Recycling— Part 6: Traceability and accounting method of recycled material	National
4	Crash Buffering Vehicle	National

02 Standard Project Soliciting Public Opinions

Serial No.	Name of the standard	Type
1	Terms and definitions for automotive ride comfort	National
2	Test method for automotive ride comfort	National
3	Road vehicles — Location of electrical and pneumatic connections between towing vehicles and trailers	National
4	Electrically propelled road vehicles — Electrical specifications and tests for voltage class B systems and components — Part 2: Electrical tests for components	National
5	Electrically propelled road vehicles — Electrical specifications and tests for voltage class B systems and components — Part 1: Voltage sub-classes and characteristics	National
6	Road vehicles — Environmental conditions and testing for electrical and electronic equipment — Part 1: General	National

Serial No.	Name of the standard	Type
7	Road vehicles—Environmental conditions and testing for electrical and electronic equipment—Part 3: Mechanical loads	National
8	Road vehicles—Environmental conditions and testing for electrical and electronic equipment—Part 4: Climatic loads	National
9	Road vehicles—Environmental conditions and testing for electrical and electronic equipment—Part 5: Chemical loads	National
10	Technical requirements for gas leakage alarm device of gas vehicle	National
11	Safety requirements for dismantling and crushing of traction battery used in electric vehicle	National
12	Strength requirement and test of automobile seats,their anchorages and any head restraints	National
13	Door strength requirements and test methods of passenger car	National
14	Dimensions of operating positions for truck drivers	National
15	Test methods for energy consumption of light-duty hybrid electric vehicles under high and low temperature	National

03 Standard Project Reviewed

Serial No.	Name of the standard	Type
1	Performance and installation requirements of rear-views mirrors for motorcycles and mopeds	National
2	Ball joint for motor vehicles	Industry
3	Hose clamps with worm gear drive for Automobile, shape Spring	Industry

04 Standard Project Submitted for Approval

Serial No.	Name of the standard	Type
1	Technical specifications for solid electrolyte for solid-state battery for electric vehicle	National
2	Solid-state battery for electric vehicle—Part 1: Terms and classification	National
3	Electrical performance test methods for Ni-MH traction battery pack and system of electric road vehicles	National
4	Test method for electric vehicles traction battery in service	National
5	Requirements of the greenhouse gas emissions accounting and reporting—Part 57: Vehicle manufacturing enterprise	National
6	Technical requirements for LNG vehicle	National
7	Road vehicles—Disturbances test methods for electrical/electronic component from electrostatic discharge	National
8	Functional safety requirements and testing methods for traction battery management system of electric vehicles	National
9	General specification for environment and reliability of automobile chips	National
10	Technical specifications of cybersecurity for vehicle chip	National
11	Vehicle-mounted wireless communication terminal (Amd.1)	National
12	Cooling fan module for automobile	Industry
13	Torque rod with hinged joint for medium and heavy-duty commercial vehicles	Industry
14	Torque limiter assembly for passenger vehicles	Industry
15	Aluminum alloy knuckle for passenger cars	Industry

Serial No.	Name of the standard	Type
16	Aluminum reservoir assembly for passenger vehicle air suspension	Industry

To get the English versions of Chinese national standards:

https://openstd.samr.gov.cn/bzgk/std/std_list_type?p.p1=6&p.p90=circulation_date&p.p91=desc

IV Call for Contributions & Collaboration Opportunities

To enhance the value of the *Monthly Briefing of Chinese Auto Standardization* and to better reflect the latest progress across the industry, we warmly welcome contributions from all partners.

If your organization has:

- Activities, events, or initiatives you wish to highlight;
- New publications, research reports, or best practices to share;
- Cooperation proposals or information exchange needs;

Please feel free to contact us — we are glad to support promotion and visibility through future issues of the briefing.

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