<u>Informal document No</u>. **GRRF-66-14** (66th GRRF, 15-17 September 2009, agenda item 12)

Regulation No. 89 (Speed limitation devices)

Proposal for draft amendments to Regulation No. 89

A. PROPOSAL

Paragraph 1.1.1., amend to read:

"1.1.1. Part I: Vehicles of categories <u>1</u>/ M2, M3, N2 and N3 <u>2</u>/ equipped with an SLD and to vehicles of categories M and N equipped with an adjustable speed limitation device ASLD which have not been separately approved according to Part III of this Regulation, or so designed and/or equipped that its component parts can be regarded as totally or partially fulfilling the function of an SLD or ASLD, as appropriate."

Paragraph 1.1.2., amend to read:

"1.1.2. Part II: The installation on vehicles of categories **M2**, M3, N2 and N3 of SLDs and installation on vehicles of categories M and N of ASLD which have been type approved to Part III of this Regulation."

Paragraph 1.1.3., amend to read:

"1.1.3. Part III: SLDs which are intended to be fitted to vehicles of categories **M2**, M3, N2 and N3 and ASLD which are intended to be fitted to vehicles of categories M and N."

Paragraph 1.2.1., amend to read:

"1.2.1. Vehicles of categories **M2**, M3, N2 and N3 shall be limited to a maximum speed achieved by a speed limitation device (SLD) or function (SLF)."

Paragraph 1.2.3., amend to read:

"1.2.3. Vehicles of categories **M2**, M3, N2 and N3 may in addition be equipped with an ASLD or an ASLF."

Paragraph 5.1., amend to read:

"5.1. Requirements for vehicles of categories M2, M3, N2 and N3 equipped with SLF"

B. JUSTIFICATION

The purpose of the amendment is to include vehicles of category M2 in the scope of Regulation No. 89.

The extension of scope will result in safety benefits due to road casualty savings as a result of lower mean speeds of such vehicles as well as environmental benefits through emission and fuel savings. The inclusion of M2 vehicles is in line with the legislation on speed limiters in force in the European Community (Directive 92/24/EEC as amended by Directive 2004/11/EC), where it has proven to be beneficial in terms of safety and environmental impacts.
