

## Proposal for amendments to draft gtr on ESC

### Text of the regulation

Paragraph 5.5.1., amend to read:

5.5.1. The vehicle's ESC system ~~must~~ shall always return to a the default mode that satisfies the requirements of paragraphs 4. and 5., **when the vehicle exceeds 100 km/h, and** at the initiation of each new ignition cycle, regardless of what mode the driver had previously selected. However, ~~except this does not apply if that mode is specifically for enhanced traction during low speed, off road driving and is entered by the driver using a mechanical control that cannot automatically be reset electrically. If the system has more than one mode that satisfies these requirements, the default mode must be the mode that satisfies the performance requirements of paragraph 5 by the greatest margin. Additionally, the vehicle's ESC system need not return to a mode that satisfies the requirements of paragraphs 5. through 5.3.,~~ **when the vehicle exceeds 100 km/h, and** at the initiation of each new ignition cycle if:

- (a) ~~The driver-selected mode is designed~~ 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 2.4, selected by the driver for low-speed, off-road driving; ~~and vehicle speed is limited in this mode by transmission gear reduction.~~ or
- (b) ~~The driver-selected mode~~ 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.

Additionally, if the system has more than one ESC mode that satisfies the requirements of paragraphs 5.1 and 5.2 within the drive configuration (*e.g.*, two-wheel drive, full-time four-wheel drive, high-range four-wheel drive with locked center differential) selected for the previous ignition cycle, the default ESC mode shall be the mode that satisfies the stability performance requirements of paragraph 5.1 by the greatest margin.

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