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Item 2(a) of the provisional agenda

MEETING OF THE GRRF WORKING GROUP ON ELECTRONIC STABILITY CONTROL

Development of the draft global technical regulation on Electronic Stability Control

Proposed amendments to draft global technical regulation on Electronic Stability Control

Submitted by the expert from
the International Organization of Motor Vehicle Manufacturers (OICA)

The text reproduced below was prepared by the expert from OICA in order to continue to permit the use of one tell-tale only for the indication of both, the Electronic Stability Control (ESC) malfunction and ESC-OFF status. The modifications to ECE/TRANS/WP.29/GRRF/2007/14 are marked in **bold** characters or as strikethrough.

A. PROPOSAL

Paragraph 5.6., amend to read:

"5.6. ESC-OFF Tell-tale. If the manufacturer elects to install a control to turn off or reduce the performance of the ESC system under paragraph 5.5., the tell-tale **defined in paragraph 5.4. shall be activated** ~~requirements of paragraphs 5.6.1 through 5.6.9 shall be met~~ in order to alert the driver to the **inhibited or reduced** state of ESC system functionality."

Insert new paragraphs 5.6.1. to 5.6.2., to read:

"5.6.1. **The "ESC" tell-tale shall remain continuously illuminated for as long as the ESC is in a mode that renders it unable to satisfy the requirements of paragraphs 5.1., 5.2., and 5.3., and**

5.6.2. **the vehicle manufacturer may use the "ESC" tell-tale to indicate an ESC level of function other than the fully functional operating mode even if the vehicle would still meet paragraphs 5.1., 5.2., and 5.3. at that level of ESC function."**

Paragraphs 5.6.1. to 5.6.9. (former), should be deleted.

B. JUSTIFICATION

The current situation in practically all known current ESC systems across the world is such that the activation of the ESC malfunction tell-tale or of the ESC-OFF control tell-tale is used for indicating manual deactivation of the system.

This philosophy has proven to be very effective across millions of installed systems on the market. For this reason and to avoid confusing drivers with two different tell-tales for one state, i.e. ESC is not active, the industry sees no need to have two mandatory separate tell-tales for the ESC off state.
