

# PORSCHE

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**Application for Certification:** Initial Part 1

**Model Year:** 2027

**Durability Group:** VPRXHHGNNH92

**Test Group:** VPRXV03.6T92

**Evaporative/Refueling Family(ies):** VPRXR0170R92

**Certification Summary Information Report Number(s):** CSI-VPRXV03.6T92-VPRXR0170R92

**Durability Group Description:** Four Stroke, Otto Cycle, Gasoline-Fueled Direct Injection, Unheated Monolith Ceramic Catalyst

**Test Group Description:** 3.6 Liter 6-Cylinder PC

**Applicable Standards:**  
EPA Exhaust: BIN 50, Interim Tier-4  
CARB Exhaust: ULEV 40, LEV-IV  
EPA Evap: Tier 3  
CARB Evap: LEV IV

**Carlines Covered:**  
911 Carrera GTS Cabriolet  
911 Carrera GTS  
911 Carrera 4 GTS Cabriolet  
911 Carrera 4 GTS  
911 Targa 4 GTS

**Vehicles Tested:**  
**Exhaust:** ECFE-992GTS-26  
**Evap:** FE-992-25

**Agency Response Requested By:** June 15, 2026

**Special Instructions:** N/A

**For Questions Contact:** [emissions@porsche.us](mailto:emissions@porsche.us)

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## **Section 1~Correspondence and Communications**

Persons Authorized to  
Contact Agencies:

Regulatory Affairs  
Porsche Cars North America, Inc.  
One Porsche Drive  
Atlanta, Georgia 30354  
E-mail: [emissions@porsche.us](mailto:emissions@porsche.us)

## Section 2~Durability Group Description

**Durability Group Name:** VPRXHHGNNH92

**Combustion Cycle:** 4-stroke otto

**Engine Type:** 6-cylinder, horizontal arrangement

**Fuel Used:** gasoline

**Basic Fuel Metering System:** direct injection

**Catalyst Construction:** Refer to Section 16.02

**Catalyst Type:** Refer to Section 16.02

**Model(s):**

**Catalyst Primary and Secondary Bricks:**  
**Precious Metal Composition, Primary:**  
**Precious Metal Composition, Secondary:**  
**Precious Metal Loading, Primary (g):**  
**Precious Metal Loading, Secondary (g):**  
**Number of cans (lines):**  
**Total Precious Metal Loading (g):**

| 911 Carrera GTS        |
|------------------------|
| Refer to Section 16.02 |

**Particulate Filter:** Refer to Section 16.02

|                 | <u>GS</u>              | <u>% of Max GS</u> |
|-----------------|------------------------|--------------------|
| 911 Carrera GTS | Refer to Section 16.02 |                    |

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## Section 3~Evaporative / Refueling Family Description

### Evaporative/Refueling Families

Please refer to Section 3 of the LDV Common Section for a detailed description of this Evaporative/ORVR system.

|                                   |                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Family Name</b>                | <b>VPRXR0170R92</b>                                                                                                                                                                                                                                                                                                                                                 |
| <b>Carryover Family</b>           | TPRXR0170R92                                                                                                                                                                                                                                                                                                                                                        |
| <b>Models Covered</b>             | All 911s                                                                                                                                                                                                                                                                                                                                                            |
| <b>In-Use Performance</b>         | To date, no Porsche vehicle ORVR systems have exhibited problems in the field.                                                                                                                                                                                                                                                                                      |
| <b>ORVR Family:<br/>Carryover</b> | <p>Carried over ORVR family originally approved by EPA on 10/16/2002</p> <p>(1) No substantial changes have been made from the previously certified system</p> <p>(2) Porsche is not aware of any in-use problems with this system as of this time</p> <p>(3) Please refer to the Porsche LDV/LDT Common Section documentation for the ORVR system description.</p> |

## Section 4~Durability Procedure Description

### **Exhaust / Evaporative Deterioration**

Based on Porsche's engineering judgment, all the vehicles described in this Application for Certification comply with all applicable useful life standards.

### **Exhaust Deterioration Factors (g/mile):**

Porsche SBC

| <u>Basis</u> | <u>NMOG</u> | <u>NOx</u> | <u>NMOG +<br/>NOx</u> | <u>CO</u> | <u>HCHO</u> | <u>N2O</u> | <u>CH4</u> | <u>PM</u> | <u>NMHC</u> |
|--------------|-------------|------------|-----------------------|-----------|-------------|------------|------------|-----------|-------------|
| 150K *       | 0.0009      | 0.0008     | 0.0017                | 0.05      | 0.0000      | 0.0000     | 0.0047     | 0.0000    | 0.0008      |

\* N2O and CH4 basis is 120K

### **Evaporative Deterioration Factors:**

#### **VPRXR0170R92**

Porsche SBC

| <u>Basis</u> | <u>2-day</u> | <u>3-day</u> | <u>RL</u> | <u>ORVR</u> |
|--------------|--------------|--------------|-----------|-------------|
| 150K         | 0.0000       | 0.0000       | 0.0000    | 0.003       |



## **Section 5~Test Group Description**

|                                                   |                                                                           |                        |
|---------------------------------------------------|---------------------------------------------------------------------------|------------------------|
| <b>Durability Group Name:</b>                     | VPRXHHGNNH92                                                              |                        |
| <b>Test Group Name:</b>                           | VPRXV03.6T92                                                              |                        |
| <b>Certification Summary Information Reports:</b> | CSI-VPRXV03.6T92-VPRXR0170R92                                             |                        |
| <b>No. Cylinders and Arrangement</b>              | 6-cylinder, horizontal arrangement                                        |                        |
| <b>Engine Displacement:</b>                       | 3.6 Liter                                                                 |                        |
| <b>Vehicle Classe(s):</b>                         | PC                                                                        |                        |
| <b>NLEV Participation:</b>                        | No                                                                        |                        |
| <b>Emissions Standards Class:</b>                 | Federal:                                                                  | BIN 50, Interim Tier-4 |
|                                                   | California:                                                               | ULEV 40, LEV-IV        |
| <b>Applicable Emissions Standards:</b>            | Please refer to the Certification Summary Information Report in Section 7 |                        |
| <b>Hybrid Description:</b>                        | Hybrid                                                                    |                        |
| <b>High Voltage Battery Description:</b>          | Type:                                                                     | Lithium-Ion            |
|                                                   | Nominal Voltage:                                                          | 360 Usable             |
|                                                   | Capacity (Ah):                                                            | 5                      |
| <b>Electric Motor Description:</b>                | Type :                                                                    | PMSM                   |
|                                                   | Rated Power (kW) :                                                        | 63                     |

