

Proposal for amendments to gtr No. 8

ESC malfunction tell-tale

This proposal seeks to modify Part B (TEXT OF THE REGULATION) of gtr No. 8 to be consistent with certain agreed provisions as described in Part A (STATEMENT OF TECHNICAL RATIONALE AND JUSTIFICATION) of the gtr. The proposed modifications to the current text of the gtr are marked in bold characters.

A. PROPOSAL

Paragraphs 5.4. to 5.4.3., amend to read:

"5.4 ESC Malfunction Detection. The vehicle shall be equipped with a tell-tale that provides a warning to the driver of the occurrence of any malfunction that affects the generation or transmission of control or response signals in the vehicle's electronic stability control system. The ESC malfunction tell-tale:

(a) Shall be displayed in direct and...

...

(i) May also be used to indicate the malfunction of related systems/functions, including traction control, trailer stability assist, corner brake control, and other similar functions that use throttle and/or individual torque control to operate and share common components with ESC.

....

5.4.3. The manufacturer may use the ESC malfunction tell-tale in a flashing mode to indicate ESC operation **and/or the operation of ESC-related systems (as listed in paragraph 5.4 (i)).**"

B. JUSTIFICATION

Part A of gtr No. 8 (paragraphs 126 and 127) describes that the ESC malfunction tell-tale may be used in a flashing mode to indicate the intervention of additional ESC related systems. The exact language used in the paragraphs reproduced below:

x. Flashing Tell-tale as Indication of Intervention by Related Systems/Functions

126. The automobile industry requested that it be permitted to flash the ESC malfunction tell-tale to indicate the intervention of other related systems, including traction control and trailer stability assist function. The industry reasoned that these functions are directly related to the ESC system and that the driver would experience the same sensations from the braking system actuator and throttle control triggered by operation of these related systems, as they would in the event of ESC activation. In addition to keeping the driver informed, it also

reasoned that this strategy would aid in minimizing the number of tell-tales used for related functions.

127. Because this gtr does not require an ESC activation indication, if vehicle manufacturers choose to provide one, they may use it to indicate interventions by additional related systems at their discretion. It is expected that manufacturers would explain the meaning and scope of the activation indication in the vehicle owner's manual, consistent with facilitating consumer understanding of important vehicle safety features.

The United States of America believes that amending Part B of the gtr (Paragraph 5.4.3.) accordingly would clarify the intent of the gtr with regard to the permissible use of the malfunction tell-tale in a flashing mode not only for the ESC system itself, but also for additional related systems as listed in paragraph 5.4 (i).

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