

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

The text reproduced below was prepared by the expert from the Republic of Korea, proposing to draft amendment 1 to UN GTR No. 8 (Electronic Stability Control (ESC)). It is aimed at introducing the testing provisions to accommodate the latest innovations for steering systems. This proposal is based on the documents (ECE/TRANS/WP.29/2020/34, GRVA-09-39, GRVA-11-41, ECE/TRANS/WP.29/2022/12).

The modifications to the existing text of the Regulation are marked in bold for new, and strikethrough for deleted characters.

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 **nominal¹ final angle amplitude for the series test shall be ~~greater than 98 per cent of the maximum operable angle.~~”**

¹ The "nominal" value is understood as being the theoretical target value that does not affected by the mechanical limits.