



# Economic and Social Council

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## Economic Commission for Europe

### Inland Transport Committee

### World Forum for Harmonization of Vehicle Regulations

#### Working Party on Brakes and Running Gear

#### Eighty first session

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Item 11 of the provisional agenda

#### Regulation No. 89

## **Proposal for an amendment to Regulation No. 89 (Speed limitation devices)**

### **Submitted by the experts from the International Organization of Motor Vehicle Manufacturers \***

The text reproduced below was prepared by the experts from the International Organization of Motor Vehicle Manufacturers (OICA) to extend the possibility of actuating the service braking system to vehicles of categories M<sub>2</sub> and N<sub>2</sub> below 5t. The modifications to the existing text of the Regulation are marked in bold for new or strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, programme activity 02.4), 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.



## I. Proposal

*Paragraph 5.1.3.*, amend to read:

"5.1.3. The speed limitation function shall not actuate the vehicle's service braking system **except for vehicles of categories N<sub>2</sub> below 5t and M<sub>2</sub> where the vehicle's service braking system may be actuated.** ~~A permanent~~ **An endurance** brake (e.g. ~~retarder if fitted~~) may be ~~incorporated~~ **activated** only if it operates after the speed limitation function has restricted the fuel feed to the minimum fuel position. **The vehicle's service braking system may be actuated only after the endurance brake (if fitted) has been activated and additional retarding force is required to maintain the set speed.**"

*Paragraph 5.2.5.1.*, amend to read:

"5.2.5.1. The ASLF shall not actuate the vehicle's service braking system except for vehicles of categories ~~M<sub>1</sub> and N<sub>1</sub>~~ **M<sub>1</sub>, M<sub>2</sub> and N<sub>1</sub>, and vehicles of category N<sub>2</sub> below 5t** where the vehicle's service braking system may be actuated."

*Paragraph 13.1.6.*, amend to read:

"13.1.6. The speed limitation function shall not actuate the vehicle's service braking system **except for vehicles of categories N<sub>2</sub> below 5t and M<sub>2</sub> where the vehicle's service braking system may be actuated.** **An endurance** brake (e.g. ~~retarder if fitted~~) may be ~~incorporated~~ **activated** only if it operates after the speed limitation function has restricted the fuel feed to the minimum fuel position. **The vehicle's service braking system may be actuated only after the endurance brake (if fitted) has been activated and additional retarding force is required to maintain the set speed.**"

*Paragraph 13.2.1.*, amend to read:

"13.2.1. The vehicle on which the approved ASLD has been installed shall meet all requirements of paragraphs 5.2.2., 5.2.4., **5.2.5.1.**, 5.2.5.4., 5.2.6. and 5.2.7."

*Paragraph 21.1.3.*, amend to read:

"21.1.3. The SLD shall not actuate the vehicle's service braking system **except for SLDs which are intended to be fitted to vehicles of categories M<sub>1</sub>, M<sub>2</sub> and N<sub>1</sub>, and vehicles of category N<sub>2</sub> below 5t where the vehicle's service braking system may be actuated.** **An endurance** brake (e.g. ~~retarder if fitted~~) may be ~~incorporated~~ **activated** only if it operates after the speed limitation function has restricted the fuel feed to the minimum fuel position. **The vehicle's service braking system may be actuated only after the endurance brake (if fitted) has been incorporated activated and additional retarding force is required to maintain the set speed.**"

*Paragraph 21.2.5.1.*, amend to read:

"21.2.5.1. The adjustable speed limitation device shall not actuate the vehicle's braking system except for vehicles of categories ~~M<sub>1</sub> and N<sub>1</sub>~~ **M<sub>1</sub>, M<sub>2</sub> and N<sub>1</sub>, and vehicles of category N<sub>2</sub> below 5t**, where the vehicle's service braking system may be actuated."

## II. Justification

1. Some vehicles of category M<sub>2</sub> (> 9 occupants) are derived from vehicles of category M<sub>1</sub> by an extension of the rear of their body. The vehicles of category N<sub>2</sub> which are derived from those M<sub>2</sub> vehicles are hence mostly limited to 5 tons (weight limit for M<sub>2</sub>).
  2. In consequence, speed limiters and adjustable speed limiters on all these categories face very similar weight and driving conditions: low weight and low retarding forces.
  3. The current text of the regulation on ASLD (*Adjustable Speed Limit Device*) permits the actuation of the vehicle's service braking system when the speed voluntarily set by the driver is exceeded, but this is currently limited to vehicles of categories M<sub>1</sub> and N<sub>1</sub>.
  4. The proposal extends this possibility:
    - (a) to ASLDs of vehicles of categories M<sub>2</sub> and N<sub>2</sub><5t, and
    - (b) to SLDs (*Speed Limiter Devices*) of vehicles of categories M<sub>2</sub> and N<sub>2</sub><5t.
  5. The proposal in addition ensures a positive management of the retardation sources: fuel feed, endurance brake, service braking system.
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