## Section 6~Test Vehicle Description

### 6.01>> Test Vehicles

|                              | Test Vehicle ID | Vehicle/Config Purpose        |
|------------------------------|-----------------|-------------------------------|
| Certification Test Vehicles: | ECFE-992GTS-26  | Exhaust Emissions             |
|                              | FE-992-25       | Evaporative Data (All Models) |
|                              |                 |                               |
| Durability Test Vehicles:    | DDV-992GTS-25   | Exhaust Durability            |
|                              |                 |                               |
|                              |                 |                               |

| Test Vehicle Information | Exhaust | Evaporative | Durability (see 6.05) |
|--------------------------|---------|-------------|-----------------------|
|--------------------------|---------|-------------|-----------------------|

|                                        |                             |                       |  |
|----------------------------------------|-----------------------------|-----------------------|--|
| Test Group Name                        | TPRXV03.6T92                | SPRXV03.0C92          |  |
| Evaporative Family Name                | TPRXR0170R92                | SPRXR0170R92          |  |
| Test Vehicle ID                        | ECFE-992GTS-26              | FE-992-25             |  |
| Test Vehicle Model Name                | 911 Carrera 4 GTS Cabriolet | 911 Carrera Cabriolet |  |
| Engine Code                            | DWT                         | DYH                   |  |
| Displacement (L)                       | 3.6                         | 3.0                   |  |
| Rated Engine Power (HP)                | 478                         | 388                   |  |
| Transmission                           | AMS                         | AMS                   |  |
| Equivalent Test Weight (ETW) (lbs)     | 4250                        | 4000                  |  |
| Gross Vehicle Weight (lbs)             | 4663                        | 4442                  |  |
| Axle Ratio                             | 3.02                        | 3.12                  |  |
| Drive Mode for Testing                 | AWD                         | RWD                   |  |
| SIL usage                              | No                          | No                    |  |
| Start - Stop                           | Yes                         | Yes                   |  |
| Aged components                        | No                          | No                    |  |
| Fuel                                   | Gasoline                    | Gasoline              |  |
| Drive Source                           | ICE                         | ICE                   |  |
| Fuels stored separately or together    | N/A                         | N/A                   |  |
| Fuels combusted separately or together | N/A                         | N/A                   |  |
| RESS type                              | N/A                         | N/A                   |  |
| Off-board charge capable               | N/A                         | N/A                   |  |
| Regenerative Braking                   | N/A                         | N/A                   |  |

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## Section 6~Test Vehicle Description

### 6.02>> Test Parameters, Instructions

| Carlines                                  |                                 | 911 Series                                                                                                                                                                                                                                                                                                 |  |  |
|-------------------------------------------|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| <b>Engine Starting Procedures</b>         |                                 | 1) Depress brake pedal<br>2) Turn ignition key clockwise or press button to crank (do not depress accelerator pedal), release key/button as soon as engine starts<br>3) If engine fails to start within 15 seconds, turn ignition key to the OFF position or depress button, wait 10 seconds, then restart |  |  |
| <b>Transmission Shift Schedules, Mode</b> | <b>Transmission</b>             | Automatic, 8-speed                                                                                                                                                                                                                                                                                         |  |  |
|                                           | <b>1st to 2nd</b>               | N/A                                                                                                                                                                                                                                                                                                        |  |  |
|                                           | <b>2nd to 3rd</b>               | N/A                                                                                                                                                                                                                                                                                                        |  |  |
|                                           | <b>3rd to 4th</b>               | N/A                                                                                                                                                                                                                                                                                                        |  |  |
|                                           | <b>4th to 5th</b>               | N/A                                                                                                                                                                                                                                                                                                        |  |  |
|                                           | <b>5th to 6th</b>               | N/A                                                                                                                                                                                                                                                                                                        |  |  |
|                                           | <b>6th to 7th</b>               | N/A                                                                                                                                                                                                                                                                                                        |  |  |
|                                           | <b>7th to 8th</b>               | N/A                                                                                                                                                                                                                                                                                                        |  |  |
|                                           | <b>SS II.D.</b>                 | FTP – FTA; HWFE - HWA                                                                                                                                                                                                                                                                                      |  |  |
|                                           | <b>Transmission Mode</b>        | Auto Mode: operate in "D" and auto mode only. Do not shift manually                                                                                                                                                                                                                                        |  |  |
| <b>Selectable modes</b>                   | <b>Start-stop</b>               | Leave in default mode -- indicator on center console should not be illuminated                                                                                                                                                                                                                             |  |  |
|                                           | <b>Other (Sport, Wet, etc.)</b> | Leave all selectable mode buttons in default                                                                                                                                                                                                                                                               |  |  |
| <b>Other</b>                              | <b>Cooling fan</b>              | One road-speed fan, centered upright, front of vehicle                                                                                                                                                                                                                                                     |  |  |
|                                           | <b>Body apertures</b>           | Leave all apertures closed                                                                                                                                                                                                                                                                                 |  |  |
|                                           | <b>Test lab considerations</b>  | Porsche can supply instructions separately for E-Brake, Dyno Mode, Soak Area, and Canister loading                                                                                                                                                                                                         |  |  |

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## Section 6~Test Vehicle Description

### 6.03>> Dynamometer Parameters

| Vehicle ID     | Trans | ETW [lbf] | Single Roll Coefficients (target) |             |                           |
|----------------|-------|-----------|-----------------------------------|-------------|---------------------------|
|                |       |           | A [lbf]                           | B [lbf/mph] | C [lbf/mph <sup>2</sup> ] |
| ECFE-992GTS-26 | AMS   | 4250      | 38.53                             | 0.8007      | 0.01328                   |
| FE-992-25      | AMS-8 | 4000      | 38.37                             | 0.5355      | 0.01609                   |
|                |       |           |                                   |             |                           |
|                |       |           |                                   |             |                           |

| Vehicle ID     | Trans | ETW [lbf] | Single Roll Coefficients (set) |             |                           |
|----------------|-------|-----------|--------------------------------|-------------|---------------------------|
|                |       |           | A [lbf]                        | B [lbf/mph] | C [lbf/mph <sup>2</sup> ] |
| ECFE-992GTS-26 | AMS   | 4250      | 0.87                           | 0.2862      | 0.01466                   |
| FE-992-25      | AMS-8 | 4000      | -1.56                          | 0.1633      | 0.01698                   |
|                |       |           |                                |             |                           |
|                |       |           |                                |             |                           |

Note: Porsche's RLHP measurement and calculation methods are available upon request.

