

97-GP SERIES

CANCELLATION
March 1971

CANADIAN GOVERNMENT SPECIFICATIONS BOARD

Standards
for

AUTOMOTIVE VEHICLE SAFETY

Standards 97-GP-101 to 97-GP-301 inclusive, covering safety features for automotive vehicles, have been cancelled. They have been replaced by the Motor Vehicle Safety Regulations of the Ministry of Transport, which are available from Information Canada.

Publication 97-GP, Guide to Traffic Safety, has also been cancelled.



CANADIAN GOVERNMENT SPECIFICATIONS BOARD

STANDARD

FOR

TRANSMISSION SHIFT LEVER SEQUENCE, STARTER
INTERLOCK, AND TRANSMISSION BRAKING EFFECT -
PASSENGER CARS, MULTIPURPOSE PASSENGER
VEHICLES, TRUCKS AND BUSES

97-GP-102

24 MAY 1968

THIS STANDARD SPECIFIES THE REQUIREMENTS FOR THE TRANSMISSION SHIFT LEVER SEQUENCE, A STARTER INTERLOCK, AND FOR A BRAKING EFFECT OF AUTOMATIC TRANSMISSIONS, TO REDUCE THE LIKELIHOOD OF SHIFTING ERRORS, STARTER ENGAGEMENT WITH VEHICLE IN DRIVE POSITION, AND TO PROVIDE SUPPLEMENTAL BRAKING AT SPEEDS BELOW 25 MILES PER HOUR.

DEPARTMENT OF DEFENCE PRODUCTION, OTTAWA, CANADA

CANADIAN GOVERNMENT SPECIFICATIONS BOARD

STANDARD

for

TRANSMISSION SHIFT LEVER SEQUENCE, STARTER INTERLOCK,
AND TRANSMISSION BRAKING EFFECT - PASSENGER CARS,
MULTIPURPOSE PASSENGER VEHICLES, TRUCKS AND BUSES

1. PURPOSE AND SCOPE

1.1 This standard specifies the requirements for the transmission shift lever sequence, a starter interlock, and for a braking effect of automatic transmissions, to reduce the likelihood of shifting errors, starter engagement with vehicle in drive position, and to provide supplemental braking at speeds below 25 miles per hour.

2. APPLICABLE PUBLICATIONS

2.1 NIL

3. APPLICABILITY

3.1 This standard applies to:

Passenger Cars
Multipurpose Passenger Vehicles
Trucks
Buses.

4. DETAIL REQUIREMENTS

4.1 Automatic Transmissions

4.1.1 Location of Transmission Shift Lever Positions on Passenger Cars - A neutral position shall be located between forward-drive and reverse-drive positions. If a steering-column-mounted transmission shift lever is used, movement from neutral position to forward drive position shall be clockwise. If the transmission shift lever sequence includes a park position, it shall be located at the end, adjacent to the reverse drive position.

4.1.2 Transmission Braking Effect - In vehicles having more than one forward transmission gear ratio, one forward drive position shall provide a greater degree of engine braking than the highest speed transmission ratio at vehicle speeds below 25 miles per hour.

* See Par 5.1

4.1.3 Starter Interlock - The engine starter shall be inoperative when the transmission shift lever is in a forward or reverse drive position.

4.2 Automatic and Manual Transmissions - Identification of shift lever positions of automatic transmissions and of the shift lever pattern of manual transmission, except three forward speed manual transmissions having the standard "H" pattern, shall be permanently displayed in view of the driver.

5. NOTES

5.1 The requirements in this standard are identical with those in United States Federal Motor Vehicle Safety Standard No. 102, Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect - Passenger Cars, Multipurpose Passenger Vehicles, Trucks and Buses, and changes in that standard will be duly incorporated in CGSB Standard 97-GP-102.

5.2 Certification to US Standard No. 102 applicable at date of manufacture will certify conformance to CGSB Standard 97-GP-102.

5.3 Further related information may be found in the CGSB Guide to Traffic Safety available from the Canadian Government Specifications Board.

Correspondence regarding this standard should be addressed to the Canadian Government Specifications Board, c/o Department of Defence Production, Ottawa 4, Canada.