

「國際車輛安全法規調和推動規劃案」檢測基準草案討論會議(五)

會議紀錄

- 一、 開會時間：中華民國 103 年 8 月 28 日星期四上午 10 時
- 二、 開會地點：台北基督教女青年會 903 會議室
- 三、 會議主席：許志成 處長
- 四、 會議記錄：黃聖智
- 五、 出席人員：如簽到表
- 六、 會議結論：

(一) 完成「車速限制機能」基準項目草案討論，綜合修訂意見如下：

1. 原「2.1 車速限制機能：係指車速限制機件之功能，其可藉由引擎供油控制系統或引擎管理系統…」

修訂為「2.1 車速限制機能：係指車速限制機件之功能，其可藉由引擎供油(包含電動車輛之推動馬達輸出)控制系統或引擎(包含電動車輛之推動馬達)管理系統…」

2. 原「2.2 限制車速 V：…M2/M3 類車輛限制車速不應高於○公里/小時；N2/N3 類車輛限制車速不應高於○公里/小時。」

修訂為「2.2 限制車速 V：…二〇噸以上 N3 類車輛限制車速不應高於九〇公里/小時，其餘車輛不應高於一一〇公里/小時。」

3. 刪除「3.1.5 車速限制機件廠牌及型式系列相同。」

4. 刪除「3.2.4 車速限制機件廠牌及型式系列相同。」

5. 原「4.2.6 車輛及/或底盤車型式系列內，各型式之(最大引擎馬力/無負載重量)比值」

修訂為「4.2.6 車輛及/或底盤車型式系列內，各型式之(最大引擎馬力(包含電動車輛之推動馬達額定馬力)/無負載重量)比值」

6. 原「4.2.7 車輛及/或底盤車型式系列內，各型式之最高檔位下(引擎轉速/車速)之最高比值」

修訂為「4.2.7 車輛及/或底盤車型式系列內，各型式之最高檔位下(引擎轉速(包含電動車輛之推動馬達轉速)/車速)之最高比值」

7. 原「4.3.6 除 M1 及 N1 類車輛…速限機能已對供油量控制到最低限度之後作動。」
修訂為「4.3.6 除 M1 及 N1 類車輛…速限機能已對供油量(包含對電動車輛之推動馬達輸出)控制到最低限度之後作動。」
8. 原「5.1.3 配合速限之引擎供油控制方法或引擎管理系統相同。」
修訂為「5.1.3 配合速限之引擎供油(包含電動車輛之推動馬達輸出)控制方法或引擎(包含電動車輛之推動馬達)管理系統相同。」
9. 原「5.1.5.1(最大引擎馬力/無負載重量)比值小於或等於試驗代表件。」
修訂為「5.1.5.1 試驗代表件之(最大引擎馬力(包含電動車輛之推動馬達額定馬力)/無負載重量)比值為系列內最大者。」
10. 原「5.1.5.2 最高檔位下(引擎轉速/車速)之最高比值小於或等於試驗代表件。」
修訂為「5.1.5.2 試驗代表件之最高檔位下(引擎轉速(包含電動車輛之推動馬達轉速)/車速)之最高比值為系列內最大者。」
11. 原「5.2.4 配合速限之引擎供油控制系統或引擎管理系統。」
修訂為「5.2.4 配合速限之引擎供油(包含電動車輛之推動馬達輸出)控制系統或引擎(包含電動車輛之推動馬達)管理系統。」
12. 原「5.2.6.1 (最大引擎馬力/無負載重量)比值」
修訂為「5.2.6.1 (最大引擎馬力(包含電動車輛之推動馬達額定馬力)/無負載重量)比值。」
13. 原「5.2.6.2 最高檔位下(引擎轉速/車速)之最高比值」
修訂為「5.2.6.2 最高檔位下(引擎轉速(包含電動車輛之推動馬達轉速)/車速)之最高比值」
14. 原「5.3.3 速限機…對供油量控制到最低限度之後作動。」
修訂為「5.3.3 速限機…對供油量(包含對電動車輛之推動馬達輸出)控制到最低限度之後作動。」
15. 原「5.3.6 任何故障或未被許可之介入，不應造成引擎動力輸出

