

- f) Before carrying out a test run, it is advisable to check the compression, the ignition timing, the carburetor setting, and the tappet clearance.
- g) The test route must be level without major gradients (maximum 1.5%).
- h) The car must carry two persons.
- i) Make the acceleration test twice in both directions (wind influence) and compute the mean value of these measurements.
- k) The acceleration curves given in Fig. 00 — 4/3 only apply if the vehicle is in good working order. In order to eliminate the effect of unfavorable conditions a tolerance of +5 to +6% is permissible.

## **II. Maximum Speed Test**

In practice the measurement of maximum speed of cars with high terminal speed is almost impossible. Any check carried out under inadequate conditions is bound to produce wrong results. However, to complete this section of tests, we list below the conditions to be observed:

- a) The test route must be exactly 1 km long and must be level (short maximum gradients of 1.5%).
- b) The test route must be covered in opposite directions. There must be no time lag between the two runs. Compute the mean value from the two runs.
- c) Atmospheric pressure may be 745—765 Torr, air temperature 0°—30° C.
- d) The test run must be made on a windless day (maximum wind velocity 2—3).
- e) Engine, transmission, and rear axle must be in run-in condition.
- f) At the beginning of the test run the engine must have reached operating temperature (water and oil temperature approx. 80° C).
- g) The road surface must be dry.
- h) There must be a level approach-stretch of at least 3—4 km which should be covered like the test route with throttles fully opened.
- i) The car must be fully loaded.
- k) Tire pressure must be increased to the values laid down for continuous fast freeway driving (front 1.9 atm., rear 2.0 atm. with tires cold). The tires and their tread must be in good condition.
- l) Window and ventilating system must be closed.