

## **Proposal for amendments to ECE/TRANS/WP29/GRRF/2017/22, 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), to improve and supersede the document GRRF/2017/22 in accordance with the comments received at the 84<sup>th</sup> session of GRRF. The changes to the current text of the regulation are indicated in bold and strikethrough characters.

## **I Proposal**

*Paragraph 5.2.5.4.2.*, amend to read (deletion of “or”):

"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."

*Paragraph 21.2.5.4.2.*, amend to read (deletion of “or”):

"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. 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.
  2. Two editorial errors were discovered when elaborating the proposal: the word “or” is superfluous in paragraphs 5.2.5.4.2. and 21.2.5.4.2.
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