

SLF TEST REPORT

Non- Transferable

1	Customer's Name	M/s Maruti Suzuki India Ltd.		
2	Customer's Address	1, Nelson Mandela Road, Vasant Kunj, New Delhi-110 070		
3	Description of test sample	Speed Limitation Function is ECU programmed.		
4	Test Objective	To carry out the performance test on the Speed Limitation Function (SLF), as installed on vehicle as per CI. No. 5.7.3 of AIS-018/2001 amended up to date against customer request for the tested Vehicle Model- "MARUTI TOUR H3 1L ISS 5MT" at Set Speed of 80 km/h.		
5	Conclusion	Refer Test Results on page 2 & 3.		
5.1	The Speed Limitation Function (SLF), specified in Sr. No. 3 of this test report with set speed of 80 km/h meets the specified requirements of CI. No. 5.7.3 of AIS-018/2001, when installed on vehicle model: MARUTI TOUR H3 1L ISS 5MT, M1 category of vehicle.			
For more details of vehicle refer page no. 4 of 7 of this report.				
CAUTION: TO BE OBSERVED BY THE TRANSPORT AUTHORITY				
		The tamper proofness of the SLF installation has been ensured, on the vehicle submitted for type approval. However the Transport Authorities are requested to verify the ECU ID as shown in installation photographs of this report. Since SLF is an OEM controlled activity, the onus of compliances are the responsibility of the OEM.		
टिप्पणी / Remarks		1. Place of Issue : ICAT Centre II		
ICAT Reference		CVTNMASITNCSC182663		Please turn over for DISCLAIMER
AUTHORISED SIGNATORY				
Karan Mahajan Dy. Manager		Keshav Kr. Tripathi Asst. General Manager		Saurabh Dalela Director
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SLF REPORT

Non- Transferable

1	Customer's Name	M/s Maruti Suzuki India Ltd.
2	Customer's Address	1, Nelson Mandela Road, Vasant Kunj, New Delhi-110 070
3	Description of Test Component	Speed Limitation Function is ECU programmed.
4	Objective	To carry out the performance test on the Speed Limitation Function (SLF), as installed on vehicle as per Cl. No. 5.7.3 of AIS-018/2001 amended up to date against customer request for the tested Vehicle Model- " MARUTI TOUR H3 1L ISS 5MT " at Set Speed of 80 km/h.
5	Conclusion	Refer Test Results on page 2.
5.1	The Speed Limitation Function (SLF), specified in Sr. No. 3 of this test report with set speed of 80 km/h meets the specified requirements of Cl. No. 5.7.3 of AIS-018/2001, when installed on vehicle model: MARUTI TOUR H3 1L ISS 5MT , M1 category of vehicle.	
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CAUTION: TO BE OBSERVED BY THE TRANSPORT AUTHORITY		
<div style="display: flex; align-items: center;">  <p>The tamper proofness of the SLF installation has been ensured, on the vehicle submitted for type approval. However the Transport Authorities are requested to verify the ECU ID as shown in installation photographs of this report. Since SLF is an OEM controlled activity, the onus of compliances are the responsibility of the OEM.</p> </div>		
Remarks	1. Place of Issue : ICAT Centre II	
ICAT Reference	CVTNMASITNCSC182663	Please turn over for DISCLAIMER
Checked By	Recommended By	Approved By
Karan Mahajan Dy. Manager	Keshav Kr. Tripathi Asst. General Manager	Prashant Vijay Deputy General Manager
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4. The bearer of the TAC/BBBAC is under the obligation to ensure production strictly as per the provisions
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TEST RESULTS OF VEHICLE PERFORMANCE

Vehicle Registration Number : **NA**
 Test Site : **M/s MSIL, Rohtak**
 Test Date : **29 January 2025**
 Engine No. : **K10CNC586104**
 Chassis No. : **MA3JMTB1SREB00037**
 Tyre Size & Tyre Pressure : **Front : Jk Tyre 155/80 R13 79T & 2.5 kg/cm²**
Rear : Jk Tyre 155/80 R13 79T & 2.2 kg/cm²

