

The specified maximum speed of ACSF system

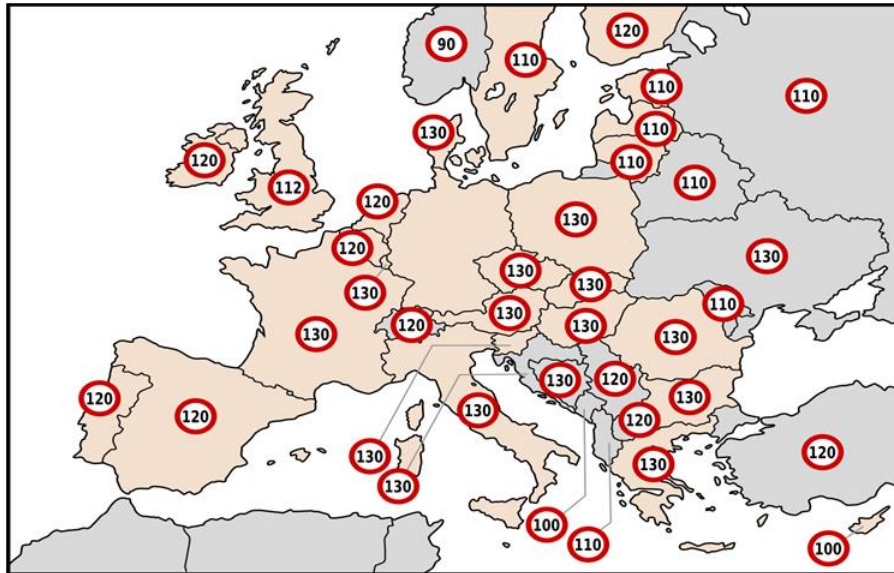
(w.r.t : pha. 5.6.1.1.3.1 of ACSF-05-16)

Tokyo

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1. Justification

- **May Vehicle be fitted with ACSF system not to comply with the Road Traffic Act legislated by each Contracting Party ?**
 - All Vehicles should keep the speed limit defined by the Road Traffic Act.
 - Therefore, ACSF fitted Vehicles also should comply with that.
 - There are respectively a various of speed limits on highway in Europe, Asia, etc.



2. Justification

- **May Vehicles be fitted with ACSF system by UN Reg.79 not meet UN Reg.89 (Speed Limitation Device) ?**
 - **ACSF IWG focus on systems for vehicles of categories M and N.**
 - **SLD is beneficial to safety(road casualty savings) and environment (emission reduction and fuel savings).**
 - **UN Reg.89(Speed Limitation Device) regulate speed control performance, etc. and the limitation speed of SLD is defined by each Contracting Party.**

Limitation speed	Republic of Korea (KMVSS)	EU (EU Reg.)	Japan (JMVSS)	Australia (ADR)
M2, M3	110km/h	100km/h	-	100km/h
N2, N3	90km/h	90km/h	90km/h*	100km/h**

- Ordinary-sized motor vehicles used for carriage of goods with a GVW of 8 tons or more or a maximum loading capacity of 5 tons or more and tractor drawing trailers that come under motor vehicles in the preceding

** Except N2

3. Proposal

- ROK proposes draft as below, considering maximum speed limit according to the Road Traffic Law of each Contracting Party and the limitation speed of SLD defined by C.P

- Paragraph. 5.6.1.1.3.1, amend to read

“5.6.1.1.3.1 The specified maximum speed V_{\max} ~~shall~~ may be as prescribed by each Contracting Party, but shall not have a value of more than 130km/h”