

## **Proposal for amendments to UN GTR No. 8 (Electronic Stability Control)**

The text below reflects the amendment proposal from the expert from Canada, aimed to amend informal document GRVA-09-16, which was provided orally during the 11<sup>th</sup> session of GRVA. GRVA-09-16 was prepared by the expert from the Republic of Korea, proposing to amendments to UN GTR No. 8 (Electronic Stability Control (ESC)). This proposal was based on the working document ECE/TRANS/WP.29/GRVA/2020/34 and informal document GRVA-07-64.

The modifications in GRVA-09-16 to the existing text of the Regulation are marked in bold for new, and strikethrough for deleted characters. The amendments proposed by the expert from Canada are highlighted in yellow.

### **I. Proposal**

*Paragraph 5.*, amend to read:

“5. Performance Requirements.

During each test performed under the test conditions of paragraph 6. and the test procedure of paragraph 7.9., the vehicle with the ESC system engaged shall satisfy the directional stability criteria of paragraphs 5.1. and 5.2., and it shall satisfy the responsiveness criterion of paragraph 5.3. during each of those tests conducted with a commanded steering wheel angle of 5A or greater (but limited as per paragraph 7.9.4.), where A is the steering wheel angle computed in paragraph 7.6.1.

**Notwithstanding the above, the responsiveness criterion is deemed to be satisfied also for systems where the maximum operable steering wheel angle defined in paragraph 7.9.4. and the lateral displacement prescribed in paragraph 5.3. are achieved at a commanded steering wheel angle less than 5A.”**

*Paragraph 7.9.4.*, amend to read:

“7.9.4. The steering amplitude of the final run in each series is the greater of 6.5 A or 270 degrees, provided the calculated magnitude of 6.5 A is less than or equal to 300 degrees. If any 0.5 A increment, up to 6.5 A, is greater than 300 degrees, the steering amplitude of the final run shall be 300 degrees.

**If the above calculated steering amplitude of the final run is greater than the maximum operable steering wheel angle determined by design of the steering system, the **nominal** final angle amplitude for the series test shall be ~~greater than 98 per cent~~ of the maximum operable angle.”**