Set Speed : **80**

Type of Speed Limitation Device Used **Speed Limitation Function is an integral part of ECU.**

Observation for Acceleration and Steady Speed test: 80 km/h

		Acceleration test (Cl. No. 5.7.3.4)						Steady Speed Test (Cl. No. 5.7.3.5)	
Requirements	Gear	Stabilised Speed km/h	a km/h	b m/s ²	c s	d km/h	e m/s ²	f km/h	g km/h
		Between 75.0 & 80.0	84.0	0.5	10.0	3.2	0.2	Between 75.0 & 80.0	3.0
Vehicle Model	2nd	77.7	77.1	<0.5	0.2	0.19	<0.2	77.6	0.2
MARUTI TOUR H3 1L ISS 5MT	3rd	77.6	76.7	<0.5	1.4	0.24	<0.2	77.6	0.1
	4th	77.7	77.8	<0.5	0.2	0.3	<0.2	77.6	0.1
	5th	77.7	77.7	<0.5	0.2	0.32	<0.2	77.7	0.1

a= Max. speed on first half period of transient response curve.

b= Rate of change of speed measured on a period greater than 0.1 s after the Vset is achieved (Average Value)

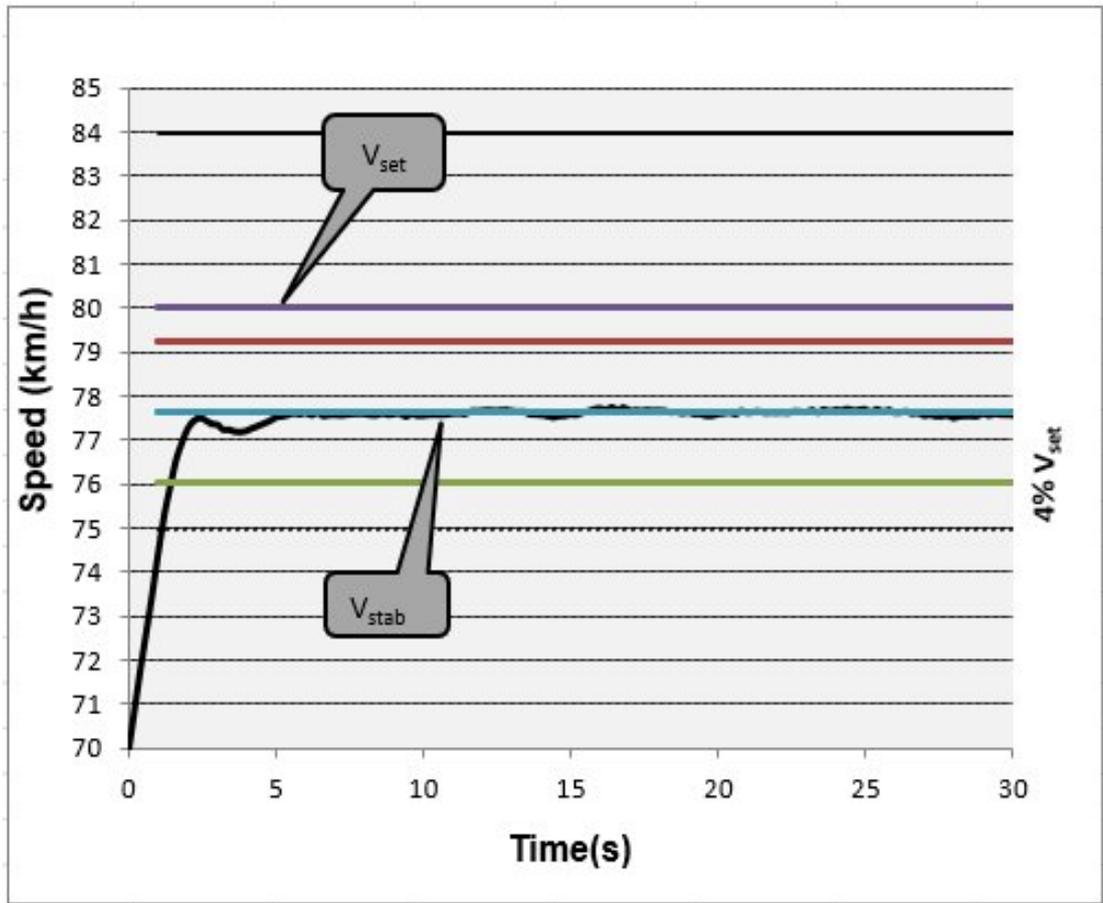
c= Time taken to achieve Vstab after first reaching of Vset, **d**= Variation of speed after stabilization speed control is achieved.

