



Durability Event: Anti-Lock Brake System (ABS) Gravel Road

1 Introduction

Note: Nothing in this standard supercedes applicable laws and regulations.

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

1.1 Purpose. To subject a vehicle to activation (forward and reverse) of the Anti-Lock Brake System (ABS) over an intermediate coefficient of friction road surface.

1.2 Applicability. The test instructions covered in this standard are intended for use in passenger car and truck testing and should be adapted at all major GM test sites:

- Cruz Alta Proving Ground - Brazil
- Dudenhofen Proving Ground - Germany
- Guangde Proving Ground - China
- Lang Lang Proving Ground - Australia
- Milford Proving Ground - USA

This global test procedure is intended to document the test facility requirements and driving instructions necessary to properly execute this durability event. Regional test procedures exist in order to implement this global procedure at the various GM proving grounds. Each regional test procedure includes the driving instructions for the specific access roads to and from the test facility, references to local signs and landmarks, and any other region-specific information necessary to implement this GMW durability event.

1.3 Remarks. This driving module provides ABS and Traction Control activations related to operation on a road surface with an intermediate coefficient of friction.

See Appendix A "Table A1: Summary of ABS and Traction Control Applications" for a summary of the ABS and Traction Control applications within this driving event.

2 References

Note: Only the latest approved standards are applicable unless otherwise specified.

2.1 External Standards/Specifications.

None

2.2 GM Standards/Specifications.

GMW15444 GMW15445

2.3 Additional References.

- **Cruz Alta.** DR.CA.1075
- **Dudenhofen.** DR.DH.ABS/TCS-Gravel
- **Guangde.** DR.GD.AZ
- **Lang Lang.** DR.LL.8TC
- **Milford.** DL.MF.AZ, DR.MF.AZ

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June 2018

Page 1 of 5



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3 Resources

3.1 Facilities. This procedure requires a relatively straight and flat gravel road surface.

The specific location/facility used at each proving ground varies. Refer to the appropriate proving ground driving instruction document.

3.1.1 Calibration. The test facilities and equipment shall be in good working order and shall have a valid calibration label.

3.1.2 Alternatives. Alternative test facilities and equipment may also be used. However, all measuring variables as specified in this standard shall be determined correctly with respect to their physical definition.

3.2 Equipment. Refer to the appropriate proving ground driving instruction document.

3.3 Test Vehicle/Test Piece. Not applicable.

3.4 Test Time. The time required to execute this event varies by proving ground. Refer to the appropriate proving ground driving instruction document in 2.3.

3.5 Test Required Information. Not applicable.

3.6 Personnel/Skills. Refer to the appropriate proving ground driving instruction document.

4 Procedure

4.1 Preparation. Refer to the appropriate proving ground driving instruction document.

4.2 Conditions.

4.2.1 Environmental Conditions. If severe weather results in driving conditions which are not safe, testing should be postponed until conditions improve.

4.2.2 Test Conditions. Deviations from the requirements of this standard shall have been agreed upon. Such requirements shall be specified on component drawings, test certificates, reports, etc.

4.3 Instructions. All driving is to be done in high range with an automatic transmission. A manual transmission is to be shifted at speeds compatible with moderate driving. This procedure does not require a dry road surface and may be executed during inclement weather conditions.

See Appendix B "Driving Instructions" for speeds and maneuvers relating to procedure.

5 Data

5.1 Calculations. Refer to appropriate durability test standard.

5.2 Interpretation of Results. Refer to appropriate durability test standard.

5.3 Test Documentation. Refer to appropriate durability test standard.

6 Safety

This standard may involve hazardous materials, operations, and equipment. This standard does not propose to address all the safety problems associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.

In general, a risk assessment needs to be performed for every driving instruction prior to executing this standard. (**Note:** National law needs to be considered while performing a risk assessment.) The required rating of risk by exposure probability and possible violation will be done in a separate document. Every identified risk must be named inside the risk assessment for the relevant driving instruction in order to announce that risk to employees. Within the risk assessment, the vehicle equipment and different vehicle build stages have to be considered. After performing a risk assessment, non-acceptable risk needs to be mitigated by appropriate countermeasures. Here technical measures are preferred because these are independent from attendant circumstances. In case technical measures are not appropriate, organizational and/or personal measures will apply. This includes training, wearing of Personal Protection Equipment, or arrangement of idle time.

6.1 Safety Precautions.

6.1.1 Instrumentation and other test equipment must be securely mounted in accordance with proving grounds traffic safety guidelines for mounting and usage of in-vehicle instrumentation.

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Page 2 of 5

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