Proposal for draft amendments to Regulation No. 51 - 03 series

I.   Proposal

Insert a new paragraph 2.2.7., to read:

"**2.2.7.   The tyre dimensions**"

Paragraph 2.17., amend to read:

"2.17.   "*Pre-acceleration*" means application of acceleration control device prior to AA' for the purpose of achieving stable acceleration ~~between AA' and BB'~~ **within the acceleration calculation areas**."

Paragraph 2.11.1., amend to read:

"2.11.1.   Category M_1, N_1, **$M_2 \leq$ 3500 kg**:

(a)   for front engine vehicles: the front end of the vehicle;

(b)   for mid engine vehicles: the centre of the vehicle;

(c)   for rear engine vehicles: the rear end of the vehicle."

Paragraph 2.11.2., amend to read:

"2.11.2.   Category **$M_2 >$ 3500 kg**, M_3, N_2, N_3:

the border of the engine closest to the front of the vehicle."

Annex 10,

Paragraph 3.1.2.1.2.2., amend to read:

"3.1.2.1.2.2. Calculation procedure for vehicles with automatic transmissions, adaptive transmissions and CVT's tested with non-locked gear ratios:

$a_{wot\ test}$ used in the determination of gear selection shall be the average of the four $a_{wot\ test,\ i}$ during each valid measurement run.

If devices or measures ~~described in paragraph 3.1.2.1.4.2.~~ can be used to **lock gear ratios**, calculate $a_{wot\ test}$ using the equation:

$$a_{wot\ test} = ((v_{BB'}/3.6)^2 - (v_{AA'}/3.6)^2) / (2*(20+l))$$

Pre-acceleration may be used.

If no devices or measures ~~described in paragraph 3.1.2.1.4.2.~~ **can be used to lock gear ratios** ~~are used~~, calculate $a_{wot\ test}$ using the equation:

$$a_{wot\_testPP\text{-}BB} = ((v_{BB'}/3.6)^2 - (v_{PP'}/3.6)^2) / (2*(10+l))$$

~~Pre-acceleration shall not be used.~~

~~The location of depressing the accelerator shall be where the reference point of the vehicle passes line AA'.~~

Pre-acceleration may be used."

Paragraph 3.1.2.2.1.1., amend to read:

"3.1.2.2.1.1.   Vehicles with manual transmissions

Stable acceleration condition shall be ensured. The gear choice is determined by the target conditions. If the difference in speed exceeds the given tolerance, then two gears should be tested, one above and one below the target speed.

If more than one gear fulfils the target conditions select that gear which is closest to 35 km/h. If no gear fulfils the target condition for v_{test} two gears shall be tested, one above and one below v_{test}. **When the test is performed in the gear with the speed below v_{test}, if the engine speed $n_{BB'}$ still exceed the upper limit of the target engine speed attained with an approach speed corresponding to the idle speed, then the test will be performed only in gear with the speed above v_{test}.** The target engine speed shall be reached in any condition.

A stable acceleration condition shall be ensured. If a stable acceleration cannot be ensured in a gear, this gear has to be disregarded."

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