之提升高於駕駛加速控制器位置對應之要求。」

修訂為「5.3.6 任何故障或未被允許之介入，不應造成引擎動力輸出(包含電動車輛之推動馬達輸出)之提升高於駕駛加速控制器位置對應之要求。」

16. 原「5.4.1.1.2 試驗車輛引擎之設定(尤其是供油系統)，應符合申請者提供之規格。」

修訂為「5.4.1.1.2 試驗車輛引擎之設定(尤其是供油系統)(包含電動車輛之推動馬達輸出)，應符合申請者提供之規格。」

17. 原「5.4.1.2.1 應能讓車輛維持穩定車速行駛，且無補丁或不平整之路面。坡度不應超過百分之二…」

修訂為「5.4.1.2.1 試驗路面應能讓車輛維持穩定車速行駛，且無補丁或不平整。坡度不應超過百分之二…」

18. 原「5.4.1.3.1 在路面高度一公尺以上所測得之平均風速不應超過六公尺/秒…」

修訂為「5.4.1.3.1 在路面高度一公尺以上所測得之平均風速應小於六公尺/秒…」

19. 原「5.4.1.4.2.4 加速試驗之進行，應對於可能讓所設定之速度被超越之每個檔位進行驗證。」

修訂為「5.4.1.4.2.4 加速試驗之進行，應對於可能超越所設定速度之每個檔位進行驗證。」

20. 原「5.4.1.5.2.3 穩定車速試驗之進行，應對於可能讓設定速度被超越之每個檔位進行驗證。」

修訂為「5.4.1.5.2.3 加速試驗之進行，應對於可能超越所設定速度之每個檔位進行驗證。」

21. 原「5.4.2.2.1 應設定動力計煞車於試驗過程中所吸收功率與車輛於試驗速度之行駛阻力一致，此功率可由計算…(P_{max} 係指引擎最大馬力)…」

修訂為「5.4.2.2.1 應對應車輛於試驗速度之行駛阻力，設定動

力計煞車於試驗過程中所吸收功率，此功率可由計算…(P_{max} 係指引擎最大馬力)(包含電動車輛之推動馬達額定馬力)…」

22. 原「6.1.3 配合速限之引擎供油控制方法或引擎管理系統相同。」

修訂為「6.1.3 配合速限之引擎供油(包含電動車輛之推動馬達輸出)控制方法或引擎(包含電動車輛之推動馬達)管理系統相同。」

23. 原「6.1.5.1 (最大引擎馬力/無負載重量)比值小於或等於試驗代表件。」

修訂為「6.1.5.1 試驗代表件之(最大引擎馬力(包含電動車輛之推動馬達額定馬力)/無負載重量)比值為系列內最大者。」

24. 原「6.1.5.2 最高檔位下(引擎轉速/車速)之最高比值小於或等於試驗代表件。」

修訂為「6.1.5.2 試驗代表件之最高檔位下(引擎轉速(包含電動車輛之推動馬達轉速)/車速)之最高比值為系列內最大者。」

25. 原「6.2 應提供試驗件五個，且試驗件應依照申請者提供…」

修訂為「6.2 試驗件應依照申請者提供…」

26. 原「6.2.4 配合速限之引擎供油控制系統或引擎管理系統」

修訂為「6.2.4 配合速限之引擎供油(包含電動車輛之推動馬達輸出)控制系統或引擎(包含電動車輛之推動馬達)管理系統。」

27. 原「6.2.6.1 (最大引擎馬力/無負載重量)比值」

修訂為「6.2.6.1 (最大引擎馬力(包含電動車輛之推動馬達額定馬力)/無負載重量)比值」

28. 原「6.2.6.2 最高檔位下(引擎轉速/車速)之最高比值」

修訂為「6.2.6.2 最高檔位下(引擎轉速(包含電動車輛之推動馬達轉速)/車速)之最高比值」

29. 原「6.3.3 任何故障或或未被允許之介入，不應造成引擎動力輸出之提升高於駕駛加速控制器位置對應之要求。」

修訂為「6.3.3 任何故障或或未被允許之介入，不應造成引擎動力輸出(包含電動車輛之推動馬達輸出)之提升高於駕駛加速控制器

位置對應之要求。」

30. 原「6.3.5.4.2 當車速超過 V_{adj} …警告訊號提供駕駛。」

修訂為「6.3.5.4.2 當車速超過 V_{adj} …警告訊號提醒駕駛。」

31. 原「6.3.5.4.3 應經由本項試驗…」

修訂為「6.3.5.4.3 應經由本項 6.4 規定試驗…」

32. 原「6.4.1.1.2 試驗車輛引擎之設定，尤其是供油系統(化油器或噴油系統)，應符合申請者提供之規格。」

修訂為「6.4.1.1.2 試驗車輛引擎之設定，尤其是供油系統(化油器或噴油系統)(包含電動車輛之推動馬達輸出)，應符合申請者提供之規格。」

33. 原「6.4.1.2.1 應能讓車輛維持穩定車速行駛，且無補丁或不平整之路面。坡度不應超過百分之二。」

修訂為「6.4.1.2.1 試驗路面應能讓車輛維持穩定車速行駛，且無補丁或不平整。坡度不應超過百分之二。」

34. 原「6.4.1.3.1 在路面高度一公尺以上所測得之平均風速不應超過六公尺/秒…」

修訂為「6.4.1.3.1 在路面高度一公尺以上所測得之平均風速應小於六公尺/秒…」

35. 原「6.4.1.4.5.1 當實際車速…警告訊號提供予駕駛。」

修訂為「6.4.1.4.5.1 當實際車速…警告訊號提醒駕駛。」

36. 原「6.4.1.4.5.2 於實際車速…警告訊號提供予駕駛。」

修訂為「6.4.1.4.5.2 於實際車速…警告訊號提醒駕駛。」

37. 原「6.4.1.4.5.2 於實際車速…警告訊號提供予駕駛。」

修訂為「6.4.1.5.2 致動車速限制機能…於一秒正負 0.2 秒期間達到 V_{adj}^* 。於車速達到…」

修訂為「6.4.1.5.2 致動車速限制機能…於一秒正負 0.2 秒期間達到 V_{adj}^* 所需之施力。於車速達到…」

38. 原「6.4.1.5.4.1.3 加速試驗之進行，應對於可能讓 V_{adj}^* 被達

到之每個檔位進行驗證。」

修訂為「6.4.1.5.4.1.3 加速試驗之進行，應對於可能達到 V_{adj}^* 之每個檔位進行驗證。」

39. 檢測機構財團法人車輛研究測試中心代表表示條文 5.4.1.2.1 相關試驗路面規定尚未有對應之檢測能量，爰請該中心再確認有其他可行之替代檢測方式後再行提供本中心參辦。

(二) 檢測基準「車道偏離警示系統」草案再酌加調整部分：

1. 原條文 4.1.2 申請者應提出說明文件規定改列條文 5.1 項下，未有其他再修正意見。
2. 有關 103 年 8 月 6 日會議，檢測機構財團法人車輛研究測試中心代表表示條文 4.2.1 相關彎道變化之試驗部份尚未有對應之檢測能量，亦請該中心再確認有否其他可行之替代檢測方式後再行提供本中心參辦。

七、 散會(上午 11 時 45 分)

項次	法規名稱	修訂法規內容	新增之法規項目	頁碼	UN 版本別	內容摘要
1	七十〇、車速限制機能(草案)		◎	P.1	UN R89 2011/02/24 00 S2	1. 參考 UN R89 00 S2 版，增訂車速限制機能規定。 2. R89 之內容分為車速限制機能-適用車輛為 M2、M3、N2、N3 以及 ASLD(可調整式車速限制機能-適用車輛為 M、N 類)。

UN R89 SPEED LIMITATION DEVICES 00 S2 2011/02/24 車速限制機能

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
00-S2			
1.Scope 1.1. This regulation applies to: 1.1.1. Part I: Vehicles of categories1 M2, M3, N2 and N3(2) 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 to vehicles so designed and/or equipped that their component parts can be regarded as totally or partially fulfilling the function of an SLD or ASLD, as appropriate. 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. 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		1. 實施時間及適用範圍： 1.1 除設計最高車速未逾 2.2 規定之車輛以外，自中華民國〇年〇月〇日起，新形式之 M2、M3、N2 及 N3 類車輛應具備不可調式車速限制機能，且應符合本項規定；若於此限制車速以下，另具備可調式車速限制機能，其亦應符合本項規定。 1.2 除設計最高車速未逾 2.2 規定之車輛以外，自中華民國〇年〇月〇日起，各形式之 M2、M3、N2 及 N3 類車輛應具備不可調式車速限制機能，且應符合本項規定，若於此限制車速以下，另具備可調式車速限制機能，其亦應符合本項規定。	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
vehicles of categories M and N. 1.2. Purpose The purpose of this Regulation is to limit the road speed of vehicles by means of a vehicle system which has the primary function of controlling the fuel feed to the engine or via the engine management. 1.2.1. A speed limitation device (SLD) or function (SLF) shall limit the maximum speed of vehicles of categories M2, M3, N2 and N3. 1.2.2. When fitted, the adjustable speed limitation device (ASLD) or function (ASLF) shall limit the speed of vehicles of categories M and N to a speed voluntarily set by the driver when it is activated.		<u>定。</u> 1.3 <u>自中華民國○年○月○日起，新型式之 M1 與 N1 類車輛，及中華民國○年○月○日起，各型式之 M1 與 N1 類車輛，若具備車速限制機能，其應符合本項規定。</u> 1.4 <u>同一申請者同一年度同型式規格之 M1 或 N1 類車輛，申請少量車型安全審驗且總數未逾二十輛者，得免符合本項 5.2 耐久性試驗規定。</u>	
2. Definitions 2.1. For the purpose of this Regulation : 2.1.7. "Speed limitation function", means a function to control the fuel feed of the vehicle or engine management in order to limit the vehicle speed to a fixed maximum value. 2.1.1. "Limitation speed V" means the maximum speed of the vehicle such that its design or equipment does not permit a response after a positive action on the accelerator control;		<u>2. 名詞釋義：</u> 2.1 <u>車速限制機能：係指車速限制機件之功能，其可藉由引擎供油(包含電動車輛之推動馬達輸出)控制系統或引擎(包含電動車輛之推動馬達)管理系統而使車輛當達到限制車速後即無法再提高車速。若此無法由駕駛自行設定，則為不可調式車速限制機能。</u> 2.2 <u>限制車速 V：係指即使進行加速動作，車速仍不會提升之最高車速。二〇噸以上 N3 類車輛限制車速不應高於九〇公里/小時，其餘車輛不應高於一一〇公里/小時。</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.1.2. "Set speed Vset" means the intended mean vehicle speed when operating in a stabilized condition; 2.1.3. "Stabilized speed Vstab" means the mean vehicle speed specified in paragraph 1.1.4.2.3.3. of Annex 5 and in paragraph 1.5.4.1.2.3 of Annex 6 to this Regulation; 2.1.4. "Maximum speed Vmax" is the maximum speed reached by the vehicle in the first half period of the response curve as defined in the figure of annex 5 (para. 1.1.4.2.4.). 2.1.5. "Adjustable limit speed Vadj" means the speed voluntarily set by the driver. 2.1.6. "Adjustable speed limitation function ASLF", means a function which allows the driver to set a vehicle speed Vadj, and when activated limits the vehicle automatically to that speed.		<u>2.3 設定車速 Vset：係指期望在穩定狀態行駛之平均車速。</u> <u>2.4 穩定車速 Vstab：係指在車速限制機能試驗規定 5.4.1.4.2.3.3 及 6.4.1.5.4.1.2.3 所定義之平均車速。</u> <u>2.5 最高車速 Vmax：係指車輛在圖一定義反應曲線之前半期所達到最高車速。</u> <u>2.6 可調式車速限制機能 ASLF：係指該功能允許駕駛自行設定該車輛之限制車速，其於設定後自動將車速限制於所設定之限制車速。</u> <u>2.7 可調式限制車速 Vadj：係指駕駛自行設定之車速數值。</u>	
2.4. For the purpose of Part I and Part II of this Regulation : 2.4.1. "Vehicle type" means vehicles which do not differ in such essential respects as: 2.4.1.1. The make and type of the SLD, if any, 2.4.1.2. The range of speeds at which the limitation may be set within the range established for the tested vehicle, 2.4.1.3. The ratio of maximum engine power/unladen mass, less than or equal to that of the tested vehicle, and 2.4.1.4. The highest ratio of engine speed/vehicle speed in top gear, less than or equal to that of the tested vehicle; 2.6. For the purpose of Part III of this Regulation:		<u>3 車速限制機能之適用型式及其範圍認定原則：</u> <u>3.1 若以完成車執行本項</u> <u>3.1.1 車種代號相同。</u> <u>3.1.2 車輛廠牌及型式系列相同。</u> <u>3.1.3 底盤車廠牌相同。</u> <u>3.1.4 底盤車製造廠宣告之底盤車型式系列相同。</u> <u>3.1.5 車速限制機件廠牌及型式系列相同。</u> <u>3.2 若以底盤車執行本項</u> <u>3.2.1 適用車種代號相同</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.6.3. "Type of an SLD" means SLDs which do not differ with respect to the essential characteristics such as: The make and type of the device, The range of speed values at which the SLD may be set, The method used to control the fuel feed of the engine.		<u>3.2.2 底盤車廠牌相同。</u> <u>3.2.3 底盤車製造廠宣告之底盤車型式系列相同。</u> 3.2.4 車速限制機件廠牌及型式系列相同。	
11.1. The application for approval of a vehicle type with regard to the installation of an SLD of an approved type shall be submitted by the vehicle manufacturer or by his duly accredited representative. 11.2. It shall be accompanied by the under-mentioned documents in triplicate and by the following particulars: 11.2.1. A detailed description of the vehicle type and of vehicle parts related to the speed limitation, comprising the particulars and documentation referred to in annex 2 to this Regulation. 11.2.2. At the request of the competent authority the type approval communication form (i.e. annex 3 of this Regulation) of each type of SLD shall also be supplied.		<u>4. 一般規定</u> <u>4.1 對於具有車速限制機能之車輛，應符合下列要求之一。</u> <u>4.1.1 提出經車速限制機能檢測機構驗證其車速限制機件符合 5.及/或 6.規定之佐證文件。且其車速限制機件應依車速限制機件說明文件安裝於車輛上。</u> <u>4.1.2 其車速限制機件符合 5.及/或 6.規定。</u> <u>4.2 申請者應至少提供一部代表車及下列文件予檢測機構，確認實車安裝且與 4.1 之車速限制機件文件內容一致。</u> <u>4.2.1 規定 3.之車輛規格資料與實車圖示及/或照片。</u> <u>4.2.2 其不可調式車速限制機件實車安裝之不可變動性確保之說明文件。</u> <u>4.2.3 實車安裝之描述說明與圖示及/或照片</u> <u>4.2.4 其車速限制機件廠牌及型式系列(可視需要要求提供 5.2 及/或 6.2 說明文件)</u> <u>4.2.5 速限設定範圍。</u> <u>4.2.6 車輛及/或底盤車型式系列內，各型式之(最大引擎馬力(包含電動車輛之推動馬達額定馬力)/無負載重量)比值。</u> <u>4.2.7 車輛及/或底盤車型式系列內，各型式</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
11.2.3. A vehicle representative of the type to be approved and fitted with a type approved SLD shall be submitted to the technical service, 11.2.3.1. A vehicle not comprising all the components proper to the type may be accepted provided that it can be shown by the applicant to the satisfaction of the competent authority that the absence of the components omitted has no effect on the results of the verifications, so far as the requirements of this Regulation are concerned. 另參考附件Annex 2		<u>之最高檔位下(引擎轉速(包含電動車輛之推動馬達轉速)/車速)之最高比值。</u> 4.2.8 <u>車速限制機能檢查方式與校正程序，並應可於車輛靜止狀態下檢查車速限制機能是否正常。</u>	
PART II APPROVAL OF VEHICLES WITH REGARD TO THE INSTALLATION OF A SPEED LIMITATION DEVICE (SLD) OF AN APPROVED TYPE 13. REQUIREMENTS 13.1. Requirements concerning the installation of an approved SLD. 13.1.1. The SLD shall be so installed as to enable the vehicle in normal use, despite the vibrations to which it may be subjected, to comply with the provisions of Part II of this Regulation. 13.1.2. The information document shall indicate how inviolability of the SLD is assured. The analysis level will be always to the first failure. 13.1.3. The speed limitation function shall be		4.3 <u>設計符合性聲明事項：申請者應確保及聲明符合本項規定。</u> 4.3.1 <u>車速限制機件之安裝應能使其於車輛正常使用，即使振動狀況下，符合本項之規定。</u> 4.3.2 <u>除可調式車速限制機能以外，在任何狀況下應均無法對限制車速值進行短暫性或永久性調高或移除。應向檢測機構提供此不可變動性確保之說明文件。分析層面應自最原始失效著手。</u>	

