

UNECE Regulation No. 97 PART IV - Vehicle Degradation System Provisions

Amendments submitted by the UK delegation
to accommodate
future intelligent or smart Vehicle Degradation Systems

41 DEFINITIONS

41.1 ... own engine ~~after standstill of the vehicle.~~

41.2 ... own engine ~~after previous standstill~~ up to ... in which **the vehicle is prevented from being driven away powered by its own engine** ~~movement is impeded.~~

41.4 ... indicating the ~~activation state and the resulting imminent~~ degradation of ...

46 GENERAL SPECIFICATIONS

46.1 ... degradation **or prevention of the driving away** of the vehicle **powered by its own engine** may ...

46.5 The **design, manufacture and** installation ... **no adverse effect on the design function or** ~~influence either~~ on ...

46.6 Failure **or malfunction** of ...

47 PARTICULAR SPECIFICATIONS

47.1.1. ... own power ~~after previous standstill~~ by means ...

47.1.2. ... not **damage or impair** ~~result in uncombusted fuel impairing~~ the ... components **or cause them to adversely affect the exhaust emissions.**

47.5.1. **The VDS shall emit a suitable internal acoustic and/or visual warning signal to notify the vehicle user when the VDS is degrading or preventing the operation of the vehicle under its own power.**

47.5.2. **When the VDS is in its activated state the vehicle may be degraded by:-**

47.5.2.1. **progressive reduction of its acceleration and speed capabilities such that the speed of the vehicle may not be increased, by means of its own power, above the prevailing speed limit of the road on which the vehicle is moving; or**

47.5.2.2. limiting its acceleration and speed capabilities such that the speed of the vehicle may not be increased, by means of its own power, to a speed greater than

- **the prevailing speed of the vehicle, or**
- **the prevailing speed limit of the road on which the vehicle is moving, or**
- **the preceeding speed limit if lower than the prevailing limit (provided the preceeding speed limit was not less than [30km/h]), or**
- **[30km/h] if the prevailing speed of the vehicle is less than [30 km/h]; or**

47.5.2.3. a combination of paragraph 47.5.2.1. and paragraph 47.5.2.2.

47.5.4. When the VDS is in its activated state the vehicle may be prevented from being driven away powered by its own engine when:-

47.5.4.1. the vehicle is at a standstill and

- **an unauthorised entry or user is detected, or**
- **any occupant has vacated the vehicle, or**
- **any possible exit has been opened or closed, or**
- **the engine has been stopped deliberately, or**
- **the ignition key or equivalent is removed from the ignition control or equivalent, or**
- **[insert further permissible conditions taken from the immobiliser section of R97], or**
- **a combination of the conditions set out above in this paragraph; or**

47.5.4.2. the vehicle has been at a standstill for more than [60 seconds / 5 minutes]; or

47.5.4.3. the vehicle is moving other than under its own power.

47.5.5. When the vehicle has been prevented from being driven away in accordance with the conditions set out in paragraph 47.5.4.1. and 47.5.4.2., the VDS must flash simultaneously all the direction indicator lamps of the vehicle until deactivation of the VDS. The VDS shall not flash any such lamp under any other conditions or operate any other vehicle lamp.

47.5.6. The VDS must not emit an external audible signal.