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## Section 6~Test Vehicle Description

### 6.04>> FFTP Summary

|                                |                  |                                |
|--------------------------------|------------------|--------------------------------|
| Carlines                       | 911 Series       |                                |
| Evaporative Testing Parameters | Canister Loading | Canister Working Capacity =170 |
|                                | FFTP REPORT ID * | 23049741                       |

### TEST RESULTS

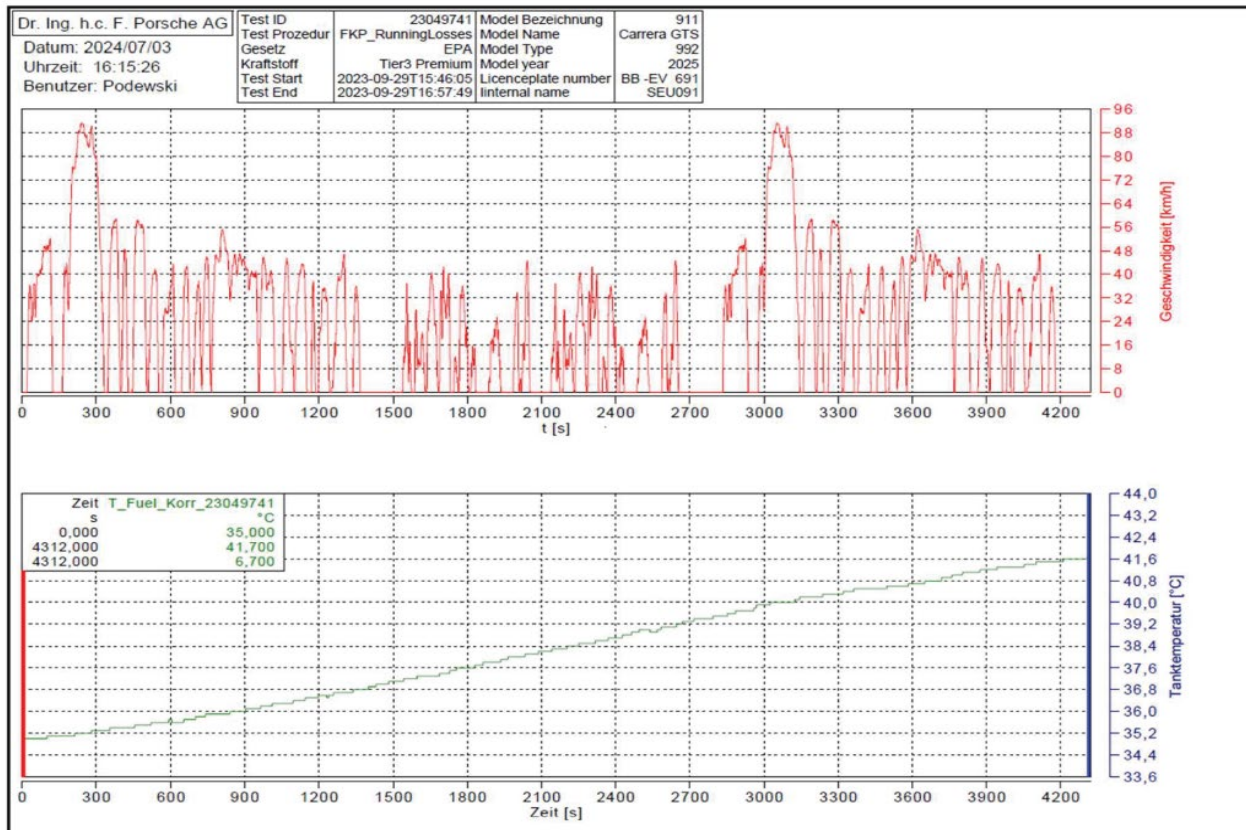


Abbildung 2: Auf 35°C Starttemperatur korrigierter Verlauf mit 992 PA SEU091.

\* Full report is available for review

## **Section 6~Test Vehicle Description**

### **6.05>> Durability Test Vehicle(s)**

Durability vehicle information follows this page.

## Section 7~Test Results

### 7.01>> Exhaust / Evaporative Standards

**Exhaust Standards:** Federal: **BIN 50** California: **ULEV 40**

| Test Cycle | Constituent            | Certification Standard (g/mi) |            | High Altitude (g/mi) | In-Use Standard (g/mi) |            |
|------------|------------------------|-------------------------------|------------|----------------------|------------------------|------------|
|            |                        | Federal                       | California |                      | Federal                | California |
| FTP        | NMOG+NOx               | 0.050                         | 0.040      | 0.060                | 0.050                  | 0.040      |
|            | CO                     | 1.7                           | 1.7        | 1.7                  | 1.7                    | 1.7        |
|            | HCHO                   | 0.004                         | 0.004      | 0.004                | 0.004                  | 0.004      |
|            | PM                     | 0.003                         | 0.001      | 0.001                | 0.003                  | 0.002      |
|            | CH4                    | 0.030                         | 0.030      | 0.030                | 0.030                  | 0.030      |
|            | N2O                    | 0.010                         | 0.010      | 0.010                | 0.010                  | 0.010      |
| HFET       | NMOG+NOx               | 0.050                         | 0.040      | 0.105                | 0.050                  | 0.040      |
| SFTP       | Composite NMOG+NOx     | 0.080                         | --         | --                   | 0.080                  | --         |
|            | Composite CO           | 4.2                           | --         | --                   | 4.2                    | --         |
|            | Fleet Average NMOG+NOX | 0.050                         | --         | --                   | 0.050                  | --         |
| US06       | NMOG+NOx               | --                            | 0.040      | --                   | --                     | 0.084      |
|            | CO                     | --                            | 9.6        | --                   | --                     | 9.6        |
|            | PM                     | 0.006                         | 0.003      | --                   | 0.010                  | 0.010      |
| SC03       | NMOG+NOx               | --                            | 0.040      | --                   | --                     | --         |
|            | CO                     | --                            | 1.7        | --                   | --                     | --         |
| Cold CO    | CO                     | 10.0                          | 10.0       | --                   | 10.0                   | 10.0       |
|            | NMHC                   | 0.3                           | 0.3        | --                   | 0.3                    | 0.3        |
| 50 Deg F   | NMOG+NOx               | --                            | 0.100      | --                   | --                     | --         |
|            | CO                     | --                            | 1.7        | --                   | --                     | --         |
|            | HCHO                   | --                            | 0.016      | --                   | --                     | --         |

| Test Cycle   | Constituent       | Certification Standard |            | High Altitude | In-Use Standard |            |
|--------------|-------------------|------------------------|------------|---------------|-----------------|------------|
|              |                   | Federal                | California |               | Federal         | California |
| 2-Day        | HC-EQUIV (g/test) | 0.300                  | 0.300      | 0.65          | 0.300           | 0.300      |
| 3-Day        | HC-EQUIV (g/test) | 0.300                  | 0.300      | 0.65          | 0.300           | 0.300      |
| Running Loss | HC-EQUIV (g/mi)   | 0.05                   | 0.05       | 0.05          | 0.05            | 0.05       |
| ORVR         | HC-EQUIV (g/gal)  | 0.20                   | 0.20       | 0.20          | 0.20            | 0.20       |
| BETP         | HC-EQUIV (g/test) | 0.020                  | 0.020      | N/A           | N/A             | N/A        |

## Section 7-Test Results

### 7.02>> GHG Compliance Statements / Certification Tests

GHG in-use standards: Please refer to the VW Group's final GHG Report for this Model Year.

