Annex 3

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 CVTs tested with non-locked gear ratios

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

If devices or measures, as described in paragraph 3.1.2.1.4.2., can be used to control transmission operation for the purpose of achieving test requirements, calculate \( a_{\text{wot test}} \text{ using the equation:} \)

\[ a_{\text{wot test}} = \frac{(v_{BB}/3.6)^2 - (v_{AA}/3.6)^2}{2*(20+l)} \]

Pre-acceleration may be used.

If no devices or measures, as described in paragraph 3.1.2.1.4.2., are used, calculate \( a_{\text{wot test PP-BB}} \text{ using the equation:} \)

\[ a_{\text{wot test PP-BB}} = \frac{(v_{BB}/3.6)^2 - (v_{PP}/3.6)^2}{2*(10+l)} \]

Pre-acceleration shall not be used.

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

Paragraph 3.1.2.1.4., amend to read:

"3.1.2.1.4. Gear ratio selection

The selection of gear ratios for the test depends on their specific acceleration potential \( a_{\text{wot}} \) under full throttle condition, according to the reference acceleration \( a_{\text{wot ref}} \) required for the full throttle acceleration test.

Some vehicles may have different software programs or modes for the transmission (e.g. sporty, winter, adaptive…). If the vehicle has different modes leading to valid accelerations, the vehicle manufacturer has to prove to the satisfaction of the technical service, that the vehicle is tested in the mode which achieves an acceleration being closest to \( a_{\text{wot ref}} \)."
Paragraph 3.1.2.1.4.2., amend to read:

"3.1.2.1.4.2. Automatic transmission, adaptive transmissions and transmissions with variable gear ratios (CVTs) tested with non-locked gear ratios.

The gear selector position for full automatic operation shall be used.

The acceleration value \(a_{\text{wot test}}\) shall be calculated as defined in paragraph 3.1.2.1.2.2.

The test may then include a gear change to a lower range and a higher acceleration. A gear change to a higher range and a lower acceleration is not allowed. A gear shifting to a gear ratio which is not used in urban traffic shall be avoided.

Therefore, it is permitted to establish and use electronic or mechanical devices, including alternate gear selector positions, to prevent a downshift to a gear ratio which is typically not used at the specified test condition in urban traffic.

The achieved acceleration \(a_{\text{wot test}}\) shall be greater or equal to \(a_{\text{urban}}\).

If possible, the manufacturer shall take measures to avoid an acceleration value \(a_{\text{wot test}}\) greater than 2.0 m/s\(^2\).

The achieved acceleration \(a_{\text{wot test}}\) is then used for the calculation of the partial power factor \(k_p\) (see paragraph 3.1.2.1.3.) instead \(a_{\text{wot ref}}\)."