ECONOMIC COMMISION FOR EUROPE
INLAND TRANSPORT COMMITTEE
AGREEMENT CONCERNING THE ESTABLISHING OF GLOBAL TECHNICAL REGULATIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR BE USED ON WHEELED VEHICLES
Done at Geneva on 25 June 1998

The following is the final notification by the Government of Canada, in accordance with Article 7 of the above mentioned Agreement with respect to the adoption of Global Technical Regulation No. 8 (UN GTR No. 8) regarding Electronic Stability Control Systems (ESC) into Canadian Regulations.

The section 126 of Motor Vehicle Safety Regulations in Canada (Canadian regulation)was amended to reflect provisions of UN GTR No. 8 addressing ESC. As Canada's goal is to maintain harmonization with the United States, it has incorporated by reference the requirements of the ESC safety standard of the United States that is closely aligned with the provisions of UN GTR No. 8. The amendment of Canadian regulation was published December 23, 2009, and the requirements come into effect on August 31, 2011.

The Canadian regulation requires mandatory installation of ESC on new vehicles and it applies to passenger cars, multi-purpose passenger vehicles, trucks, and buses with a gross vehicle weight rating of 4 536 kg or less.

In reference to UN GTR No.8, where there is a choice of option at the discretion of the Contracting Party, Canada has adopted the following:

- Where there is a choice of option noted in paragraph 5.3.1. of UN GTR No.8, the lateral displacement is only performed by way of computation using a double integration of the lateral acceleration of the vehicle.

- Where there is a choice of option noted in paragraph 5.5.1., where the value for gear reduction may be either of at least 1.6 or 2.0, a gear reduction ratio of at least 2.0 will be used.

- Finally, where there is a choice of option noted in paragraph 6.2.2., in regards to the road test surface, Canada has accepted only the method indicated in subparagraph (a), which is published by the American Society for Testing and Materials.

In order to maintain harmony between Canada and the United States, at this time, there are several further differences between the Canadian ESC regulation and the UN GTR No. 8 as outlined below:

- The ambient temperature for the test conditions in the Canadian regulation is between 7°C and 40°C, whereas in the gtr, it is between 0°C and 45°C, as described in paragraph 6.1.1.

- The wind speed for the test conditions in the Canadian regulation is based on vehicle's class, whereas in the gtr, it is based on vehicle's static stability factor (SSF), as described in paragraph 6.1.2.

- The fuel tank load for the test vehicle mass in the Canadian regulation is at least 75 percent of capacity, whereas in the gtr, it is at least 90 per cent of capacity, as described in paragraph 6.3.2. This difference ensures running all tests without refilling the fuel tank during testing.

- In regards to the tires that must be used for testing, for self-certification regime purpose, the Canadian regulation specifies that the vehicle must be tested with the tires installed on the vehicle at time of initial vehicle sale.

- The Canadian regulation requires outriggers to be used for testing trucks, multi-purpose passenger vehicles, and buses, whereas in the gtr, the use of outriggers is optional and may be used for testing if deemed necessary for test drivers' safety. The choice of outriggers is determined by baseline weight of the vehicle tested in the Canadian regulation, instead of the SSF of the vehicle, as described in the gtr. Also, there are two options within the Canadian regulation, instead of three in the gtr, for the type of outriggers: standard outriggers or heavy outriggers.

- Finally, the wording in the Canadian regulation regarding the strategy for identifying the “ESC OFF” control on a multi-function control is the same as in the United States regulation, which is different than the gtr wording, as described in paragraphs 5.5.2. and 5.5.3.

- In addition, the Canadian regulation includes a clause that requires safety information on the “ESC OFF” control and tell-tale in the English and French versions of the owner’s manual. This results from a survey that has shown that Canadian consumers’ awareness and understanding of ESC was low. Canada believes that the owner of the vehicle must be able to fully understand that this control may deactivate an important safety feature of the vehicle, and that the safety information for this control and tell-tale should be provided to consumers in both Canadian official languages.