Start-Stop: For all models in this test group, the Auto Start-Stop system defaults to ON. Therefore, in-use tests should be conducted in the Default mode, and no weighting of test data is required for demonstrating compliance with in-use GHG standards.

N<sub>2</sub>O and CH<sub>4</sub>: Please see attestations of GHG fleet averaging in Section 8.02. Porsche has elected to comply with N<sub>2</sub>O and CH<sub>4</sub> standards for all test groups of the following model year:

2027

### Certification Tests

| Exhaust:     |         |  |  |
|--------------|---------|--|--|
| TPRX10090124 | FTP     |  |  |
| TPRX10090125 | HFET    |  |  |
| TPRX10090126 | US06    |  |  |
| TPRX10090127 | SC03    |  |  |
| TPRX10090129 | Cold CO |  |  |
| TPRX10090128 | 50 F    |  |  |

| Evaporative: |  | (VPRXR0170R92) |
|--------------|--|----------------|
| SPRX10086811 |  | 2-Day Evap     |
| SPRX10086627 |  | 3-Day Evap     |
| SPRX10086628 |  | Running Loss   |
| SPRX10086624 |  | ORVR           |
| SPRX10086629 |  | BETP           |

| GHG Compliance: |      |
|-----------------|------|
| TPRX10090251    | FTP  |
| TPRX10090252    | HFET |

| Charge Depleting: |      |
|-------------------|------|
| TPRX10090377      | UDDS |
|                   | Hwy  |

Note: blank cells or tables are intentionally blank.



## **Section 7-Test Results**

### **7.03>> CSI Report, Evap Family VPRXR0170R92**

The Certification Summary Information (CSI) report begins on the following page.

## Certification Summary Information Report

|                                   |              |                                     |                        |
|-----------------------------------|--------------|-------------------------------------|------------------------|
| <b>Manufacturer</b>               | Porsche AG   | <b>Manufacturer Code</b>            | PRX                    |
| <b>Test Group</b>                 | VPRXV03.6T92 | <b>Evaporative/Refueling Family</b> | VPRXR0170R92           |
| <b>Certificate Number</b>         | --           | <b>CARB Executive Order #</b>       | --                     |
| <b>Certificate Issue Date</b>     | --           | <b>Certificate Revision Date</b>    | --                     |
| <b>Certificate Effective Date</b> | --           | <b>Conditional Certificate</b>      | --                     |
| <b>CSI Revision #</b>             | --           | <b>CSI Submission/Revision Date</b> | 05/18/2026 01:00:58 PM |
| <b>Model Year</b>                 | 2027         |                                     |                        |

  
**Test Group Information**

|                          |                       |                                        |    |
|--------------------------|-----------------------|----------------------------------------|----|
| <b>CSI Type</b>          | Update for Correction | <b>Running Change Reference Number</b> | -- |
| <b>GHG Exempt Status</b> | Not Exempt            |                                        |    |

  
**Drive Sources and Fuel(s)**

**Drive Source #1:** Combustion Engine

| Fuel     | Basic Fuel Metering System           | Lean Burn Strategy Indicator |
|----------|--------------------------------------|------------------------------|
| Gasoline | Spark Ignition Direct fuel injection | No                           |

|                                                     |                                                                                       |                                                            |              |
|-----------------------------------------------------|---------------------------------------------------------------------------------------|------------------------------------------------------------|--------------|
| <b>Hybrid Indicator</b>                             | No                                                                                    |                                                            |              |
| <b>Multiple Fuel Storage</b>                        | --                                                                                    | <b>Rechargeable Energy Storage System Indicator</b>        | --           |
| <b>Multiple Fuel Combustion</b>                     | --                                                                                    | <b>Off-board Charge Capable Indicator</b>                  | --           |
| <b>Fuel Cell Indicator</b>                          | --                                                                                    | <b>EPA Vehicle Class</b>                                   | LDV          |
| <b>Federal Clean Fuel Vehicle</b>                   | No                                                                                    | <b>Federal Clean Fuel Vehicle Standard</b>                 | --           |
| <b>Federal Clean Fuel Vehicle ILEV</b>              | --                                                                                    | <b>California Partial Zero Emissions Vehicle Indicator</b> | --           |
| <b>Durability Group Name</b>                        | VPRXHHGNNH92                                                                          | <b>Durability Group Equivalency Factor</b>                 | 1.0          |
| <b>Reduced Fee Test Group</b>                       | No                                                                                    | <b>Certification Region Code(s)</b>                        | FA, CA       |
| <b>Complies with HD GHG 2b/3 regulations?</b>       | No                                                                                    |                                                            |              |
| <b>Introduction into Commerce Date</b>              | --                                                                                    | <b>CAP2000 Conditional Certificate?</b>                    | N/A          |
| <b>Independent Commercial Importer?</b>             | --                                                                                    | <b>Alternative Fuel Converter Certificate?</b>             | --           |
| <b>SFTP Federal Composite Compliance Identifier</b> | Tier 3                                                                                | <b>SFTP Tier 2 Composite CO Option</b>                     | No           |
| <b>SFTP LEV-III Composite Compliance Indicator</b>  | No                                                                                    |                                                            |              |
| <b>OBD Compliance Type</b>                          | CARB                                                                                  | <b>OBD Demonstration Vehicle Test Group</b>                | VPRXV03.6T92 |
| <b>Test Group OBD Compliance Level</b>              | Partial - with deficiencies                                                           | <b>Number of Test Group OBD Deficiencies</b>               | 1            |
| <b>OBD Deficiencies Comments</b>                    | E-26-104 - one deficiency for SAE J1979-2 implementation (VPRXV03.6T92, VPRXV03.6H92) |                                                            |              |
| <b>Mfr Test Group Comments</b>                      | --                                                                                    |                                                            |              |
| <b>Mfr Exhaust / Evap Standards Comments</b>        | --                                                                                    |                                                            |              |