增/修內容	原內容	修訂國內法規條文案	對應國內法規條文
obtained regardless of the accelerator control used if there is more than one such control which may be reached from the driver's seating position. 13.1.4. The applicant for approval shall provide documentation describing checking and calibration procedures. It shall be possible to check the functioning of the speed limitation function whilst the vehicle is stationary, (e.g. for conformity of production or periodic inspection). 13.1.5. All components necessary for the full function of the SLD shall be energized whenever the vehicle is being driven. 13.1.6. The speed limitation function shall not actuate the vehicle's service braking system. A permanent brake (e.g. retarder) may be incorporated only if it operates after the speed limitation function has restricted the fuel feed to the minimum fuel position.		4.3.3 <u>除可調式車速限制機能以外，若於駕駛座可操作一個以上之加速控制器，則無論操作哪一個加速控制器，速限機能應維持運作。</u> 4.3.4 <u>申請者應提供車速限制機能檢查方式與校正程序之說明文件，並應可於車輛靜止狀態下檢查車速限制機能是否正常。</u> 4.3.5 <u>車輛行駛狀態中，其車速限制機能之所有組件均必須保持正常運作。</u> 4.3.6 <u>除M1及N1類車輛原始設計可致動車輛常用煞車系統之可調式車速限制機能外，速限機能不應致動車輛常用煞車系統，若持久煞車(例如減速器)與速限機能組合一起，則持久煞車僅能於速限機能已對供油量(包含對電動車輛之推動馬達輸出)控制到最低限度之後作動。</u>	
2.6.3. "Type of an SLD" means SLDs which do not differ with respect to the essential characteristics such as: The make and type of the device, The range of speed values at which the SLD may be set, The method used to control the fuel feed of the engine. ... 2.4.1.3. The ratio of maximum engine power/unladen mass, less than or equal to that of the tested vehicle, and		5. <u>不可調式車速限制機能試驗程序與標準</u> 5.1 <u>試驗件應為符合下列車速限制機件特性原則之代表件：</u> 5.1.1 <u>車速限制機件廠牌及型式系列相同。</u> 5.1.2 <u>速限設定範圍相同。</u> 5.1.3 <u>配合速限之引擎供油(包含電動車輛之推動馬達輸出)控制方法或引擎(包含電動車輛之推動馬達)管理系統相同。</u> 5.1.4 <u>適用之車種代號相同。</u> 5.1.5 <u>適用之車輛及/或底盤車廠牌/型</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
2.4.1.4. The highest ratio of engine speed/vehicle speed in top gear, less than or equal to that of the tested vehicle; 19.2. For each type of SLD the application must be accompanied by: 19.2.1. Documentation in triplicate giving a description of the technical characteristics of the SLD and the method of its installation on each make and type of vehicle for which the SLD is intended to be installed; 19.2.2. Five samples of the type of SLD: the samples must be clearly and indelibly marked with the applicant's trade name or mark and the type designation; 19.2.3. A vehicle or an engine (in the case of testing on an engine bench) fitted with the SLD to be type approved, chosen by the applicant in agreement with the technical service responsible for conducting approval tests. 及參考 Annex 3		<u>式系列相同，且各型式之：</u> <u>5.1.5.1 試驗代表件之(最大引擎馬力(包含電動車輛之推動馬達額定馬力)/無負載重量)比值為系列內最大者。</u> <u>5.1.5.2 試驗代表件之最高檔位下(引擎轉速(包含電動車輛之推動馬達轉速)/車速)之最高比值為系列內最大者。</u> <u>5.2 應提供試驗件五個，且試驗件應依照申請者提供之車速限制機件說明文件安裝。說明文件內容至少包含：</u> <u>5.2.1 機件廠牌與型式系列。</u> <u>5.2.2 機件之描述說明及/或圖示及/或照片(至少包含機件特性之技術資料如規格/尺度、作動控制原理、以及各適用車輛及/或底盤車廠牌/型式系列/安裝方式)。</u> <u>5.2.3 速限設定範圍。</u> <u>5.2.4 配合速限之引擎供油(包含電動車輛之推動馬達輸出)控制系統或引擎(包含電動車輛之推動馬達)管理系統。</u> <u>5.2.5 適用之車種代號。</u> <u>5.2.6 適用之車輛及/或底盤車廠牌/型式系列，及各型式之：</u> <u>5.2.6.1 (最大引擎馬力(包含電動車</u>	

