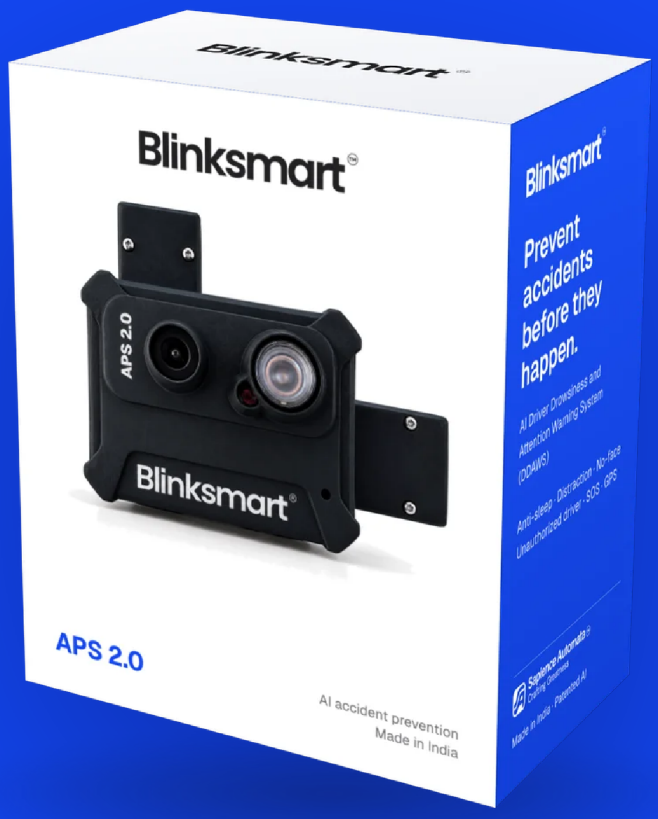
Sapience Automata™
Crafting Greatness

SAPIENCE SAFETY REPORT 2026

The DDAWS mandate is coming. Is your fleet ready?

What India's new driver drowsiness rule means for fleet operators, school transport and OEMs, and what to do before the deadlines arrive.

CMVR · G.S.R. 834(E) | AIS-184 | M2 · M3 · N2 · N3



AT A GLANCE

Five things every fleet leader should know.

1. It is now law, not a proposal.

The Central Motor Vehicles (Sixth Amendment) Rules, 2025 (G.S.R. 834(E), November 2025) make a Driver Drowsiness and Attention Warning System compulsory on new buses and trucks.

2. The clock is already running.

New vehicle models must comply from October 2027 and all existing models from January 2028. Model years being planned and bought today fall inside that window.

3. It covers new vehicles only.

The rule applies at type approval. The buses and trucks already on Indian roads, and every tired driver in them, are not covered by it.

4. The standard sets a floor.

AIS-184 asks for a drowsiness warning, judged against a sleepiness scale. Distraction, phone use, eyes off the road and fleet-level reporting go beyond what it requires.

5. Waiting is the expensive option.

A crash caused by a driver who nodded off costs lives, vehicles, contracts and reputation. Fleets that act now get protection years before the rule reaches their vehicles, and arrive at the deadline already compliant in practice.

> “The mandate tells manufacturers what to fit. It does not wake up the driver who is on the road tonight. That part is still up to every operator.”

Sapience Automata™ perspective.

WHY NOW

India's roads are getting more dangerous, not less.

The Ministry of Road Transport and Highways' latest annual report, *Road Accidents in India 2023*, counts more crashes and more deaths than the year before.

1,72,890
people killed on Indian roads in 2023

4,80,583
road accidents in 2023

+4.2%
rise in accidents over 2022

36.5%
of deaths were on national highways

About 20 deaths every hour

That is the national average across 2023: roughly 55 crashes and 20 deaths an hour. Long highway routes, where buses and trucks run through the night, carry a disproportionate share of the deaths.

