

Global L3 Autonomous Driving System for Commercial Vehicles Market 2026 by Company, Regions, Type and Application, Forecast to 2032

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Abstracts

According to our (Global Info Research) latest study, the global L3 Autonomous Driving System for Commercial Vehicles market size was valued at US\$ 705 million in 2025 and is forecast to a readjusted size of US\$ 1129 million by 2032 with a CAGR of 7.2% during review period.

Level 3 autonomous driving systems for commercial vehicles refer to systems where, in specific scenarios (such as intercity highways, closed parks, and ports), vehicles can autonomously complete environmental perception, decision-making, planning, and execution control, but the driver needs to take over driving control when requested by the system. Its core feature is 'human-machine co-driving,' where the system undertakes the primary driving tasks while retaining human intervention authority. It is suitable for high-efficiency scenarios such as long-distance logistics, unmanned delivery, and sanitation operations. The industry's gross profit margin is approximately 40-55%.

Key market drivers primarily include the following factors:

The Need to Reduce Costs in Trunk Logistics Drives Commercial Adoption

Market growth for L3 autonomous driving systems in commercial vehicles is primarily driven by the demand for cost reduction and efficiency gains in trunk logistics, port operations, mining transport, and campus delivery. Commercial vehicles typically operate for extended periods, follow relatively fixed routes, and undergo intensive usage; consequently, autonomous driving systems can assume specific dynamic driving tasks such as on highways, within closed campuses, or in designated operational

zones?thereby alleviating driver fatigue and enhancing transportation stability. L3 represents 'conditional autonomous driving,' wherein the system can take over driving tasks under specific operational conditions; however, it still requires the driver to respond promptly when a handover request is issued. As such, L3 is ideally suited as an interim solution for commercial vehicles transitioning from Advanced Driver-Assistance Systems (ADAS) to higher levels of autonomous driving.

Enhanced Safety Management and Operational Standardization Boost the Value of System Configuration

Commercial vehicle accidents are frequently linked to prolonged driving hours, blind spot risks, driver fatigue, insufficient following distances, and complex weather or road conditions. Consequently, fleet operators face ever-increasing demands regarding safety management, driver behavior monitoring, and accident liability traceability. L3 autonomous driving systems typically integrate perception sensors, domain controllers, positioning systems, braking and steering actuators, driver monitoring capabilities, and operational data recording functions. In applicable scenarios, these systems enhance the vehicle's ability to identify and respond to lane markings, obstacles, the status of preceding vehicles, and the surrounding road environment. Furthermore, the operational data generated by the system facilitates fleet-wide safety assessments, insurance premium pricing, accident post-mortems, and regulatory compliance management?effectively elevating autonomous driving from a standalone vehicle feature to a comprehensive digital management tool for the entire fleet.

Policy Pilot Programs and 'Vehicle-Road-Cloud' Collaboration Refine Application Conditions

The widespread adoption of L3 autonomous driving in commercial vehicles is contingent upon regulatory approval, clear liability frameworks, pilot testing and demonstration projects, and the coordinated integration of road infrastructure and communication networks. In recent years, numerous regions have conducted road testing, demonstration operations, and regulatory explorations centered on intelligent connected vehicles, thereby driving the transition of autonomous driving from technological validation to commercial application within specific scenarios. Furthermore, advancements in vehicle-road collaboration, high-definition mapping, high-precision positioning, 5G/V2X connectivity, and cloud-based dispatching capabilities have established more stable external conditions for the operation of commercial vehicles on major highways, within logistics parks, at port terminals, and along fixed routes. As collaboration deepens among vehicle manufacturers, autonomous driving solution

providers, logistics enterprises, and local regulatory authorities, market demand for L3 systems is poised to evolve from demonstration projects toward large-scale fleet deployment and operational services.

The L3 Autonomous Driving System for Commercial Vehicles market report provides a detailed analysis of global market size, regional and country-level market size, segmentation market growth, market share, competitive Landscape, sales analysis, impact of domestic and global market players, value chain optimization, trade regulations, recent developments, opportunities analysis, strategic market growth analysis, product launches, area marketplace expanding, and technological innovations.

Market segmentation

L3 Autonomous Driving System for Commercial Vehicles market is split by Type and by Application. For the period 2026-2032, the growth among segments provide accurate calculations and forecasts for revenue by Type and by Application. This analysis can help you expand your business by targeting qualified niche markets.

Market segment by Type,

Pre-installed Type

Aftermarket Type

Market segment by Technology

Multi-sensor Fusion

Pure Vision Solution

Vehicle-Road Cooperative

Market segment by Function Category

Basic Version

Full-Scenario Version

Market segment by Application

Mining Trucks

Transport Trucks

Others

Market segment by players, this report covers

Volvo (SE)

Mercedes-Benz (DE)

T-Truck (CN)

Cruise (US)

Changan Automobile (CN)

BAIC Arcfox (CN)

BYD (CN)

SAIC (CN)

Waymo (US)

Huawei (CN)

Nissan (JP)

Aurora (US)

Motional (US)

Nuro (US)

Market segment by regions, regional analysis covers

North America

Europe

Asia-Pacific (China, Japan, South Korea, Rest of Asia)

South America

Middle East & Africa

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