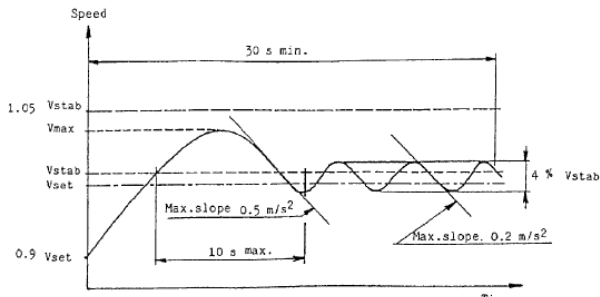
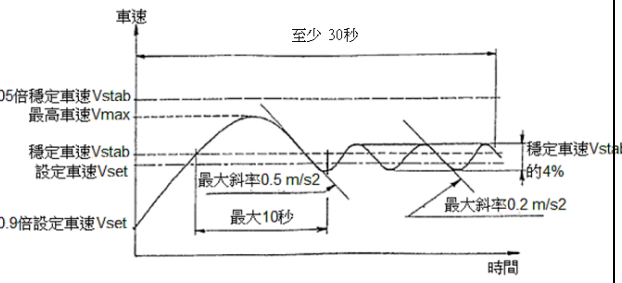
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
PART III APPROVAL OF SPEED LIMITATION DEVICES (SLD) 21. REQUIREMENTS 21.1. General 21.1.1. The SLD shall be so designed, constructed and assembled as to enable the vehicle in normal use, fitted with the SLD, to comply with the provisions of Part III of this Regulation. 21.1.2. In particular, the SLD must be so deigned, constructed and assembled as to resist corrosion and ageing phenomena to which it may be exposed and to resist tampering in accordance with paragraph 21.1.6. 21.1.2.1. The set speed Vset must not, in any case, be capable of being increased or removed temporarily or permanently on vehicles in use. The inviolability shall be demonstrated to the technical service with documentation analysing the failure mode in which the system will be globally examined. The analysis shall show, taking into account the different states taken by the system, the consequences of a modification of		<u>輛之推動馬達額定馬力)/無負載重量)比值。</u> <u>5.2.6.2 最高檔位下(引擎轉速(包含電動車輛之推動馬達轉速)/車速)之最高比值。</u> <u>5.2.7 限制車速值應無法被短暫性或永久性調高或移除不可變動性，包含系統需要全面檢查之失效模式分析說明文件。</u> <u>5.2.8 安裝試驗件之實車廠牌/型式系列。</u> <u>5.3 設計符合性聲明事項：申請者應確保及聲明符合本項規定。</u> <u>5.3.1 車速限制機件之設計、製造與總成應能使其於車輛正常使用，即使振動狀況下，符合本項之規定。</u> <u>5.3.2 車速限制機件之設計、製造與總成應</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
the input or output states on the functioning, the possibilities to obtain these modifications by failures or by voluntary violation and the possibility of their occurrence. The analysis level will be always to the first failure. 21.1.2.2. The SLD and the connections necessary for its operation, except those essential for the running of the vehicle, shall be capable of being protected from any unauthorized need to use special tools. 21.1.3. The SLD shall not actuate the vehicle's service braking system. A permanent brake (e.g. retarder) may be actuated only if it operates after the speed limitation device has restricted the fuel feed to the minimum fuel position. 21.1.4. The SLD must be such that it does not affect the vehicle's road speed if a positive action on the accelerator is applied when the vehicle is running at its set speed. 21.1.5. The SLD may allow normal accelerator control for the purposes of gear changing. 21.1.6. No malfunction or unauthorized interference shall result in an increase in engine power above that demanded by the position of the driver's accelerator. 21.1.7. The SLD shall operate satisfactorily in its electromagnetic environment without unacceptable electromagnetic disturbance for anything in this environment.		<u>能抵抗其所遭遇的腐蝕及老化現象，並應防止 5.3.6 所述之擅改。</u> <u>5.3.2.1 在任何狀況下應均無法對限制車速值進行短暫性或永久性調高或移除。應向檢測機構示範此不可變動性，包含系統需要全面檢查之失效模式分析說明文件(並納入於 5.2 文件)。失效分析應顯示出系統不同的狀況，如系統功能輸入或輸出狀態更動之影響，失效或擅改導致更動之可能性，以及前述各情況發生之可能性。分析層面應自最原始失效著手。</u> <u>5.3.2.2 除了車輛運作之必要部份外，應採用密封及/或其他方式(例如需有特定工具)保護速限機能及其連接，避免受到任何未被許可之調整與電力供應中斷。</u> <u>5.3.3 速限機能不應致動車輛常用煞車系統，若持久煞車(例如減速器)與速限機能組合一起，則持久煞車僅能於速限機能已對供油量(包含對電動車輛之推動馬達輸出)控制到最低限度之後作動。</u> <u>5.3.4 當車輛以速限機能之限制車速行駛時，應確保車輛行駛速度不受加速控制器之加速控制所影響。</u> <u>5.3.5 速限機能可允許為換檔所需之正常加</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
21.2. Requirements for ASLDs 21.2.1. The adjustable speed limitation device ... Annex 5 TESTS AND PERFORMANCE REQUIREMENTS 1. TESTS OF SPEED LIMITATION At the request of the applicant for approval, tests shall be made in accordance with either paragraphs 1.1., 1.2. or 1.3. below. 1.1. MEASUREMENT ON TEST TRACK 1.1.1. Preparation of the vehicle 1.1.1.1. A vehicle representative of the vehicle type to be approved or an SLD representative of the type of SLD, as appropriate, shall be submitted to the technical service; 1.1.1.2. The settings of the engine of the test vehicle, particularly the fuel feed (carburettor or injection system), shall conform to the specifications of the vehicle manufacturer; 1.1.1.3. The tyres shall be bedded and the pressure shall be as specified by the manufacturer for the vehicle; 1.1.1.4. The vehicle mass shall be the unladen mass as declared by the manufacturer. 1.1.2. Characteristics of the test track 1.1.2.1. The test surface shall be suitable to		<u>速控制。</u> <u>5.3.6 任何故障或未被許可之介入，不應造成引擎動力輸出(包含電動車輛之推動馬達輸出)之提升高於駕駛加速控制器位置對應之要求。</u> <u>5.3.7 速限機能不應受磁場或電場之不良影響。</u> <u>(ASLD/ASLF 移至條文 6.)</u> <u>5.4 功能性試驗</u> <u>可選擇 5.4.1、5.4.2 或 5.4.3 之試驗方式進行。</u> <u>5.4.1 道路試驗方式</u> <u>5.4.1.1 試驗車輛準備</u> <u>5.4.1.1.1 應為符合 5.1 所規定特性原則之檢測代表件。</u>	

