



General Specification for Electrical/Electronic Subsystems and
Components

Part 7: Specific Signal Specification for Engine Torque
Reduction (TR / MMR)
Requirements

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Revisions

Date	Paragraph
09.96	new
07.97	GMIO release

Änderungen

Datum	Abschnitt
09.96	neu
07.97	GMIO-Freigabe

1 Scope and Application

This MMR signal demands an engine torque reduction by sequential fuel cut off and/or by using engine spark retard and/or by changing the airflow to the engine (e. g. with a throttle valve actuator). Other options to reduce engine torque are possible and shall be stated in relevant specifications. Transmitter of this signal is usually a traction control system that controls the slip of the wheels to increase the vehicles stability on the road. Other transmitters of this signal are possible, e. g. a transmission controller could use this signal instead of the TC signal. The receiver of this signal is normally an engine controller. Today's engine controllers use a certain and a fixed fuel cut-off sequence to reduce the engine torque. This signal demands a torque reduction to a certain factor of the actual engine torque whereas the transmitter does not know the exact value of the actual torque.

GMI 12554 R, Part 7 determines the requirements. In addition to the requirements specified in GMI 12554, Part 1, the following requirements are applied:

2 References

2.1 Order of Precedence

The following order of precedence is valid for all of the requirements stated in this document:

1. Requirements stated in legal demands.
2. Requirements stated in the relevant specifications for the actual interface or signal (e. g. a VTS, Component drawing, etc.).
3. Requirements stated in this document.
4. Requirements stated in other GM International Standards.

Remark: In the event of a conflict between the English and the domestic language, the English language shall take precedence.

2.2 Government Documents

N. a.

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