

16 January 2019

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## Agreement

### **Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations\***

(Revision 3, including the amendments which entered into force on 14 September 2017)

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#### **Addendum 88 – UN Regulation No. 89**

#### **Amendment 3**

Supplement 3 to the original version of the Regulation - Date of entry into force:  
29 December 2018

#### **Uniform provisions concerning the approval of:**

- I. Vehicles with regard to limitation of their maximum speed or their adjustable speed limitation function**
- II. Vehicles with regard to the installation of a speed limiting device (SLD) or adjustable speed limitation device (ASLD) of an approved type**
- III. Speed limitation devices (SLD) and adjustable speed limitation device (ASLD)**

This document is meant purely as documentation tool. The authentic and legal binding text is:  
ECE/TRANS/WP.29/2018/56.



**UNITED NATIONS**

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\* Former titles of the Agreement:

Agreement concerning the Adoption of Uniform Conditions of Approval and Reciprocal Recognition of Approval for Motor Vehicle Equipment and Parts, done at Geneva on 20 March 1958 (original version);  
Agreement concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, done at Geneva on 5 October 1995 (Revision 2).

*Paragraph 5.2.2.* amend to read:

- "5.2.2. The effectiveness of the ASLF shall not be adversely affected by magnetic or electric fields. This shall be demonstrated by fulfilling the technical requirements and respecting the transitional provisions of UN Regulation No. 10 by applying:
- (a) The 03 series of amendments for vehicles without a coupling system for charging the rechargeable energy storage system (traction batteries).
  - (b) The 04 series of amendments for vehicles with a coupling system for charging the rechargeable energy storage system (traction batteries)."

*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 warning signal other than the speedometer."

*Paragraph 21.2.2.* amend to read:

- "21.2.2. The effectiveness of the speed limitation function shall not be adversely affected by magnetic or electric fields. This shall be demonstrated by fulfilling the technical requirements and respecting the transitional provisions of UN Regulation No. 10, by applying:
- (a) The 03 series of amendments for vehicles without a coupling system for charging the rechargeable energy storage system (traction batteries).
  - (b) The 04 series of amendments for vehicles with a coupling system for charging the rechargeable energy storage system (traction batteries)."

*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 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."