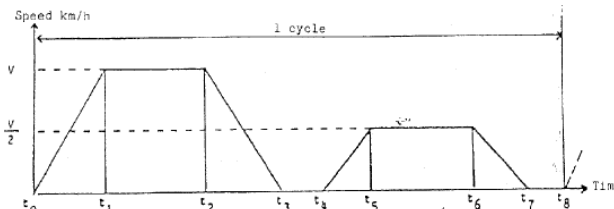
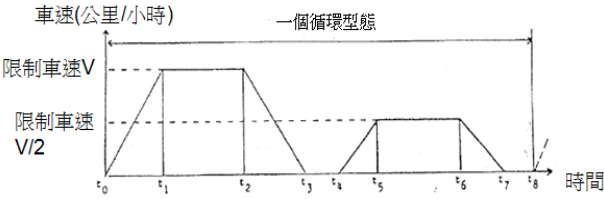
增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
enable stabilized speed to be maintained and shall be free from uneven patches. Gradients shall not exceed 2% and shall not vary by more than 1% excluding camber effects. 1.1.2.2. The test surface shall be free from standing water, snow or ice. 1.1.3. Ambient weather conditions 1.1.3.1. The mean wind speed measured at a height at least 1 m above the ground shall be less than 6 m/s with gusts not exceeding 10 m/s. 1.1.4. Acceleration test method: (see the figure below) 1.1.4.1. The vehicle running at a speed which is 10 km/h below the set speed shall be accelerated as much as possible using a fully positive action on the accelerator control. This action shall be maintained at least 30 seconds after the vehicle speed has been stabilized. The instantaneous vehicle speed shall be recorded during the test in order to establish the curve of the speed versus the time and during the operation of the speed limiting function or of the SLD as appropriate. The accuracy of the speed measurement shall be +/- 1%. The accuracy of the time measurement shall be less than 0.1 s. 1.1.4.2. The test shall be considered satisfactory if the following conditions are met : 1.1.4.2.1. The stabilized speed reached by the vehicle shall not exceed the set speed ($V_{stab} < V_{set}$). However, a tolerance of 5% of the V_{set} value, or 5 km/h, whichever is the greater, is acceptable; 1.1.4.2.2. After the stabilized speed is reached for		<u>5.4.1.1.2 試驗車輛引擎之設定(尤其是供油系統)(包含電動車輛之推動馬達輸出),應符合申請者提供之規格。</u> <u>5.4.1.1.3 車輛輪胎之安裝規格與胎壓應符合申請者提供之規格。</u> <u>5.4.1.1.4 車輛應為無負載狀態,且其空重應與申請者提供之宣告一致。</u> <u>5.4.1.2 試驗道路特性</u> <u>5.4.1.2.1 試驗路面應能讓車輛維持穩定車速行駛,且無補丁或不平整。坡度不應超過百分之二且坡度變化不應超過百分之一(排除外傾角效應(Camber effect))。</u> <u>5.4.1.2.2 表面應無積水、積雪或結冰。</u> <u>5.4.1.3 環境條件</u> <u>5.4.1.3.1 在路面高度一公尺以上所測得之平均風速應小於六公尺/秒,且陣風不應超過一〇公尺/秒。</u> <u>5.4.1.4 加速試驗(參考圖一)</u> <u>5.4.1.4.1 以較所設定車速低一〇公里/小時之速度行駛車輛,再以加速控制器最大輸出方式加速,於車速達到穩定狀態後持續此方式至少三〇秒。在試驗進行中應記錄車輛瞬間速度,以建立車速限制機能運作期間之車速與時間之關係曲線。車速</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
the first time: 1.1.4.2.2.1. V_{max} shall not exceed V_{stab} by more than 5%; 1.1.4.2.2.2. the rate of change of speed shall not exceed 0.5 m/s² when measured on a period greater than 0.1 s; 1.1.4.2.2.3. the stabilized speed conditions specified in paragraph 1.1.4.2.3. shall be attained within 10 s of first reaching V_{stab}; 1.1.4.2.3. when stable speed control has been achieved: 1.1.4.2.3.1. speed shall not vary by more than 4% of V_{stab} or 2 km/h whichever is greater; 1.1.4.2.3.2. the rate of change of speed shall not exceed 0.2 m/s² when measured on a period greater than 0.1 s; 1.1.4.2.3.3. V_{stab} is the average speed calculated for a minimum time interval of 20 seconds beginning 10 seconds after first reaching V_{stab}; 1.1.4.2.4. Tests in acceleration shall be carried out and the acceptance criteria verified for each gear ratio allowing in theory the set speed to be exceeded. Figure		<u>量測準度應達正負百分之一。時間量測準度應小於0.1秒。</u> 5.4.1.4.2 試驗標準 5.4.1.4.2.1 <u>車輛所達到之穩定速度不應超過設定車速($V_{stab} < V_{set}$)，容許誤差值為：設定速度之百分之五，或五公里/小時，兩者取其較大者。</u> 5.4.1.4.2.2 <u>在車輛第一次達到穩定車速後應符合以下要求</u> 5.4.1.4.2.2.1 <u>最高車速(V_{max})不應較穩定車速(V_{stab})高出百分之五以上。</u> 5.4.1.4.2.2.2 <u>於大於0.1秒之量測期間，車速變化率不應大於0.5公尺/秒平方。</u> 5.4.1.4.2.2.3 <u>應於車輛第一次達到穩定車速後10秒內達到 5.4.1.4.2.3 規定之穩定車速狀態。</u> 5.4.1.4.2.3 <u>車輛達到穩定速度控制後之要求</u> 5.4.1.4.2.3.1 <u>車速本身變化量不應超過穩定車速(V_{stab})之百分之四，或二公里/小時，兩者取其較大者。</u> 5.4.1.4.2.3.2 <u>於大於0.1秒之量測期間，車速變化率不應大於0.2公尺/秒平方。</u> 5.4.1.4.2.3.3 <u>穩定車速(V_{stab})係指第一次達</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
 Vmax is the maximum speed reached by the vehicle in the first half period of the response curve. 1.1.5. Test method at steady speed 1.1.5.1. The vehicle shall be driven at full acceleration up to the steady speed, then shall be maintained at this speed without any modification on the test basis of at least 400 metres. The vehicle's average speed shall be measured on this test basis. The average speed measurement shall then be repeated on the same test basis, but run in the opposite direction, and under the same procedures. The stabilization speed for the whole test previously considered is the mean of the two average speeds measured for both test runs. The whole test including the calculation of the stabilization speed shall be carried out five times. The speed measurements shall be carried out with an accuracy of +/- 1%, the time measurements with an accuracy of 0.1 s. 1.1.5.2. The tests shall be considered satisfactory if the following conditions are met: 1.1.5.2.1. On each test run Vstab shall not exceed Vset. However, a tolerance of 5% of the Vset		<u>到穩定車速(Vstab)後一0秒開始，至少二0秒所計算得之平均車速。</u> <u>5.4.1.4.2.4 加速試驗之進行，應對於可能超越所設定速度之每個檔位進行驗證。</u>  <u>圖一</u> <u>註：Vmax 是車輛在反應曲線前半期所達到之最高車速</u> <u>5.4.1.5 穩定車速試驗</u> <u>5.4.1.5.1 以加速控制器最大輸出方式加速直至達到穩定車速，接著維持此車速行駛至少四00公尺並計算此期間平均車速。再以反方向行駛，重複前述過程計算得其平均車速。穩定車速係計算此二次平均車速之平均值而得。本項試驗至少應進行五次，車速量測準度應達正負百分之一。時間量測準度應達0.1</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
value, or 5 km/h, whichever is the greater, is acceptable; 1.1.5.2.2. The difference between the stabilization speeds obtained during each test run shall be equal to or less than 3 km/h; 1.1.5.2.3. Tests in steady speed shall be carried out and the acceptance criteria verified for each gear ratio allowing in theory the set speed to be exceeded. 1.2. TESTS ON CHASSIS DYNAMOMETER 1.2.1. Characteristics of the chassis dynamometer The equivalent inertia of the vehicle mass shall be reproduced on the chassis dynamometer with an accuracy of +/- 10%. The speed of the vehicle shall be measured with an accuracy of +/- 1%. The time shall be measured with an accuracy of 0.1s. 1.2.2. Acceleration test method 1.2.2.1. The power absorbed by the brake during the test shall be set to correspond with the vehicle's resistance to progress at the tested speed(s). This power may be established by calculation and shall be set to an accuracy of +/- 10%. At the request of the applicant, and with the agreement of the competent authority, the power absorbed may alternatively be set at 0.4 Pmax (Pmax is the maximum power of the engine). The vehicle running at a speed which is 10 km/h below the set speed Vset shall be accelerated at the maximum possibilities of the engine by using a fully positive action on the acceleration control. This action shall be maintained at least 20 seconds after the vehicle speed has been		<u>一秒。</u> <u>5.4.1.5.2 試驗標準</u> <u>5.4.1.5.2.1 每次試驗所得之穩定速度不應超過設定車速($V_{stab} < V_{set}$)，容許誤差為：設定速度之百分之五，或五公里/小時，兩者取其較大者。</u> <u>5.4.1.5.2.2 各次試驗所得穩定車速之彼此差距應等於或小於三公里/小時。</u> <u>5.4.1.5.2.3 加速試驗之進行，應對於可能超越所設定速度之每個檔位進行驗證。</u> <u>5.4.2 底盤動力計試驗方式</u> <u>應為符合 5.1 所規定特性原則之檢測代表件。</u> <u>5.4.2.1 底盤動力計特性</u> <u>於底盤動力計上設定車輛之等效慣性重量，且其準度應達正負百分之一 0。車速量測準度應達正負百分之一。時間量測準確度應達 0.1 秒。</u> <u>5.4.2.2 加速試驗</u> <u>5.4.2.2.1 應對應車輛於試驗速度之行駛阻力，設定動力計煞車於試驗過程中所吸收功率，此功率可由計算取得且其設定準度應達正負百分之一 0。若獲得檢測機構同意，申請者</u>	

增/修內容	原內容	修訂國內法規條文案草案	對應國內法規條文
stabilized. The instantaneous vehicle speed shall be recorded during the test in order to draw the curve of the speed versus time during the operation of the speed limiting function or of the SLD as appropriate. 1.2.2.2. The test shall be considered satisfactory if the provisions of the preceding paragraph 1.1.4.2. and its subparagraphs are satisfied. 1.2.3. Test method for steady speed test 1.2.3.1. The vehicle shall be installed on the chassis dynamometer. The following acceptance criteria should be met for power absorbed by the chassis dynamometer varying progressively from the maximum power Pmax to a value equal to 0.2 Pmax. The speed of the vehicle shall be recorded in the full range of power defined above. The maximum speed of the vehicle shall be determined on this range. Test and record defined above should be made five times. 1.2.3.2. The tests shall be considered satisfactory if the provisions of the preceding paragraph 1.1.5.2. and its subparagraphs are satisfied. 1.3. TEST ON ENGINE TEST BENCH This test procedure can be used only when the applicant can demonstrate to the satisfaction of the technical services that this method is equivalent to the measurement on a test track. 2. TEST OF ENDURANCE The speed limiting function or the SLD, as appropriate, shall be submitted to the durability test prescribed below. However, this may be omitted if the applicant demonstrates resistance to those effects.		<u>可要求將吸收功率設定為 0.4 Pmax (Pmax 係指引擎最大馬力) (包含電動車輛之推動馬達額定馬力)。以較車速限制機件設定車速低一〇公里/小時之速度行駛，接著以加速控制器最大輸出方式加速，並於車速達到穩定狀態後至少持續二〇秒。試驗中應記錄車輛瞬間速度，並建立車速限制機能運作期間之車速與時間關係曲線。</u> <u>5.4.2.2.2 若試驗結果滿足 5.4.1.4.2 規定，則試驗結果視為合格。</u> <u>5.4.2.3 穩定車速試驗</u> <u>5.4.2.3.1 車輛應固定於底盤動力計，並使底盤動力計吸收功率從 Pmax 漸變至 0.2 Pmax。記錄此功率變化過程中之車速，並確認此過程中該車輛之最高速度。前述試驗與紀錄應進行五次。</u> <u>5.4.2.3.2 若試驗結果滿足 5.4.1.5.2 規定，則試驗結果視為合格。</u> <u>5.4.3 引擎試驗台試驗方式</u> <u>本項試驗方式僅限於申請者可提出佐證文</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文																														
2.1. The device is cycled on a bench simulating the attitude and the movement which the SLD would experience on the vehicle. 2.2. A functioning cycle is maintained by means of a control system supplied by the manufacturer. The diagram of the cycle given below:  $t_0 - t_1, t_2 - t_3, t_4 - t_5, t_6 - t_7$: the time taken to do this operation $t_1 - t_2 = 2$ seconds $t_3 - t_4 = 1$ second $t_5 - t_6 = 2$ seconds $t_7 - t_8 = 1$ second Five conditionings are defined hereafter. The SLD samples of the type presented for approval shall be submitted to the conditionings according to the table below: <table><tr><th></th><th>First SLD</th><th>Second SLD</th><th>Third SLD</th><th>Fourth SLD</th></tr><tr><td>Conditioning 1</td><td>x</td><td></td><td></td><td></td></tr><tr><td>Conditioning 2</td><td></td><td>x</td><td></td><td></td></tr><tr><td>Conditioning 3</td><td></td><td>x</td><td></td><td></td></tr><tr><td>Conditioning 4</td><td></td><td></td><td>x</td><td></td></tr><tr><td>Conditioning 5</td><td></td><td></td><td></td><td>x</td></tr></table> 2.2.1. Conditioning 1 : tests at ambient		First SLD	Second SLD	Third SLD	Fourth SLD	Conditioning 1	x				Conditioning 2		x			Conditioning 3		x			Conditioning 4			x		Conditioning 5				x		<u>件，證明本項等效於道路試驗所執行，並獲得檢測機構同意後方可執行。</u> <u>5.5 耐久性試驗</u> <u>車速限制機件應進行下述耐久性試驗，若申請者可提出耐久性佐證文件，則本項測試得免執行。</u> <u>5.5.1 讓車速限制機件於試驗台上進行循環型態試驗，以模擬其裝設於實車後將經歷之運作狀態。</u> <u>5.5.2 以申請者提供之控制系統使其維持循環運作。運作循環型態如下圖二：</u>  <u>圖二 運作循環型態</u> <u>$t_0 - t_1, t_2 - t_3, t_4 - t_5, t_6 - t_7$ 為進行各項操作所需之時間：</u> <u>$t_1 - t_2 = 2$ 秒</u> <u>$t_3 - t_4 = 1$ 秒</u> <u>$t_5 - t_6 = 2$ 秒</u> <u>$t_7 - t_8 = 1$ 秒</u> <u>車速限制機件應依下表之試驗環境進行本項試驗。</u>	
	First SLD	Second SLD	Third SLD	Fourth SLD																													
Conditioning 1	x																																
Conditioning 2		x																															
Conditioning 3		x																															
Conditioning 4			x																														
Conditioning 5				x																													

