

1.16M Vehicles. One Unverified Assumption.

GM's eBoost brake investigation is a verification story — not an automotive one.

A Federal Investigation, By the Numbers

1,164,820

VEHICLES UNDER INVESTIGATION — EA26006

745

FIELD INCIDENT REPORTS

22

CRASHES OR FIRES

0

FATALITIES — NO RECALL YET

What GM's Design Says Should Happen



A designed control-plane response to a known failure condition — documented, and tested by GM in at least one representative scenario.

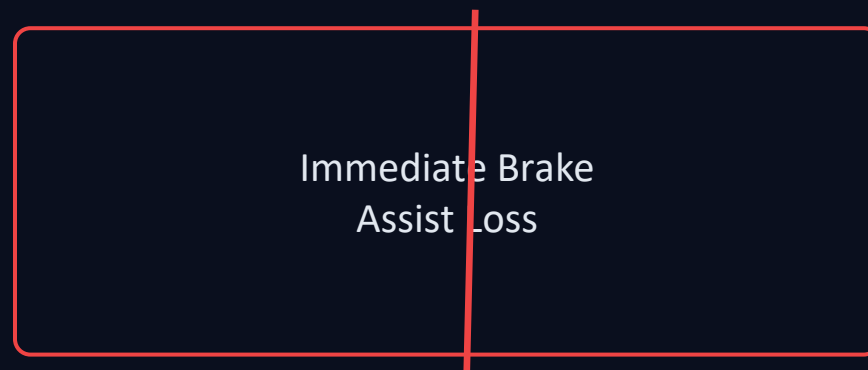
GM Tested This — In One Scenario

TESTED ✓

"Push-through braking" — pressure already in the system carried the vehicle through the ABS event.

Per GM's own technical response to NHTSA — one representative test scenario, not a guarantee across every real-world condition.

Some Reports Don't Match the Sequence



During braking — not after the vehicle stops, as GM's documented sequence describes.

A materially different failure behavior, still under active investigation — EA26006 has not concluded root cause.

Designed ≠ Verified

DOCUMENTED

Exists in the design.
Tested once, in one
representative scenario.

VERIFIED

Observed behavior matches
design across the full range
of production conditions.

A fail-safe path tested once isn't proven across every condition production will throw at it.

The Same Gap Shows Up in Infrastructure

AUTOMOTIVE

Documented failure
sequence

INFRASTRUCTURE

Documented failover /
degraded-mode path

Failover paths. DR tests. Degraded-mode runbooks. Documented once, rarely forced and observed.

Did the System Fail the Way You Expected?

A fail-safe isn't verified because it's documented. It's verified when observed behavior matches it under failure conditions.

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