## Certification Summary Information Report

|                                                                             |                                                  |                                                           |                                |
|-----------------------------------------------------------------------------|--------------------------------------------------|-----------------------------------------------------------|--------------------------------|
| <b>Test Group</b>                                                           | VPRXV03.6T92                                     | <b>Evaporative/Refueling Family</b>                       | VPRXR0170R92                   |
| <b>Evaporative/Refueling Family Information</b>                             |                                                  |                                                           |                                |
| <b>Evaporative Summary Information Type</b>                                 | New                                              | <b>Submission/Correction Date</b>                         | 03/23/2026 03:37:02 PM         |
| <b>Integrated ORVR?</b>                                                     | Yes                                              | <b>Fuel(s)</b>                                            | Gasoline                       |
| <b>Multiple Fuel Storage</b>                                                | --                                               |                                                           |                                |
| <b>Bladder Fuel Tank?</b>                                                   | No                                               |                                                           |                                |
| <b>Fuel Tank Material</b>                                                   | Plastic                                          | <b>Fuel Tank Material Description</b>                     | HDPE                           |
| <b>Fill Pipe Seal Type</b>                                                  | Liquid seal                                      |                                                           |                                |
| <b>Air Intake System Vapor Storage Device?</b>                              | No                                               | <b>Air Intake System Vapor Storage Device Description</b> | --                             |
| <b>Fuel System Vapor Storage Canister?</b>                                  | Yes                                              | <b>Other Vapor Storage</b>                                | --                             |
| <b>Fuel System Vapor Storage Canister(s) Total Working Capacity (grams)</b> | 170                                              | <b>Number of Primary Canisters</b>                        | 1                              |
| <b>Number of Bleed Canisters</b>                                            | 1                                                | <b>Bleed Canister Total Working Capacity (grams)</b>      | 170                            |
| <b>Mfr Evaporative/Refueling Family Comments</b>                            | --                                               |                                                           |                                |
| <b>Leak Family Details</b>                                                  |                                                  |                                                           |                                |
| <b>Leak Family Indicator</b>                                                | Yes                                              |                                                           |                                |
| <b>Canister Bleed Test Indicator</b>                                        | Yes                                              | <b>Applicability of Evaporative Canister Bleed Test</b>   | 50 State                       |
| <b>Evaporative Canister Bleed Test Comments</b>                             | --                                               |                                                           |                                |
| <b>CARB Fuel Only (Rig) Test Indicator</b>                                  | No                                               | <b>Applicability of CARB Fuel Only (Rig) Test</b>         | --                             |
| <b>CARB Fuel Only (Rig) Test Comments</b>                                   | --                                               |                                                           |                                |
| <b>Leak Family Name</b>                                                     | <b>Applicability of Leak Family Requirements</b> | <b>Leak Family Standard (inches)</b>                      | <b>Leak Family Description</b> |
| VPRXR0170R92-001                                                            | 50 State                                         | 0.02                                                      | --                             |

## Certification Summary Information Report

|                   |              |                                     |              |
|-------------------|--------------|-------------------------------------|--------------|
| <b>Test Group</b> | VPRXV03.6T92 | <b>Evaporative/Refueling Family</b> | VPRXR0170R92 |
|-------------------|--------------|-------------------------------------|--------------|

**Models Covered by this Certificate**

| <b>Carline Manufacturer</b> | <b>Division</b> | <b>Carline</b>                       | <b>Certification Region Code(s)</b>    | <b>Drive System</b> | <b>Trans - Type</b>                                                        | <b>- # of Gears</b> | <b>Trans - Lockup</b> |
|-----------------------------|-----------------|--------------------------------------|----------------------------------------|---------------------|----------------------------------------------------------------------------|---------------------|-----------------------|
| Porsche AG                  | 1 - Porsche     | 540 - 911 Carrera GTS                | California + CAA<br>Section 177 states | 2-Wheel Drive, Rear | Automated Manual-<br>Selectable (e.g.<br>Automated Manual<br>with paddles) | 8                   | No                    |
| Porsche AG                  | 1 - Porsche     | 550 - 911 Carrera 4<br>GTS           | California + CAA<br>Section 177 states | All Wheel Drive     | Automated Manual-<br>Selectable (e.g.<br>Automated Manual<br>with paddles) | 8                   | No                    |
| Porsche AG                  | 1 - Porsche     | 560 - 911 Targa 4 GTS                | California + CAA<br>Section 177 states | All Wheel Drive     | Automated Manual-<br>Selectable (e.g.<br>Automated Manual<br>with paddles) | 8                   | No                    |
| Porsche AG                  | 1 - Porsche     | 560 - 911 Targa 4 GTS                | Federal                                | All Wheel Drive     | Automated Manual-<br>Selectable (e.g.<br>Automated Manual<br>with paddles) | 8                   | No                    |
| Porsche AG                  | 1 - Porsche     | 555 - 911 Carrera 4<br>GTS Cabriolet | California + CAA<br>Section 177 states | All Wheel Drive     | Automated Manual-<br>Selectable (e.g.<br>Automated Manual<br>with paddles) | 8                   | No                    |
| Porsche AG                  | 1 - Porsche     | 545 - 911 Carrera GTS<br>Cabriolet   | Federal                                | 2-Wheel Drive, Rear | Automated Manual-<br>Selectable (e.g.<br>Automated Manual<br>with paddles) | 8                   | No                    |
| Porsche AG                  | 1 - Porsche     | 550 - 911 Carrera 4<br>GTS           | Federal                                | All Wheel Drive     | Automated Manual-<br>Selectable (e.g.<br>Automated Manual<br>with paddles) | 8                   | No                    |
| Porsche AG                  | 1 - Porsche     | 555 - 911 Carrera 4<br>GTS Cabriolet | Federal                                | All Wheel Drive     | Automated Manual-<br>Selectable (e.g.<br>Automated Manual<br>with paddles) | 8                   | No                    |
| Porsche AG                  | 1 - Porsche     | 545 - 911 Carrera GTS<br>Cabriolet   | California + CAA<br>Section 177 states | 2-Wheel Drive, Rear | Automated Manual-<br>Selectable (e.g.<br>Automated Manual<br>with paddles) | 8                   | No                    |
| Porsche AG                  | 1 - Porsche     | 540 - 911 Carrera GTS                | Federal                                | 2-Wheel Drive, Rear | Automated Manual-<br>Selectable (e.g.<br>Automated Manual<br>with paddles) | 8                   | No                    |

**Engine Description**

**Hybrid Type** --  
**Engine Type** 4-Stroke Spark Ignition  
**Engine Block Arrangement** Horizontally Opposed  
**Camless Valvetrain Indicator** No  
**Number of Cylinders/Rotors** 6

**Hybrid Description** --  
**Mfr Engine Description** --  
**Mfr Engine Block Arrangement Description** --  
**Oil Viscosity/Classification** 0W40  
**Mechanically Variable Compression Ratio Indicator** N