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文																														
temperature (20 degrees C +/- 2 degrees C) Number of cycles: 50,000 2.2.2. Conditioning 2 : tests at high temperatures 2.2.2.1. Electronic components The components shall be cycled in a climatic chamber. A temperature of 65 degrees C +/- 5 degrees C is maintained during the whole functioning. Number of cycles: 12,500. 2.2.2.2. Mechanical components The components shall be cycled in a climatic chamber. A temperature of 100 degrees C +/- 5 degrees C is maintained during the whole functioning. Number of cycles: 12,500. 2.2.3. Conditioning 3 : tests at low temperatures In the climatic chamber used for conditioning 2, a temperature of -20 degrees C +/- 5 degrees C is maintained during the whole functioning. Number of cycles: 12,500. 2.2.4. Conditioning 4 : tests in a salted atmosphere. (Only for components exposed to the ambient road environment.) The device shall be cycled in a salted atmosphere chamber. The concentration of sodium chloride is of 5% and internal temperature of the climatic chamber is of 35 degrees C +/- 2 degrees C. Number of cycles: 12,500. 2.2.5. Conditioning 5 : vibration test 2.2.5.1. The SLD is mounted in a similar way to its mounting on the vehicle. 2.2.5.2. Sinusoidal vibrations shall be applied in		表一 試驗環境對照表 <table><tr><th></th><th>第一組速率 限制機件</th><th>第二組速率 限制機件</th><th>第三組速率 限制機件</th><th>第四組速率 限制機件</th></tr><tr><td>環境 1</td><td>X</td><td></td><td></td><td></td></tr><tr><td>環境 2</td><td></td><td>X</td><td></td><td></td></tr><tr><td>環境 3</td><td></td><td>X</td><td></td><td></td></tr><tr><td>環境 4</td><td></td><td></td><td>X</td><td></td></tr><tr><td>環境 5</td><td></td><td></td><td></td><td>X</td></tr></table> 5.5.2.1 環境一：環境溫度為攝氏二〇度(正負二度)；工作循環次數：五萬次 5.5.2.2 環境二：高溫試驗 5.5.2.2.1 微電子組件 將該組件放置於溫櫃內，試驗溫度為攝氏六五度(正負五度)；工作循環次數：一萬二千五百次。 5.5.2.2.2 機械組件 將該組件放置於溫櫃內，試驗溫度為攝氏一〇〇度(正負五度)；工作循環次數：一萬二千五百次。 5.5.2.3 環境三:低溫試驗 使用環境二之溫櫃，試驗溫度為攝氏負二〇度(正負五度)；工作循環次數：一萬二千五百次。 5.5.2.4 環境四：鹽霧試驗(僅針對車輛行駛於道路中所暴露在外之部分進行試驗) 將該組件放置於氯化鈉濃度為百分之五的鹽霧試驗機內進行循環，試驗		第一組速率 限制機件	第二組速率 限制機件	第三組速率 限制機件	第四組速率 限制機件	環境 1	X				環境 2		X			環境 3		X			環境 4			X		環境 5				X	
	第一組速率 限制機件	第二組速率 限制機件	第三組速率 限制機件	第四組速率 限制機件																													
環境 1	X																																
環境 2		X																															
環境 3		X																															
環境 4			X																														
環境 5				X																													

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all three planes. Logarithmic sweep shall be 1 octave per minute; 2.2.5.2.1. First test : frequency range 10-24 Hz, amplitude +/- 2 mm; 2.2.5.2.2. Second test: frequency range 24-1,000 Hz for chassis and cab-mounted components, input 2.5g. For engine-mounted components, input 5g. 2.3. Acceptance criteria of the endurance tests 2.3.1. At the end of the endurance tests, no modification of the device's performances shall be observed regarding the set speed; 2.3.2. However, if any breaking down of the device occurs during one of the endurance tests, a second device can be submitted to considered endurance tests at the manufacturer's request.		<u>溫度為攝氏三五度(正負二度)；工作循環次數：一萬二千五百次。</u> <u>5.5.2.5 環境五：振動試驗</u> <u>5.5.2.5.1 依照申請者提供之實車安裝說明文件安裝車速限制機件。</u> <u>5.5.2.5.2 在所有三個平面上進行正弦振動，並以每分鐘一倍頻程(Octave)進行對數掃描。</u> <u>5.5.2.5.2.1 第一次試驗:頻率範圍為一〇至二四赫茲，振幅為正負二公釐；</u> <u>5.5.2.5.2.2 第二次試驗: 頻率範圍為二四至一〇〇〇赫茲，並對安裝於底盤及駕駛艙上之組件施力二・五 g，對於安裝於引擎上之組件施力五 g。</u> <u>5.5.3 試驗標準</u> <u>5.5.3.1 在試驗完成後，車速限制機件之速度設定性能不應被改變。</u> <u>5.5.3.2 若在某項耐久性試驗過程中出現車速限制機件故障情形，可依申請者要求更換另一組機件進行該項試驗。</u>	
		<u>6. 可調式車速限制機能試驗程序與標準</u> <u>6.1 試驗件應為符合下列車速限制機件特性原則之代表件：</u> <u>6.1.1 車速限制機件廠牌及型式系列相同。</u> <u>6.1.2 速限設定範圍相同。</u> <u>6.1.3 配合速限之引擎供油(包含電動車輛之推動馬達輸出)控制方法或引</u>	

