

ESC GTR

Solutions to the remaining issues

5.5.1. The vehicle's ESC system shall always return to a **the fully-functional manufacturer's original default** mode that satisfies the requirements of paragraphs 4 and 5 at the initiation of each new ignition cycle, regardless of what mode the driver had previously selected. However, the vehicle's ESC system need not return to a mode that satisfies the requirements of paragraphs 5 through 5.3 at the initiation of each new ignition cycle if:

- (a) The vehicle is in a four-wheel drive configuration which has the effect of locking the drive gears at the front and rear axles together and providing an additional gear reduction between the engine speed and vehicle speed of at least **1.6 or 2.0** */, selected by the driver for low-speed, off-road driving; or

*/ **Footnote: the value of either 1.6 or 2.0 to be selected at the discretion of the Contracting Party.**

- (b) The vehicle is in a four-wheel drive configuration selected by the driver that is designed for operation at higher speeds on snow-, sand-, or dirt-packed roads and that has the effect of locking the drive gears at the front and rear axles together, provided that in this mode the vehicle meets the stability performance requirements of paragraphs 5.1 and 5.2 under the test conditions specified in paragraph 6. ~~[ALTERNATIVE-1~~ **However, if the system has more than one ESC mode that satisfies the requirements of paragraphs 5.1 and 5.2 within the drive configuration selected for the previous ignition cycle, the ESC shall return to the fully-functional manufacturer's original default ESC mode for that drive configuration at the initiation of each new ignition cycle.]**

5.5.2. A control whose only purpose is to place the ESC system in a mode in which it will no longer satisfy the performance requirements of paragraphs 5, 5.1, 5.2, and 5.3 shall be identified by the symbol shown for "ESC Off " below or the text "ESC OFF."



5.5.3. A control for an ESC system whose purpose is to place the ESC system in different modes, at least one of which may no longer satisfy the performance requirements of paragraphs 5, 5.1, 5.2, and 5.3, shall be identified by the symbol below with the text "OFF" adjacent to the control position for this mode.



Alternatively, in the case where the ESC system mode is controlled by a multi-functional control, the driver display shall identify clearly to the driver the control position for this mode using either the symbol in paragraph 5.5.2 or the text "ESC OFF".
