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.

OICA/CLEPA amendment in green

 I. Proposal

*Insert new paragraph 1.1.4.:*

1.1.4. "**This regulation does not apply to ASLD/ASLF, their installation in vehicles or vehicles fitted with such devices in case of vehicles of categories X and Y without driver controls fitted.**"

 **Alternative:**

**1.1.4. At the request of the manufacturer, this Regulation may also apply to vehicles of category X and Y without driver controls and equipped with an SLD/SLF.**

*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", 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:*

 27.01.2025: adjustable speed limiter function not applicable once ADS is active in Cat X/Y

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. **(Not applicable whilst an ADS is active.)**

*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,~~** W~~w~~henever the vehicle speed is exceeding Vadj the driver must be informed by means of a suitable warning signal other than the speedometer. **(Not applicable whilst an ADS is active.)**

*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.~~ (Not applicable whilst an ADS is active.)**

*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.)**