

# National Speed Limits for Motorcoaches May be in YOUR Future

By UMA staff

May 3, 2022

**Washington, D.C.** – The Federal Motor Carrier Safety Administration will announce tomorrow their intention to proceed with a speed limiter rulemaking by offering a supplemental notice of proposed rulemaking (SNPRM) to follow up on the National Highway Traffic Safety Administration’s and FMCSA’s jointly issued September 7, 2016, notice of proposed rulemaking.

FMCSA stopped short of a formal withdrawal of the speed limiter proposal in 2017, opting to assign the rule to “inactive” status.

The SNPRM will propose that motor carriers operating commercial motor vehicles (CMVs) in interstate commerce with a gross vehicle weight rating (GVWR) or gross vehicle weight (GVW) of 26,001 pounds or more that are equipped with an electronic engine control unit (ECU) capable of governing the maximum speed be required to limit the CMV to a speed to be determined by the rulemaking and to maintain that ECU setting for the service life of the vehicle.

The original rule suggested speed limits ranging from 60 to 68 miles per hour.

The Federal Motor Carrier Safety Administration is seeking public comment for the next 30-days and seeks answers to the following questions:

General Questions: Setting and Maintaining ECUs

1. What percentage of the CMV fleet currently uses speed limiting devices?
2. If in use, at what maximum speed are the devices generally set?
3. What skill sets or training are needed for motor carriers’ maintenance personnel to adjust or program ECUs to set speed limits?
4. What tools or equipment are needed to adjust or program ECUs?
5. How long would adjustment or reprogramming of an ECU take?
6. Where can the adjustment or reprogramming of an ECU be completed?
  - 6.a Can the adjustment or reprogramming of an ECU be made on-site where the vehicle is ordinarily housed or garaged, or would it have to be completed at a dealership?
7. Do responses to questions 3 through 6 change based on the model year of the power unit?
8. Since publication of the NPRM, how has standard practice or technology changed as it relates to the ability to set speed limits using ECUs?
9. Are there any challenges or burdens associated with FMCSA publishing a rule without

NHTSA updating the FMVSS?

10. Should FMCSA revisit using the 2003 model year as the baseline requirement for the rule?
11. Should FMCSA consider a retrofit requirement in the rule and, if so, should it be based on model year or other criteria, and what would the cost of such a requirement be?
12. Should FMCSA include Classes 3-6 (i.e., 10,001 – 26,001 lbs. GVWR) in the SNPRM?

Watch for additional details during the UMA Town Hall, Thur., May 5, at 2:00 P.M. (ET).

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