

Distr.  
GENERAL

TRANS/WP.29/GRSG/1999/14  
23 July 1999

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

Working Party on General Safety Provisions (GRSG)

(Seventy-seventh session, 25-28 October 1999,  
agenda item 6.)

PROPOSAL FOR A DRAFT AMENDMENT TO REGULATION No. 39  
(Speedometer equipment)

Transmitted by the Expert from Sweden

Note: The text reproduced below was prepared by the expert from Sweden in order to harmonize the speedometer requirements with those of the European Directives. This document is based on a document (informal document No. 12) distributed without a symbol during the seventy-sixth session of GRSG (TRANS/WP.29/GRSG/55, para. 89).

---

Note: This document is distributed to the Experts on General Safety Provisions only.

GE.99-22731

**A. PROPOSAL**

Paragraph 1., amend to read:

".... a maximum design speed exceeding 25 km/h."

Paragraph 4.4.1., footnote 1/, amend to read:

"1/ ... , 24 for Ireland, 25 for Croatia, ....., 32 for Latvia, 33-36 (vacant), 37 for Turkey, 38-39 (vacant), 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol) and 43 for Japan. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the 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, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement."

Paragraph 5.3., amend the formula to read:

"  $0 \leq V_1 - V_2 \leq 0.1 V_2$  "

Annex 3. paragraph 2., amend to read:

" .....

In the case of vehicles from categories M and N:

$0 \leq V_1 - V_2 \leq 0.1 V_2 + 2$  km/h

In the case of vehicles from category L:

$0 \leq V_1 - V_2 \leq 0.1 V_2 + 4$  km/h"

\* \* \*

**B. JUSTIFICATION**

In the European Community new requirements are being required for mopeds subject to type approval, according to the Directive 92/61/EEC. All mopeds, as well as motorcycles shall have installed speedometers. The requirements for speedometers were taken over from Regulation No. 39 in order to remain harmonized with ECE. Nevertheless, the European Community improved the

prescriptions, in order to equip vehicles with a more suitable speed measurement device because it was felt that, although the requirements had been taken over from Regulation No. 39, these were not suitable for the low speed motor vehicles.

This proposal is more in line with the technical progress gained, since the original proposal was issued in 1978. A preliminary check of speedometers on recent vehicle types shows that production models can well be in line with the proposal.

The proposed allowable inaccuracy of speedometers at type approval, of a maximum 10 per cent is still very modest as the requirements of the checking device in paragraph 5.2.6. are better than 0.5 per cent.

The proposed type approval requirements allow the speedometer to display a speed of up to 53.5 km/h at a true speed of 45 km/h. This is equivalent to a tolerance of 19 per cent. The conformity of production requirements are even less stringent, which means an allowable displayed speed of 57.5 km/h or a tolerance of 28 per cent.

This leads to a possible race between manufacturers to display speeds in the high end as a sales argument, as high speeds are the convincing criteria for a moped model in certain markets.

The police authorities are stepping up their activities on speed surveillance. The national tolerances on speeding are reduced step by step. Therefore, it is a logical move to improve the accuracy of the vehicle speedometer in order that drivers can have more confidence in the speeds displayed.

---