Proposal for amendment to UN Regulation No. 89

(to be agreed and submitted to GRVA by TF-FADS)

*Notes:*

Modifications to the existing text of the Regulation indicated in **blue bold** for new characters and ~~blue strikethrough~~ for deleted characters.

 I. Proposal

*Insert new paragraph 1.1.4.:*

1.1.4. "**This regulation does not apply to vehicles of categories X and Y without driver controls fitted.**"

*Amend paragraph 1.2.2. to read:*

1.2.2. "When fitted, **in manual driving mode**, the adjustable speed limitation device (ASLD) or function (ASLF) shall limit the speed of vehicles of categories M and N to a speed voluntarily set by the driver when activated.

**In case of vehicles equipped with an ADS and whilst the ADS is active, the adjustable speed limitation device shall be disabled, because the ADS controls the speed in alignment with the ODD or operator-defined settings.**"

*Amend paragraph 2.1.1 to read:*

2.1.1. "Limitation speed V" means the maximum speed of the vehicle such that its design or equipment does not permit a response after a positive action on the accelerator control by the driver. **(Not applicable whilst an ADS is active.)**"

*Amend paragraphs 2.1.5 to 2.1.6 to read:*

2.1.5. “Adjustable limit speed Vadj” means the speed voluntarily set by the driver **(Not applicable whilst an ADS is active.)**.

2.1.6. "Adjustable speed limitation function ASLF adj-", means a function which allows the driver **(in manual driving mode)** to set a vehicle speed V, and when activated limits the vehicle automatically to that speed."

*Insert new paragraphs 2.7. to 2.7.3.:*

**2.7. "*Automated Driving System (ADS)*" means the vehicle hardware and software that are collectively capable of performing the entire Dynamic Driving Task (DDT) on a sustained basis.**

**2.7.1. "*Dynamic Driving Task (DDT)*" means the real-time operational and tactical functions required to operate the vehicle.**

**2.7.2. "Operational Design Domain (ODD) " means the operating conditions under which an ADS feature is specifically designed to function.**

**2.7.3. "ADS feature" means an application of an ADS designed specifically for use within an Operational Design Domain (ODD)."**

*Amend paragraph 5.1.4. to read:*

5.1.4. The speed limitation function must be such that it does not affect the vehicle's road speed if a positive action on the accelerator is applied by the driver when the vehicle is running at its set speed. **(Not applicable whilst an ADS is active.)**

*Amend paragraph 5.1.6. to read:*

5.1.6. No malfunction or unauthorised interference shall result in an increase in engine power above that demanded by the position of the driver's accelerator. **(Not applicable whilst an ADS is active.)**

*Amend paragraph 5.1.7. to read:*

5.1.7. The speed limitation function shall be obtained regardless of the accelerator control used if there is more than one such control which may be reached from the driver's seating position **for manual driving mode.**

*Amend paragraph 5.2.3. to read:*

5.2.3. No malfunction or unauthorized interference with the system shall result in an increase in engine power above that demanded by the position of the driver's accelerator. **(Not applicable whilst an ADS is active.)**

*Amend paragraph 5.2.4 to read:*

5.2.4 **In manual driving mode,** ~~T~~**t**he Vadj value shall be permanently indicated to the driver and visible from the driver seat. This does not preclude temporary interruption of the indication for safety reasons or driver's demand.

*Amend paragraphs 5.2.5.4.1. to 5.2.5.4.2 to read:*

5.2.5.4.1. To exceed Vadj,a positive action will be required. **(Not applicable whilst an ADS is active.)**

5.2.5.4.2. **In manual driving mode,** whenever the vehicle speed is exceeding Vadj the driver must be informed by means of a suitable warning signal other than the speedometer.

*Amend paragraph 5.2.6.3. to read:*

5.2.6.3. This shall be achieved by a control device **that can be** operated directly by the driver **in manual driving mode.**

*Amend paragraphs 5.2.7.1 to 5.2.7.2 to read:*

5.2.7.1 The ASLF must be capable of being activated/de-activated at any time. **(Not applicable whilst an ADS is active.)**

5.2.7.2 The ASLF must be de-activated each time the engine is stopped by a deliberate action of the driver. **(Not applicable whilst an ADS is active.)**

*Amend paragraph 13.1.3. to read:*

13.1.3 The speed limitation function shall be obtained regardless of the accelerator control used if there is more than one such control which may be reached from the driver's seating position **for manual driving mode.**

*Amend paragraph 21.1.4. to read:*

21.1.4. The SLD must be such that it does not affect the vehicle's road speed if a positive action or the accelerator is applied when the vehicle is running at its set speed. **(Not applicable whilst an ADS is active.)**

*Amend paragraph 21.1.6. to read:*

21.1.6. No malfunction or unauthorised interference shall result in an increase in engine power above that demanded by the position of the driver's accelerator. **(Not applicable whilst an ADS is active.)**

*Amend paragraphs 21.2.3. to 21.2.4 to read:*

21.2.3. No malfunction or unauthorized interference shall result in an increase in engine power above that demanded by the position of the driver's accelerator. **(Not applicable whilst an ADS is active.)**

21.2.4. **In manual driving mode,** ~~T~~**t**he Vadj value shall be permanently indicated to the driver by a visual display. This does not preclude temporary interruption of the display for safety reasons.

*Amend paragraphs 21.2.5.4.1.to 21.2.5.4.2. to read:*

21.2.5.4.1. To exceed Vadj, a positive action will be required. **(Not applicable whilst an ADS is active.)**

21.2.5.4.2. **In manual driving mode,** whenever the vehicle speed exceeds Vadj the driver must be informed by means of a suitable warning signal other than the speedometer.

*Amend paragraph 21.2.6.3. to read:*

21.2.6.3. This shall be achieved by a control device **that can be** operated directly by the driver **in manual driving mode.**

*Amend paragraph 21.2.7.1. to read:*

21.2.7.1. When Vadj is set by the driver, it shall not capable of being modified by any means other than the designated control device. **(Not applicable whilst an ADS is active.)**

*Amend paragraph 21.2.7.2. to read:*

21.2.7.2. The ASLD must be capable of being activated/de-activated at any time. **(Not applicable whilst an ADS is active.)**