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Inland Transport Committee

World Forum for Harmonization of Vehicle Regulations**Working Party on Brakes and Running Gear****Eighty-fourth session**

Geneva, 19-22 September 2017

Item 13 (b) of the provisional agenda

Other business: Regulation No. 89**Proposal for Supplement 3 to the 00 series of amendments to
Regulation No. 89 (Speed limitation device)****Submitted by the expert from the International Organization of Motor
Vehicle Manufacturers***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA). The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

* In accordance with the programme of work of the Inland Transport Committee for 2016–2017 (ECE/TRANS/254, para. 159 and ECE/TRANS/2016/28/Add.1, cluster 3.1), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

GE.17-11269(E)



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I. Proposal

Paragraph 5.2.5.4.2., amend to read:

"5.2.5.4.2. Whenever the vehicle speed is exceeding V_{adj} the driver must be informed by means of a suitable ~~or~~ warning signal other than the speedometer. **However, this warning signal is not required when V_{adj} is exceeded as a result of a positive action of the driver.**"

Paragraph 21.2.5.4.2., amend to read:

"21.2.5.4.2. Whenever the vehicle speed exceeds V_{adj} the driver must be informed by means of a suitable ~~or~~ warning signal other than the speedometer."

Annex 6,

Paragraph 1.5.1., amend to read:

"1.5.1. With the ASLF/D deactivated, for each gear ratio selected for the chosen test speed V_{adj} , the technical service shall:

- (a) **either** measure the forces required on the accelerator control;
- (b) **or measure the accelerator control position;**

to maintain V_{adj} and a speed (V_{adj}^*) which is 20% or 20 km/h (whichever is the greater) faster than V_{adj} ."

Paragraph 1.5.2., amend to read:

"1.5.2. With the ASLF/D activated and set at V_{adj} , the vehicle shall be run at a speed of 10km/h below V_{adj} . The vehicle shall then be accelerated by **either** increasing the force on the accelerator control **or adjusting the accelerator control position** over a period of $1s \pm 0.2s$ to that required to maintain V_{adj}^* .

This force **or position** shall then be maintained for a period of at least 30 seconds after the vehicle speed has stabilised."

II. Justification

1. A warning, when using positive action (showing the driver's intention) to temporarily deactivate the speed limiting function, might cause distraction to the driver. Therefore, such warning should not be regulated on a mandatory basis. The proposal removes this mandatory possible source of distraction.
2. Throttle control, by adjusting position of the pedal, is normal industry practice. As a matter of fact, in the case of an electronic accelerator control, the correlation between the pedal position and the resulting throttle opening is more accurate than that existing between force to the pedal and resulting throttle opening.
3. Two editorial errors were discovered when elaborating the proposal: the word "or" is superfluous in paras. 5.2.5.4.2. and 21.2.5.4.2.