e= Rate of change of speed measured on a period greater than 0.1 s after stabilization speed control is achieved. (Average Value)

f = max. Stabilized Speed in Steady Speed Test, **g** = max gap between two steady speed test

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Dev Sharma Engineer	Karan Mahajan Dy. Manager	Page 2 of 7



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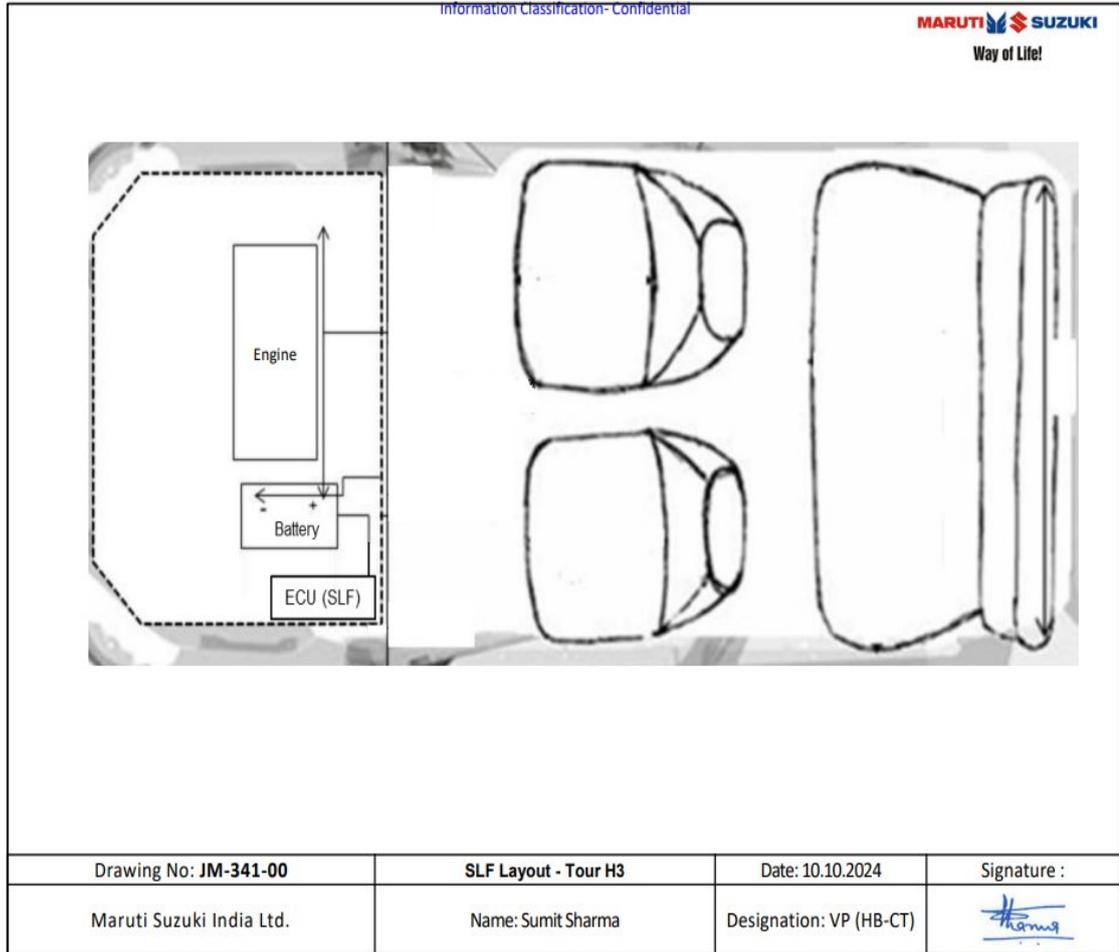
VEHICLE SPECIFICATIONS AS DECLARED BY SLF MANUFACTURER

