

**A: Proposal**

With regard to UN R89 and R79, which are cited as technical requirements necessary for the IWVTA, we propose the following changes:

Group	Item No.	Item	UN R	Priority	Sponsor	Review Result (IWVTA Review Flow Chart)						Schedule for amendments or creation (if necessary)
						(i)	(ii)	(iii)	(iv)	(v)	(vi)	
(1)	3	Steering effort	79	(a)/(b)	(LKAS Ad-hoc Group)	Yes	Yes	No	Yes/No	(Yes)	(No)	
(1)	6	Braking	13H	(b)	OICA	Yes	Yes	Yes	No <sup>(*)</sup>	-	-	
(1)	6a	ESC	13H	(b)	OICA	Yes	Yes	Yes	No <sup>(*)</sup>	-	-	
(1)	6b	BA	13H	(b)	OICA	Yes	Yes	Yes	No <sup>(*)</sup>	-	-	
(1)	18	Towing hooks		(c)		To be discussed						
(1)	29	Tyres	30	(a)		Yes	Yes	No	No	-	-	
(1)	29	Tyres	54	(a)		Yes	Yes	No	No	-	-	
(1)	29a	Tyres (installation)		(b)	ETRTO/OICA	To be discussed						
(1)	29b	Temporary Tyres/ TPMS	64	(a)		Yes	Yes	No	No	-	-	
(1)	29c	Wet grip	117	(a)		Yes	Yes	No	No	-	-	
<b>(1)</b>	<b>37</b>	<b>Speed limiters</b>	<b>89</b>	<b>(e)</b>		<b>Yes</b>	<b>No</b>					
(1)	46	Running system		(c)		To be discussed						
(2)	60	Coupling	55	(c)		To be discussed						

(\*) Not change technical requirement

**B: Justification**

UN R89: The only speed limiter requirement applicable to M1 is that on the optional installation of the ASLD (adjustable speed limiting device), which is a system where the drivers set the speed limit that they determine and activate when necessary so that they can avoid inadvertent overspeeding) and therefore its significance lies in comfort provided to the drivers. For this reason, we do not consider it necessary to include this regulation in the necessity items for the IWVTA.

UN R79: This change is in conjunction with the proposed change of the LKAS discussion body status from Informal Group to Ad-hoc Group.