Fatigue hides in the data

Official records attribute most deaths to over-speeding (68.1% of persons killed). Drowsiness rarely appears as a cause, because a driver who falls asleep at the wheel often cannot report it afterwards. A driver who nods off for a few seconds at highway speed covers a long distance with nobody steering.

Where fatigue strikes hardest

- Overnight intercity buses and long-haul trucks, driven through the body's natural low point between midnight and dawn.
- Long single-driver shifts on monotonous highways, where attention drifts without the driver noticing.
- Early-morning school and staff transport, after short nights and split shifts.

Figures: MoRTH, Road Accidents in India 2023 (released August 2025), as reported. Full sources on the last page.

WHAT THE RULE SAYS

New buses and trucks must watch the driver.

G.S.R. 834(E) amends the Central Motor Vehicles Rules, 1989, and phases in a set of safety systems for heavy passenger and goods vehicles.

SYSTEM	STANDARD	CATEGORIES	APPLIES FROM
Driver Drowsiness & Attention Warning (DDAWS)	AIS-184	M2, M3, N2, N3	New models: Oct 2027 Existing models: Jan 2028
Blind Spot Information System (BSIS)	AIS-186	M2, M3, N2, N3	New: Oct 2027 · Existing: Jan 2028
Moving Off Information System (MOIS)	AIS-187	M2, M3, N2, N3	New: Oct 2027 · Existing: Jan 2028
Lane Departure Warning (LDWS)	AIS-188	M2, M3, N2, N3	Phased, 2027–2028
Advanced Emergency Braking (AEBS)	AIS-162	M2, M3, N2, N3	New: Jan 2027 · Existing: Oct 2027

M2/M3: buses and minibuses carrying more than 8 passengers. N2/N3: goods vehicles over 3.5 tonnes. “New models” are type-approved after the start date; “existing models” are those already approved, which get a grace period. A draft in April 2025 (G.S.R. 184(E)) proposed April 2026; the final rule moved the dates later. Always confirm dates against the Gazette text.

What AIS-184 asks a DDAW system to do

Warn on drowsiness

Warn when the driver reaches 8 or more on the Karolinska Sleepiness Scale (KSS), validated with real drivers by day and night.

Two kinds of warning

At least a visual and an acoustic warning, given as soon as possible, escalating until the driver responds.

At speed, within minutes

Active above 60 km/h for buses and trucks, monitoring within 5 minutes of the conditions being met.

WHAT THE RULE LEAVES OPEN

Compliant is not the same as protected.

The mandate is an important floor. But read closely, it leaves large parts of India's fleet risk untouched.

GAP 1

Vehicles already on the road

Type approval applies to vehicles as they are built. The buses and trucks running today, many with a decade of service left, are not required to add anything.

GAP 2

City and school routes

AIS-184 targets vehicles running above 60 km/h and excludes categories such as intra-city and school buses from its scope, unless the maker opts in. Early-morning school runs carry the most precious passengers of all.

GAP 3

Distraction

The standard's pass criteria are built around drowsiness. Eyes off the road, phone use and looking away, all common in Indian cabs and buses, are not what it tests.

GAP 4

The owner's view

A warning in the cab helps one driver in one moment. The rule does not require operators to see alerts, find patterns across drivers and routes, or coach before a crash happens.

The bottom line

From 2028, a new bus will warn a sleepy driver on the highway. The older bus behind it, the school van in the city and the driver glancing at a phone will still be on their own, unless the operator acts.

Scope notes from AIS-184 as published by ICAT. Exclusions and opt-ins should be checked with your testing agency for each vehicle type.

WHAT TO DO

An action plan for every role.

FLEET OPERATORS

Buses, trucks, cabs, staff transport

- [ ] List every vehicle by category, model year and route type (highway, night, city).
- [ ] Ask your OEM and dealer in writing which models will carry AIS-184 DDAWS, and from when.
- [ ] For vehicles you will keep beyond 2028, plan an aftermarket driver monitoring system now.
- [ ] Start with your highest-risk routes: overnight intercity, long-haul and single-driver shifts.
- [ ] Set rules for alerts: who sees them, how fast you call the driver, when you rest them.
- [ ] Use alert data in driver coaching and rosters, not just after a crash.