Vehicle Model	MARUTI TOUR H3 1L ISS 5MT
Vehicle Manufacturer	M/s Maruti Suzuki India Ltd.
Vehicle Category	M1
Engine No.	K10CNC586104
Chassis No.	MA3JMTB1SREB00037
Engine Model	K10C
Power	50.4kW/5600rpm
Cubic Capacity	998 cm³
Torque	91.1Nm/3400rpm
Tyre Size & Tyre Pressure :	Front : Jk Tyre 155/80 R13 79T & 2.5 kg/cm² Rear : Jk Tyre 155/80 R13 79T & 2.2 kg/cm²
Maximum Speed in Top Gear	80 km/h(Limited by SLF)
Measured Unladen Weight	820 kg
Fuel Used	Gasoline
Type of SLF	Speed Limitation Function is an integral part of ECU.

TESTED VEHICLE FITTED WITH SPEED LIMITATION FUNCTION

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Annexure I
INSTALLATION SCHEMATIC OF SLF ON THE VEHICLE



All dimensions are in mm

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Installation Photographs of the Speed Limitation Function is an integral part of ECU.



ECU/SLF ID- 069R0

Cal. Id - 33921-69RD*00000

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Dev Sharma Engineer		Karan Mahajan Dy. Manager		

POSSIBLE TAMPERING MODES AND OBSERVATIONS IN THOSE TAMPERING MODES

Sr. No.	Equipments	Description	Observation	Result
1	ECU	Disconnection of Positive Power Supply Line	Disconnection is not possible. SLF is an integral component with the ECU.	Satisfactory
2		Disconnection of Negative Power Supply Line	Disconnection is not possible. SLF is an integral component with the ECU.	Satisfactory
3	Speed Sensor	Disconnection of Positive Power Supply Line	Power supply to the speed sensor is from ECU. Disconnection is not feasible.	Satisfactory
4		Disconnection of Speed Signal	Vehicle can move with speed less than set speed for adequate distance.	Satisfactory
5		Disconnection of Speed Sensor from Gear box/Speed Sensing Interface	Vehicle can move with speed less than set speed for adequate distance.	Satisfactory

GENERAL REQUIREMENTS (CI. No. 4)

Sr. No.	CI. No.	Observation
1	4.1	The test results are reported in Page No. 2,3 of this test report.
2	4.2	The SLF unit is integral with ECU.
3	4.4	The SLF is safeguarded against any unauthorized adjustments and energy interruption by the fool-proofing mechanism incorporated in the SLF itself.
4	4.5	There is no interference to any safety system observed.
5	4.6	When vehicle is running at its set speed, there is no effect on the vehicle speed, if the positive action on the accelerator is applied.
6	4.7	There is no effect on gear changing.
7	4.8	No malfunctioning observed.
8	4.9	Not Applicable
9	4.10	No change in driver's efficiency observed
10	4.12	Meets the requirements
11	4.13	Vehicle under test was a prototype vehicle. Provision for display of set speed in a conspicuous place inside driver's compartment in production vehicles is provided.
12	4.14	Portable pulse generator can be used for checking the functioning of the device

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Engineer		Dy. Manager	