## Certification Summary Information Report

|                                                  |              |                                                  |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
|--------------------------------------------------|--------------|--------------------------------------------------|--------------|---------------------------------------------------------|----------------|---------------------------|------------------------------|----------------------------------|---------------------------------|-------------------------------------|------------------------------|
| <b>Test Group</b>                                |              | VPRXV03.6T92                                     |              | <b>Evaporative/Refueling Family</b>                     |                | VPRXR0170R92              |                              |                                  |                                 |                                     |                              |
| <b>After Treatment Device(s) (ATD)</b>           |              |                                                  |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>ATD Number</b>                                |              | <b>ATD Type</b>                                  |              | <b>ATD Precious Metal</b>                               |                | <b>Substrate Material</b> |                              | <b>Substrate Construction</b>    |                                 |                                     |                              |
| 1                                                |              | Three-way catalyst                               |              | Palladium + Rhodium                                     |                | Ceramic                   |                              | Monolith                         |                                 |                                     |                              |
| 2                                                |              | Three-way catalyst                               |              | Palladium + Rhodium                                     |                | Ceramic                   |                              | Monolith                         |                                 |                                     |                              |
| <b>Mfr After Treatment Device (ATD) Comments</b> |              | --                                               |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Direct Ozone Reduction (DOR) Device</b>       |              | Not Equipped                                     |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Mfr Emission Control Device Comments</b>      |              | TWC/MAP/GPF/DFI/2WR-HO2S/WR-HO2S/HO2S/TC/CAC/AIR |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Engine Configuration Number 1</b>             |              |                                                  |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Engine Displacement (liters)</b>              |              | 3.6                                              |              | <b>Engine Rated Horsepower</b>                          |                | 478                       |                              |                                  |                                 |                                     |                              |
| <b>Number of Inlet Valves Per Cylinder</b>       |              | 2                                                |              | <b>Number of Exhaust Valves Per Cylinder</b>            |                | 2                         |                              |                                  |                                 |                                     |                              |
| <b>Air Aspiration Method</b>                     |              | Turbocharged                                     |              | <b>Number of Air Aspiration Devices</b>                 |                | 1                         |                              |                                  |                                 |                                     |                              |
| <b>Air Aspiration Device Configuration</b>       |              | Single                                           |              | <b>Charge Air Cooler Type</b>                           |                | Air                       |                              |                                  |                                 |                                     |                              |
| <b>Air Aspiration Drive Method(s)</b>            |              | Mechanical                                       |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Cylinder Deactivation</b>                     |              | No                                               |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Cylinder Deactivation Description</b>         |              | --                                               |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Variable Valve Timing</b>                     |              | Yes                                              |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Variable Valve Timing System Description</b>  |              | VarioCam                                         |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Variable Valve Lift?</b>                      |              | No                                               |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Variable Valve Lift System Description</b>    |              | --                                               |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Number of Knock Sensors</b>                   |              | 2                                                |              | <b>Number of Air/Fuel Sensors</b>                       |                | 4                         |                              |                                  |                                 |                                     |                              |
| <b>Air/Fuel Sensor # 1 Type</b>                  |              | Heated oxygen                                    |              | <b>Air/Fuel Sensor # 1 Description</b>                  |                | --                        |                              |                                  |                                 |                                     |                              |
| <b>Air/Fuel Sensor # 2 Type</b>                  |              | Heated oxygen                                    |              | <b>Air/Fuel Sensor # 2 Description</b>                  |                | --                        |                              |                                  |                                 |                                     |                              |
| <b>Air/Fuel Sensor # 3 Type</b>                  |              | Heated oxygen                                    |              | <b>Air/Fuel Sensor # 3 Description</b>                  |                | --                        |                              |                                  |                                 |                                     |                              |
| <b>Air/Fuel Sensor # 4 Type</b>                  |              | Heated oxygen                                    |              | <b>Air/Fuel Sensor # 4 Description</b>                  |                | --                        |                              |                                  |                                 |                                     |                              |
| <b>Mfr Air/Fuel Sensor Comments</b>              |              | --                                               |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Exhaust Gas Recirculation</b>                 |              | No                                               |              | <b>Cooled Exhaust Gas Recirculation</b>                 |                | --                        |                              |                                  |                                 |                                     |                              |
| <b>EGR Type</b>                                  |              | --                                               |              | <b>Exhaust Gas Recirculation Description if 'Other'</b> |                | --                        |                              |                                  |                                 |                                     |                              |
| <b>Closed Loop Air Injection System</b>          |              | --                                               |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Air Injection Type</b>                        |              | --                                               |              | <b>Air Injection Type if 'Other'</b>                    |                | --                        |                              |                                  |                                 |                                     |                              |
| <b>Mfr Engine Configuration Comments</b>         |              | --                                               |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Official Test Numbers</b>                     |              |                                                  |              |                                                         |                |                           |                              |                                  |                                 |                                     |                              |
| <b>Test Group</b>                                | <b>Fuel</b>  | <b>FTP</b>                                       | <b>US06</b>  | <b>SC03</b>                                             | <b>Cold CO</b> | <b>Highway</b>            | <b>EPA City Litmus Value</b> | <b>EPA City Litmus Threshold</b> | <b>EPA Highway Litmus Value</b> | <b>EPA Highway Litmus Threshold</b> | <b>CREE Weighting Factor</b> |
| Gasoline                                         | TPRX10090124 | TPRX10090126                                     | TPRX10090127 | TPRX10090129                                            | TPRX10090125   | --                        | 228.2                        | --                               | 286.1                           | --                                  |                              |

Certification Summary Information Report

|                                    |              |                              |              |
|------------------------------------|--------------|------------------------------|--------------|
| Test Group                         | VPRXV03.6T92 | Evaporative/Refueling Family | VPRXR0170R92 |
| SFTP LEV-III Official Test Numbers |              |                              |              |
| Test Group Fuel                    | FTP          | US06                         | SC03         |
| Gasoline                           | TPRX10090124 | TPRX10090126                 | TPRX10090127 |