SCHOOLS & TRANSPORT CONTRACTORS

School buses and vans

- [ ] Don't assume the mandate covers your buses: city and school buses can fall outside AIS-184's scope.
- [ ] Make driver monitoring a condition in contracts with transport vendors.
- [ ] Watch early-morning runs most closely: short nights and split shifts.
- [ ] Share live trip and alert visibility with the transport in-charge.
- [ ] Tell parents what you have fitted. It is a reason to choose your school.

OEMS & BODY BUILDERS

Bus, truck and coach makers

- [ ] Map every M2, M3, N2 and N3 model to the October 2027 and January 2028 dates.
- [ ] Lock a DDAWS supplier early enough for integration, validation and type approval.
- [ ] Plan for BSIS, MOIS, LDWS and AEBS at the same time, ideally on one platform.
- [ ] Decide where you will go beyond AIS-184, such as distraction and fleet connectivity, to stand out.
- [ ] Offer a retrofit path for customers' existing fleets.

A simple timeline

Now – 2026
Audit fleet. Pilot on highest-risk routes. Choose suppliers.

Jan 2027
AEBS begins for new heavy-vehicle models.

Oct 2027
DDAWS, BSIS and MOIS required on new models.

Jan 2028
DDAWS required on all existing models.

THE SAPIENCE AUTOMATA™ PERSPECTIVE

Don’t wait for 2028. Fatigue won’t.

We build AI that understands risk before it becomes an accident. Blinksmart™ and the CoPilot AI™ platform protect drivers in vehicles on the road today, and give OEMs a path to factory-fit compliance tomorrow.



Watches the driver, not just the road

An AI camera reads eyes and face to catch drowsiness, fatigue and distraction, and beeps the instant it starts.

Fits the fleet you already own

Aftermarket Blinksmart™ installs on existing buses, trucks and vans. An OEM factory-fit grade is available for new models.

Puts the owner in the loop

Every alert reaches CoPilot AI™ on web and mobile, with live location and driver scores for coaching.

1000+
Blinksmart™ devices installed

3 Cr+
km driven with Blinksmart™

15,000+
passengers kept safe daily

95%+
alert accuracy

For OEMs, CoPilot AI™ Super-Modular ADAS brings driver monitoring, blind spot, moving-off, lane departure and AEBS-ready modules onto one edge platform with up to 4 AI cameras, built to meet the CMVR timeline as one integration rather than five.

Sapience Automata™ is a Registered OEM on the GeM portal. Patent No. 575297 granted. Accuracy may vary in extreme conditions. Whether a specific installation counts toward AIS-184 type approval depends on the vehicle maker’s homologation.

NEXT STEP

See Blinksmart™ on your own route.

Book a free fleet safety demo

Tell us about your vehicles and routes. We'll show you Blinksmart™ and CoPilot AI™ live, and help you plan for the DDAWS deadlines.

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Sources

1. Central Motor Vehicles (Sixth Amendment) Rules, 2025, G.S.R. 834(E), November 2025. Summary: TeamLease RegTech; categories and dates: CarDekho Trucks, ERA Global.
2. Draft notification G.S.R. 184(E), April 2025: Motor India; Coach Builders India.
3. AIS-184, Driver Drowsiness and Attention Warning Systems for M, N2 and N3 vehicles: ICAT; standards list: MoRTH AIS.
4. Ministry of Road Transport and Highways, Road Accidents in India 2023, as reported by DT Next / PTI; dataset: OpenCity.
5. Sapience Automata™ figures: company data, 2026.

This report is for general information and reflects Sapience Automata's reading of public sources as of November 2026. It is not legal advice. Dates and requirements can change; confirm them against the official Gazette notification and your testing agency before making compliance decisions.

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