增/修內容	原內容	修訂國內法規條文案草案	對應國內法規條文
		<u>擎(包含電動車輛之推動馬達)管理系統相同。</u> <u>6.1.4 適用之車種代號相同。</u> <u>6.1.5 適用之車輛及/或底盤車廠牌與型式系列相同，且各型式之：</u> <u>6.1.5.1 試驗代表件之(最大引擎馬力(包含電動車輛之推動馬達額定馬力)/無負載重量)比值為系列內最大者。</u> <u>6.1.5.2 試驗代表件之最高檔位下(引擎轉速(包含電動車輛之推動馬達轉速)/車速)之最高比值為系列內最大者。</u> <u>6.2 應提供試驗件五個，且試驗件應依照申請者提供之車速限制機件說明文件安裝。說明文件內容至少包含：</u> <u>6.2.1 機件廠牌與型式系列</u> <u>6.2.2 機件之描述說明及/或圖示及/或照片(至少包含機件特性之技術資料如規格/尺度、作動控制原理、以及各適用車車輛及/或底盤車廠牌/型式系列/安裝方式)。</u> <u>6.2.3 速限設定範圍</u> <u>6.2.4 配合速限之引擎供油(包含電動車輛之推動馬達輸出)控制系統或引擎(包含電動車輛之推動馬達)管理系統。</u> <u>6.2.5 適用之車種代號</u> <u>6.2.6 適用之車輛及/或底盤車廠牌/型式</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
21.2. Requirements for ASLDs 21.2.1. The adjustable speed limitation device ASLD must be such that the vehicle in normal use, despite the vibrations to which it may be subjected, complies with the provisions of Part III of this Regulation. 21.2.1.1. In particular, the ASLF must be so designed, constructed and assembled as to resist corrosion and ageing phenomena to which it may be exposed. 21.2.2. The speed limitation function shall operate satisfactorily in its electromagnetic environment, in accordance with prescriptions of Regulation No. 10 to the latest level of amendments in force at the time of type approval. 21.2.3. No malfunction or unauthorized interference shall result in an increase in engine power above that demanded by the position of the driver's accelerator. 21.2.4. The Vadj value shall be permanently indicated to the driver by a visual display. This does not preclude temporary interruption of the display for safety reasons. 21.2.5. The ASLD must respect the following requirements: 21.2.5.1. The adjustable speed limitation device shall not actuate the vehicle's braking system except for vehicles of categories M1 and N1, where the vehicle's service braking system may be actuated. 21.2.5.2. The method used to limit speed when reaching Vadj must be possible whichever transmission type (automatic or manual) of		<u>系列，及各型式之：</u> <u>6.2.6.1 (最大引擎馬力(包含電動車輛之推動馬達額定馬力)/無負載重量)比值</u> <u>6.2.6.2 最高檔位下(引擎轉速(包含電動車輛之推動馬達轉速)/車速)之最高比值</u> <u>6.2.7 安裝試驗件之實車廠牌/型式系列</u> <u>6.3 設計符合性聲明事項：申請者應確保及聲明符合本項規定。</u> <u>6.3.1 車速限制機件之設計、製造與總成應能使其於車輛正常使用，即使振動狀況下，符合本項之規定。</u> <u>6.3.1.1 車速限制機件之設計、製造與總成應能抵抗其所遭遇的腐蝕及老化現象。</u> <u>6.3.2 車速限制機能不應受磁場或電場之不良影響。</u> <u>6.3.3 任何故障或或未被允許之介入，不應造成引擎動力輸出(包含電動車輛之推動馬達輸出)之提升高於駕駛加速控制器位置對應之要求。</u> <u>6.3.4 除為安全因素而暫時中斷顯示以外，可調式限制車速之數值(Vadj)應持續地顯示並使駕駛能於駕駛座上輕易辨識。</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
the vehicle. 21.2.5.3. The vehicle speed shall be limited to Vadj. 21.2.5.4. It shall still be possible to exceed speed Vadj. 21.2.5.4.1. To exceed Vadj a positive action will be required. */ 21.2.5.4.2. Whenever the vehicle speed exceeds Vadj the driver must be informed by means of a suitable or warning signal other than the speedometer. 21.2.5.4.3. Compliance with paragraph 21.2.5.4.2. shall be demonstrated with paragraph 21.3. 21.2.5.5. The speed limitation function shall permit a normal use of the accelerator control for gear selection. 21.2.6. Setting of Vadj: 21.2.6.1. It shall be possible to set Vadj value by steps no greater than 10 km/h (5 mph) between 30 km/h (20 mph) and the maximum design max speed of the vehicle. 21.2.6.2. In the case of vehicles manufactured for sale in any country where imperial units are used, it shall be possible to set Vadj value by steps not greater than 5 mph between 20 mph and the maximum design speed of the vehicle. 21.2.6.3. This shall be achieved by a control device operated by the driver. 21.2.7. Activation / de-activation 21.2.7.1. When Vadj is set by the driver it shall not capable of being modified by any means other than the designated control device.		<u>6.3.5 可調式車速限制機能應滿足以下要求:</u> <u>6.3.5.1 除 M1 及 N1 類車輛原始設計可致動車輛常用煞車系統外,可調式車速限制機能不應致動車輛之常用煞車系統。</u> <u>6.3.5.2 可調式車速限制機能有效運作應不分變速箱類型(自排或手排)。</u> <u>6.3.5.3 車速應被限制於可調式限制車速 Vadj。</u> <u>6.3.5.4 於下列情況下,應仍可超過 Vadj:</u> <u>6.3.5.4.1 應有正常作動(positive action)需要而導致車速超過 Vadj。</u> <u>6.3.5.4.2 當車速超過 Vadj 時,必須以速率計以外之適當方式或警告訊號提醒駕駛。</u> <u>6.3.5.4.3 應經由本項 6.4 規定試驗以確認符合 6.3.5.4.2 之規定。</u> <u>6.3.5.5 車速限制機能應允許為換檔所需之加速控制器正常使用。</u> <u>6.3.6 Vadj 設定</u> <u>6.3.6.1 Vadj 之設定應可於三 0 km/h 及車輛之最大設計最高速度間以不大於一 0 km/h 之速差進行。</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
21.2.7.2. The ASLD must be capable to be activated / de-activated at any time. 21.2.7.3. The ASLD must be de-activated at each engine stop and the key removed. 及 參考以下之5.2.7.3 5.2.7. Activation / de-activation: 5.2.7.1. The ASLF must be capable of being activated/de-activated at any time. 5.2.7.2. The ASLF must be de-activated each time the engine is stopped by a deliberate action of the driver. 5.2.7.3. When the ASLF is activated the initial setting of Vadj shall not be less than the current vehicle speed. ----- 21.3. Tests 21.3.1. The speed limitation tests to which the SLD presented for approval is submitted as well as the performances required are described in annex 5 to this Regulation. 21.3.2. The adjustable speed limitation tests to which the ASLD presented for approval are submitted are described in annex 6 of this Regulation. 21.3.2.1. Three different speeds will be chosen for the tests at the discretion of the technical service. Annex 6 TESTS AND PERFORMANCE REQUIREMENTS FOR ASLD 1. TESTS OF ADJUSTABLE SPEED		<u>6.3.6.2 此設定應藉由駕駛操作之控制裝置達成。</u> <u>6.3.7 致動(Activation)與解除(De-activation)</u> <u>6.3.7.1 Vadj 被駕駛完成設定後，其不應被指定控制裝置以外之任何方式更動。</u> <u>6.3.7.2 可調式車速限制機能必須可於任何時候進行致動與解除。</u> <u>6.3.7.3 每當駕駛刻意熄火且點火開關切斷通電時，可調式車速限制機能必須解除作用。</u> <u>6.3.7.4 當可調式車速限制機能被致動時，其初始設定之 Vadj 不應低於當時之車速。</u> <u>6.4 功能性試驗</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
paragraphs 5.2.5.4.1. and 21.2.5.4.1) required to enable Vadj to be exceeded shall be applied when the vehicle is running at a speed 10 km/h below Vadj. 1.4.2. The vehicle shall be accelerated up to a speed at least 10 km/h greater than Vadj. 1.4.3. This speed shall be maintained for at least 30 seconds. 1.4.4. Instantaneous vehicle speed shall be recorded during the test and measured with an accuracy of +/- 1 per cent. 1.4.5. The test shall be considered satisfactory if the following conditions are met: 1.4.5.1. The driver is informed by a warning signal when the actual speed of the vehicle is exceeding Vadj by more than 3 km/h. 1.4.5.2. The driver continues to be informed for the duration of the time that Vadj is exceeded by more than 3 km/h. 1.5. Test of the adjustable speed limitation function/device. 1.5.1. With the ASLF/D deactivated, for each gear ratio selected for the chosen test speed Vadj, the technical service shall measure the forces required on the accelerator control to maintain Vadj and a speed (Vadj*), which is 20 per cent or 20 km/h (whichever is the greater) faster than Vadj. 1.5.2. With the ASLF/D activated and set at Vadj, the vehicle shall be run at a speed of 10 km/h below Vadj. The vehicle shall then be accelerated by increasing the force on the accelerator control over a period of 1 s +/- 0.2 s to that required to		<u>速行駛，且無補丁或不平整。坡度不應超過百分之二。</u> <u>6.4.1.2.2 表面應無積水、積雪或結冰。</u> <u>6.4.1.3 環境條件</u> <u>6.4.1.3.1 在路面高度一公尺以上所測得之平均風速應小於六公尺/秒，且陣風不應超過一〇公尺/秒。</u> <u>6.4.1.4 試驗一：當車速超過 Vadj 時，必須以速率計以外之適當方式或警告訊號提供予駕駛</u> <u>6.4.1.4.1 以較 Vadj 低一〇公里/小時之速度行駛車輛，再以 6.3.5.4.1 之應有正常作動(positive action)方式加速，使車速超過 Vadj。</u> <u>6.4.1.4.2 應讓車速加速到至少較 Vadj 高一〇公里/小時之速度。</u> <u>6.4.1.4.3 應於此車速持續至少三〇秒。</u> <u>6.4.1.4.4 在試驗進行中應記錄車輛瞬間速度。車速量測準度應達正負百分之一。</u> <u>6.4.1.4.5 試驗標準</u> <u>6.4.1.4.5.1 當實際車速較 Vadj 高三公里/小時以上時，應有警告訊號提醒駕駛。</u> <u>6.4.1.4.5.2 於實際車速較 Vadj 高三公里/小時以上之期間，應持續有警告訊號提醒駕駛。</u> <u>6.4.1.5 試驗二：車速限制機能</u> <u>6.4.1.5.1 解除車速限制機能，於 Vadj 對應</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
attain V_{adj}^*. This force shall then be maintained for a period of at least 30 seconds, after the vehicle speed has stabilised. 1.5.3. The instantaneous vehicle speed shall be recorded during the test in order to establish the curve of the speed versus the time and during the operation of the ASLF/D as appropriate. The accuracy of the speed measurement shall be ± 1 per cent. The accuracy of the time measurement shall be less than 0.1 s. 1.5.4. The test shall be considered satisfactory if the following conditions are met: 1.5.4.1. The stabilized speed (V_{stab}) reached by the vehicle shall not exceed V_{adj} by more than 3 km/h 1.5.4.1.1. After V_{stab} is reached for the first time: 1.5.4.1.1.1. V_{max} shall not exceed V_{stab} by more than 5 per cent; 1.5.4.1.1.2. the rate of change of speed shall not exceed 0.5 m/s² when measured over a period greater than 0.1 s; 1.5.4.1.1.3. the stabilized speed conditions specified in paragraph 1.5.4.1.2. shall be attained within 10 s of first reaching V_{stab}; 1.5.4.1.2. When stable speed control has been achieved: 1.5.4.1.2.1. speed shall not vary by more than 3 km/h of V_{stab}; 1.5.4.1.2.2. the rate of change of speed shall not exceed 0.2 m/s² when measured over a period greater than 0.1 s;		<u>之每個檔位下，應量測用以維持 V_{adj} 及 V_{adj}^*(較 V_{adj} 高百分之二 0，或二 0 公里/小時，兩者取其較大者)之加速控制器上施力。</u> 6.4.1.5.2 <u>致動車速限制機能，並設定 V_{adj}，以較 V_{adj} 低一 0 公里/小時之速度行駛車輛，再提升加速控制器上之施力加速以於一秒正負 0.2 秒期間達到 V_{adj}^*所需之施力。於車速達到穩定狀態後，維持此時之施力至少三 0 秒。</u> 6.4.1.5.3 <u>在試驗進行中應記錄車輛瞬間速度，以建立車速限制機能運作期間之車速與時間之關係曲線。車速量測準度應達正負百分之一。時間量測準度應小於 0.1 秒。</u> 6.4.1.5.4 <u>試驗標準</u> 6.4.1.5.4.1 <u>穩定車速(V_{stab})不應較 V_{adj} 高三公里/小時以上。</u> 6.4.1.5.4.1.1 <u>在車輛第一次達到穩定車速後應符合以下要求：</u> 6.4.1.5.4.1.1.1 <u>最高車速(V_{max})不應較穩定車速(V_{stab})高出百分之五以上。</u> 6.4.1.5.4.1.1.2 <u>於大於 0.1 秒之量測期間，車速變化率不應大於 0.5 公尺/秒平方。</u> 6.4.1.5.4.1.1.3 <u>應於車輛第一次達到穩定車速後一 0 秒內達到</u>	