## Certification Summary Information Report

| Test Group                                   | VPRXV03.6T92                                                                                                                                                                                                    | Evaporative/Refueling Family                   | VPRXR0170R92                |      |   |                   |          |  |
|----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|-----------------------------|------|---|-------------------|----------|--|
| <b>Emission Data Vehicle Information</b>     |                                                                                                                                                                                                                 |                                                |                             |      |   |                   |          |  |
| Vehicle ID / Configuration                   | ECFE-992GTS-26 / 0                                                                                                                                                                                              | Manufacturer Vehicle Configuration Number      | 0                           |      |   |                   |          |  |
| Original Test Group Name                     | TPRXV03.6T92                                                                                                                                                                                                    | Original Evaporative/Refueling Family          | TPRXR0170R92                |      |   |                   |          |  |
| Original Test Vehicle Model Year             | 2026                                                                                                                                                                                                            |                                                |                             |      |   |                   |          |  |
| <b>Vehicle Model</b>                         |                                                                                                                                                                                                                 |                                                |                             |      |   |                   |          |  |
| Represented Test Vehicle Make                | Porsche                                                                                                                                                                                                         | Represented Test Vehicle Model                 | 911 Carrera 4 GTS Cabriolet |      |   |                   |          |  |
| <b>Leak Family Details</b>                   |                                                                                                                                                                                                                 |                                                |                             |      |   |                   |          |  |
| Leak Family Identifier                       | --                                                                                                                                                                                                              | Leak Family Name                               | --                          |      |   |                   |          |  |
| <b>Drive Sources and Fuel System Details</b> |                                                                                                                                                                                                                 |                                                |                             |      |   |                   |          |  |
|                                              | <table border="1"> <thead> <tr> <th>Drive Source and Fuel#</th> <th>Drive Source</th> <th>Fuel</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Combustion Engine</td> <td>Gasoline</td> </tr> </tbody> </table> | Drive Source and Fuel#                         | Drive Source                | Fuel | 1 | Combustion Engine | Gasoline |  |
| Drive Source and Fuel#                       | Drive Source                                                                                                                                                                                                    | Fuel                                           |                             |      |   |                   |          |  |
| 1                                            | Combustion Engine                                                                                                                                                                                               | Gasoline                                       |                             |      |   |                   |          |  |
| Hybrid Indicator                             | No                                                                                                                                                                                                              |                                                |                             |      |   |                   |          |  |
| Multiple Fuel Storage                        | --                                                                                                                                                                                                              | Multiple Fuel Combustion                       | --                          |      |   |                   |          |  |
| Fuel Cell Indicator                          | --                                                                                                                                                                                                              | Rechargeable Energy Storage System Indicator   | --                          |      |   |                   |          |  |
| Rechargeable Energy Storage System           | --                                                                                                                                                                                                              | Rechargeable Energy Storage System, if 'Other' | --                          |      |   |                   |          |  |
| Off-board charge Capable Indicator           | --                                                                                                                                                                                                              |                                                |                             |      |   |                   |          |  |
| Odometer Correction -- Initial               | 0                                                                                                                                                                                                               | Odometer Correction Factor                     | 0.991                       |      |   |                   |          |  |
| Odometer Correction Sign                     | + = System Miles is equal to (Test odometer reading * Correction factor) + Initial system miles                                                                                                                 |                                                |                             |      |   |                   |          |  |
| Odometer Correction Units                    | Miles                                                                                                                                                                                                           |                                                |                             |      |   |                   |          |  |
| Engine Code                                  | DWT                                                                                                                                                                                                             | Rated Horsepower                               | 478                         |      |   |                   |          |  |
| Displacement (liters)                        | 3.6                                                                                                                                                                                                             |                                                |                             |      |   |                   |          |  |
| Air Aspiration Method                        | Turbocharged                                                                                                                                                                                                    | Air Aspiration Method, if 'Other'              |                             |      |   |                   |          |  |
| Number of Air Aspiration Devices             | 1                                                                                                                                                                                                               | Air Aspiration Device Configuration            | Single                      |      |   |                   |          |  |
| Charge Air Cooler Type                       | Air                                                                                                                                                                                                             | Drive Mode While Testing                       | All Wheel Drive             |      |   |                   |          |  |
| Shift Indicator Light Usage                  | Not equipped                                                                                                                                                                                                    | Aged Emission Components                       | 4,000 (mi)                  |      |   |                   |          |  |
| Curb Weight (lbs)                            | 3896                                                                                                                                                                                                            | Equivalent Test Weight (pounds)                | 4250                        |      |   |                   |          |  |
| GVWR (lbs)                                   | 4663                                                                                                                                                                                                            | N/V Ratio                                      | 22.1                        |      |   |                   |          |  |
| Axle Ratio                                   | 3.02                                                                                                                                                                                                            |                                                |                             |      |   |                   |          |  |
| Transmission Type                            | Automated Manual- Selectable (e.g. Automated Manual with paddles)                                                                                                                                               | # of Transmission Gears                        | 8                           |      |   |                   |          |  |
| Transmission Lockup                          | No                                                                                                                                                                                                              | Creep Gear                                     | No                          |      |   |                   |          |  |

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## Certification Summary Information Report

| Test Group                                     | VPRXV03.6T92                              | Evaporative/Refueling Family          | VPRXR0170R92                                        |
|------------------------------------------------|-------------------------------------------|---------------------------------------|-----------------------------------------------------|
| <b>Test #</b>                                  | <b>TPRX10090124</b>                       | <b>Test Procedure</b>                 | <b>21 - Federal fuel 2-day exhaust (w/can load)</b> |
| <b>Exhaust Test # for this Evap Test</b>       | --                                        | <b>Test Fuel Type</b>                 | 49 - Tier 3 E10 Premium Gasoline (9 RVP @Low Alt.)  |
| <b>Test Date</b>                               | 02/27/2025                                | <b>Fuel</b>                           | Gasoline                                            |
| <b>Fuel Batch ID</b>                           | W23                                       | <b>Fuel Calibration Number</b>        | 2518                                                |
| <b>Vehicle Class</b>                           | LDV/Passenger Car                         | <b>DF Type</b>                        | Mfr. Determined                                     |
| <b>Verify Test Lab ID</b>                      | Porsche AG, Labs and Engineering          |                                       |                                                     |
| <b>E10 Evaporative Test Measurement Method</b> | --                                        |                                       |                                                     |
| <b>Test Start Odometer Reading</b>             | 4317                                      | <b>Odometer Units</b>                 | M                                                   |
| <b>4WD Test Dyno</b>                           | Yes                                       | <b>Diesel Adjustment Factor Usage</b> | --                                                  |
| <b>State of Charge Delta</b>                   | --                                        |                                       |                                                     |
| <b>Drive Cycle Speed Tolerance Criteria</b>    | Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec) | <b>Road Speed Fan Usage</b>           | Yes                                                 |

