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World Forum for Harmonization of Vehicle Regulations

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Item 4.7.11 of the provisional agenda

1958 Agreement:

Consideration of draft amendments to existing
UN Regulations submitted by GRVA

Proposal for Supplement 7 to the original version of UN Regulation No. 140 (ESC)

Submitted by the Working Party on Automated/Autonomous and Connected Vehicles*

The text reproduced below was adopted by the Working Party on Automated/Autonomous and Connected Vehicles (GRVA) at its twenty-third session (ECE/TRANS/WP.29/GRVA/23, para. 55). It is based on informal document GRVA-23-31. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration and vote at their March 2026 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2026 as outlined in proposed programme budget for 2026 (A/80/6 (Sect. 20), table 20.7), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Paragraph 7.4.1.2., amend to read:

7.4.1.2. Except as provided in paragraph 7.4.1.3., the ESC malfunction tell-tale shall illuminate when a malfunction exists and shall remain continuously illuminated under the conditions specified in paragraph 7.4. for as long as the malfunction exists whenever the powertrain⁶ is initiated;

Insert new footnote 6, to read:

⁶ As defined in Mutual Resolution No. 2 (M.R.2) of the 1958 and the 1998 Agreements containing vehicle propulsion system definitions, see document ECE/TRANS/WP.29/1121.

Renumber subsequent footnotes as appropriate.

Paragraph 7.4.1.3., amend to read:

7.4.1.3. Except as provided in paragraph 7.4.2., each ESC malfunction tell-tale shall be activated as a check of lamp function either at each initiation of the powertrain or in a condition that is designated by the manufacturer as a check condition.

A new engine start/run cycle (or run cycle) which is performed automatically, e.g. by the operation of a stop/start system, shall not be considered an "initiation of the powertrain" wherever that term is used in this Regulation;

Paragraph 7.4.1.4., amend to read:

7.4.1.4. Shall extinguish at the next initiation of the powertrain after the malfunction has been corrected in accordance with paragraph 9.10.4.;

Paragraph 7.5.1., amend to read:

7.5.1. The vehicle's ESC system shall always return to the manufacturer's original default mode that satisfies the requirements of paragraphs 6. and 7. at each initiation of the powertrain, regardless of what mode the driver had previously selected. However, the vehicle's ESC system need not return to a mode that satisfies the requirements of paragraphs 7. through 7.3. at each initiation of the powertrain if:

...

Paragraph 7.6.2.3., amend to read:

7.6.2.3. Except as provided in paragraphs 7.6.3. and 7.6.4. each "ESC Off" tell-tale shall be activated as a check of lamp function either when powertrain is initiated or whatever method that is designated by the manufacturer as a check position.

Paragraph 9.2., amend to read:

9.2. Tell-tale bulb check. With the vehicle stationary and powertrain deactivated, initiate the powertrain or, where applicable, the appropriate condition for the lamp check. The ESC malfunction tell-tale shall be illuminated as a check of lamp function, as specified in paragraph 7.4.1.3., and if equipped, the "ESC Off" tell-tale shall also be illuminated as a check of lamp function, as specified in paragraph 7.6.2.3. The tell-tale bulb check is not required for a tell-tale shown in a common space as specified in paragraphs 7.4.3. and 7.6.4.

Paragraph 9.3., amend to read:

9.3. "ESC Off" control check. For vehicles equipped with an "ESC Off" control, with the vehicle stationary and the powertrain deactivated, initiate the powertrain. Activate the "ESC Off" control and verify that the "ESC Off" tell-tale is illuminated, as specified in paragraph 7.6.2. Deactivate the powertrain, then again, initiate the powertrain and verify that the "ESC Off" tell-tale has extinguished indicating that the ESC system has been restored as specified in paragraph 7.5.1.

Paragraph 9.10.2., amend to read:

9.10.2. With the vehicle initially stationary and the powertrain deactivated, initiate the powertrain. Drive the vehicle forward to obtain a vehicle speed of 48 ± 8 km/h. Thirty seconds, at the latest, after the initiation of the powertrain and within the next two minutes at this speed, conduct at least one left and one right smooth turning manoeuvre without losing directional stability and one brake application. Verify that the ESC malfunction indicator illuminates in accordance with paragraph 7.4. by the end of these manoeuvres.

Paragraph 9.10.3., amend to read:

9.10.3. Stop the vehicle and deactivate the powertrain. After a five-minute period, initiate the powertrain. Verify that the ESC malfunction indicator again illuminates to signal a malfunction and remains illuminated as long as the powertrain is initiated or until the fault is corrected.

Paragraph 9.10.4., amend to read:

9.10.4. Deactivate the powertrain. Restore the ESC system to normal operation, initiate the powertrain. Re-perform the manoeuvre described in paragraph 9.10.2. and verify that the tell-tale has extinguished within this time or immediately afterwards.