增/修內容	原內容	修訂國內法規條文草案	對應國內法規條文
1.5.4.1.2.3. Vstab is the average speed calculated for a minimum time interval of 20 seconds beginning 10 seconds after first reaching Vstab; 1.5.4.1.3. Tests in acceleration shall be carried out and the acceptance criteria verified for each gear ratio allowing in theory Vadj* to be achieved.		<u>6.4.1.5.4.1.2 規定之穩定車速狀態。</u> <u>6.4.1.5.4.1.2 車輛達到穩定車速控制後之要求</u> <u>6.4.1.5.4.1.2.1 車速本身之變化量不應超過三公里/小時。</u> <u>6.4.1.5.4.1.2.2 於大於 0・一秒之量測期間，車速變化率不應大於 0・二公尺/秒平方。</u> <u>6.4.1.5.4.1.2.3 穩定車速(Vstab)係指第一次達到穩定車速(Vstab)後一 0 秒開始，至少二 0 秒所計算得之平均車速。</u> <u>6.4.1.5.4.1.3 加速試驗之進行，應對於可能達到 Vadj*之每個檔位進行驗證。</u>	

Annex 1

COMMUNICATION

(maximum format : A4 (210 x 297 mm))

issued by: Name of administration:

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.....
.....



concerning : ^{2/}

APPROVAL GRANTED

APPROVAL EXTENDED

APPROVAL REFUSED

APPROVAL WITHDRAWN

PRODUCTION DEFINITELY DISCONTINUED

of a vehicle type with regard to the maximum speed limitation by the vehicle's speed limiting function / adjustable speed limitation function pursuant to Part I of Regulation No. 89.

Approval No.

Extension No.

1. Trade name or mark of the vehicle
2. Vehicle type
3. Manufacturer's name and address
4. if applicable name and address of manufacturer's representative
5. Brief description of the speed limiting function / adjustable speed limitation function of the vehicle

6. Speed or range of speeds at which the limitation may be set
V (km/h) =
7. Ratio of maximum engine power/unladen mass of the vehicle type
8. Highest ratio of engine speed/vehicle speed in top gear of the vehicle type.....
9. Vehicle submitted for approval on
10. Technical service responsible for conducting the approval tests
11. Date of report issued by that service
12. Number of report issued by that service
13. Approval granted/extended/refused/withdrawn ^{2/}
14. Position of approval mark on the vehicle
15. Place
16. Date
17. Signature
18. The list of documents filed with the administrative service which has granted approval and available on request is annexed to this communication.

Annex 2

COMMUNICATION

(maximum format: A4 (210 x 297 mm))

issued by: Name of administration:

.....
.....
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concerning :^{2/}

APPROVAL GRANTED

APPROVAL EXTENDED

APPROVAL REFUSED

APPROVAL WITHDRAWN

PRODUCTION DEFINITELY DISCONTINUED

of a vehicle type with regard to the installation of a speed limitation device / adjustable speed limitation device (SLD/ASLD) of an approved type pursuant to Part II of Regulation No. 89.

Approval No.

Extension No.

1. Trade name or mark of the vehicle
2. Vehicle type
3. Manufacturer's name and address
4. If applicable name and address of manufacturer's representative
5. Brief description of the vehicle type as regards its speed limitation device / adjustable speed limitation device (SLD/ASLD)

6. Trade name or mark of the SLD/ASLD (s) and its/their approval number (s)
7. Speed or range of speeds at which the limitation may be set
8. Ratio of maximum engine power/unladen mass of the vehicle type
9. Highest ratio of engine speed/vehicle speed in top gear of the vehicle type
10. Vehicle submitted for approval on
11. Technical service responsible for conducting approval
12. Date of report issued by that service
13. Number of report issued by that service
14. Approval granted/refused/extended/withdrawn ^{2/}
15. Position of approval mark on the vehicle
16. Place
17. Date
18. Signature
19. The list of documents filed with the administration service which has granted approval and available on request is annexed to this communication.

Annex 3

COMMUNICATION

(maximum format :A4 (210 x 297 mm))

issued by: Name of administration:

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.....
.....



concerning .^{2/}

APPROVAL GRANTED

APPROVAL EXTENDED

APPROVAL REFUSED

APPROVAL WITHDRAWN

PRODUCTION DEFINITELY DISCONTINUED

with regard to a type of speed limitation device / adjustable speed limitation device (SLD/ASLD) pursuant to Part III of Regulation No. 89.

Approval No.

Extension No.

1. Trade name or mark of the SLD/ASLD
2. Type of device
3. Name and address of manufacturer
4. If applicable name and address of manufacturer's representative
5. Brief description of the SLD/ASLD

6. Type of vehicle on which the SLD/ASLD has been tested
7. Speed or range of speeds at which the SLD/ASLD may be set within the range established for the test vehicle
8. Ratio of maximum engine power/unladen mass of the test vehicle
9. Highest ratio of engine speed/vehicle speed in top gear of the test vehicle
10. Type(s) of vehicle(s) on which the device may be installed
11. Speed or range of speeds at which the limiter may be set within the range established for the vehicle(s) on which the device may be installed
12. Ratio of maximum engine power/unladen mass of the vehicle type (s) on which the device may be installed
13. Highest ratio of engine speed/vehicle speed in top gear of the vehicle type (s) on which the device may be installed
14. Device submitted for approval on
15. Technical service responsible for conducting approval tests
16. Date of report issued by that service
17. Number of report issued by that service
18. Approval has been granted/refused/extended/withdrawn in respect of the SLD/ASLD^{2/}
19. Position of approval mark on device
20. Place
21. Date
22. Signature
23. The list of documents filed with the administration service which has granted approval and available on request is annexed to this communication.