## Test Results

| Test Result Name                                   | Unrounded Test Result | Verify Calculated FE Equivalent Value (miles per gallon) |
|----------------------------------------------------|-----------------------|----------------------------------------------------------|
| CO2 BAG 1 (Bag 1 Carbon Dioxide)                   | 434.6365              | --                                                       |
| FE BAG 1 (Bag 1 Fuel Economy)                      | 19.8058               | 19.8058                                                  |
| CO2 BAG 2 (Bag 2 Carbon Dioxide)                   | 410.7425              | --                                                       |
| FE BAG 2 (Bag 2 Fuel Economy)                      | 20.9882               | 20.9882                                                  |
| CO2 BAG 3 (Bag 3 Carbon Dioxide)                   | 367.7545              | --                                                       |
| FE BAG 3 (Bag 3 Fuel Economy)                      | 23.4342               | 23.4342                                                  |
| CO2 BAG 4 (Bag 4 Carbon Dioxide)                   | 395.0151              | --                                                       |
| FE BAG 4 (Bag 4 Fuel Economy)                      | 21.824                | 21.824                                                   |
| METHANE (CH4 - Methane)                            | 0.004302              | --                                                       |
| CO (Carbon Monoxide)                               | 0.0871389             | --                                                       |
| DT-ASCR (Drive Trace Absolute Speed Change Rating) | -0.7748               | --                                                       |
| DT-EER (Drive Trace Energy Economy Rating)         | -0.6076               | --                                                       |
| DT-IWRR (Drive Trace Inertia Work Ratio Rating)    | -1.1039               | --                                                       |
| MFR FE (Manufacturer Fuel Economy)                 | 21.5853               | 21.5853                                                  |
| NOX (Nitrogen Oxide)                               | 0.0119663             | --                                                       |
| N2O (Nitrous Oxide)                                | 0.000372              | --                                                       |
| HC-NM (Non-methane Hydrocarbon)                    | 0.0058661             | --                                                       |
| NMOG (Non-methane organic gases)                   | 0.0064556             | --                                                       |
| PM (Particulate Matter)                            | 0.0004782             | --                                                       |
| HC-TOTAL (Total Hydrocarbon)                       | 0.0100081             | --                                                       |

## Certification Summary Information Report

| Test Group                                                                                                              |               | VPRXV03.6T92                                                                |               |                       | Evaporative/Refueling Family |                  |                                 |        | VPRXR0170R92 |                     |          |           |
|-------------------------------------------------------------------------------------------------------------------------|---------------|-----------------------------------------------------------------------------|---------------|-----------------------|------------------------------|------------------|---------------------------------|--------|--------------|---------------------|----------|-----------|
|                                                                                                                         |               | Test Result Name                                                            |               | Unrounded Test Result |                              |                  | Verify Calculated CREE/OPT-CREE |        |              |                     |          |           |
|                                                                                                                         |               | Carbon-Related Exhaust Emissions                                            |               | 399.3865              |                              |                  | 999                             |        |              |                     |          |           |
|                                                                                                                         |               | Test Result Name                                                            |               | Unrounded Test Result |                              |                  | Verify Calculated CO2           |        |              |                     |          |           |
|                                                                                                                         |               | Carbon dioxide                                                              |               | 399.2193              |                              |                  | --                              |        |              |                     |          |           |
| Manufacturer Test Comments                                                                                              |               | 911 CARRERA 4 GTS CABRIOLET; FTP EXHAUST EMISSIONS; INTERNAL TEST #25011701 |               |                       |                              |                  |                                 |        |              |                     |          |           |
| Certification Region                                                                                                    | Useful Life   | Standard Level                                                              | Emission Name | Rounded Result        | RAF                          | NMOG/NM HC Ratio | Diesel Adjustment Factor        | Add DF | Mult DF      | Certification Level | Standard | Pass/Fail |
| Fed                                                                                                                     | 120,000 miles | Federal Tier 3 Bin 50                                                       | METHANE       | 0.0043                | --                           | --               | --                              | 0.0058 | --           | 0.010               | 0.030    | Pass      |
| Fed                                                                                                                     | 120,000 miles | Federal Tier 3 Bin 50                                                       | N2O           | 0.0004                | --                           | --               | --                              | 0.0047 | --           | 0.005               | 0.010    | Pass      |
| Fed                                                                                                                     | 150,000 miles | Federal Tier 3 Bin 50                                                       | CO            | 0.09                  | --                           | --               | --                              | 0.05   | --           | 0.1                 | 1.7      | Pass      |
| Fed                                                                                                                     | 150,000 miles | Federal Tier 3 Bin 50                                                       | CO-COMP       | 0.11                  | --                           | --               | --                              | 0.05   | --           | 0.1                 | 1.7      | Pass      |
| Fed                                                                                                                     | 150,000 miles | Federal Tier 3 Bin 50                                                       | CREE          | 999                   | --                           | --               | --                              | 0      | --           | 999                 | --       | --        |
| Fed                                                                                                                     | 150,000 miles | Federal Tier 3 Bin 50                                                       | NMOG          | 0.0065                | --                           | 1.10             | --                              | 0.0009 | --           | 0.007               | 999.999  | Pass      |
| Fed                                                                                                                     | 150,000 miles | Federal Tier 3 Bin 50                                                       | NMOG+NOX      | 0.0185                | --                           | 1.10             | --                              | --     | --           | 0.020               | 0.050    | Pass      |
| Fed                                                                                                                     | 150,000 miles | Federal Tier 3 Bin 50                                                       | NMOG+NOX-COMP | 0.0133                | --                           | 1.10             | --                              | 0.0017 | --           | 0.013               | 0.080    | Pass      |
| Fed                                                                                                                     | 150,000 miles | Federal Tier 3 Bin 50                                                       | NOX           | 0.0120                | --                           | --               | --                              | 0.0008 | --           | 0.013               | 999.999  | Pass      |
| Fed                                                                                                                     | 150,000 miles | Federal Tier 3 Bin 50                                                       | PM            | 0.0005                | --                           | --               | --                              | 0      | --           | 0.000               | 0.003    | Pass      |
| CA                                                                                                                      | 120,000 miles | California LEV-IV ULEV40                                                    | METHANE       | 0.0043                | --                           | --               | --                              | 0.0058 | --           | 0.010               | 0.030    | Pass      |
| CA                                                                                                                      | 120,000 miles | California LEV-IV ULEV40                                                    | N2O           | 0.0004                | --                           | --               | --                              | 0.0047 | --           | 0.005               | 0.010    | Pass      |
| CA                                                                                                                      | 150,000 miles | California LEV-IV ULEV40                                                    | CO            | 0.09                  | --                           | --               | --                              | 0.05   | --           | 0.1                 | 1.7      | Pass      |
| CA                                                                                                                      | 150,000 miles | California LEV-IV ULEV40                                                    | NMOG          | 0.0065                | --                           | 1.10             | --                              | 0.0009 | --           | 0.007               | 999.999  | Pass      |
| CA                                                                                                                      | 150,000 miles | California LEV-IV ULEV40                                                    | NMOG+NOX      | 0.0185                | --                           | 1.10             | --                              | --     | --           | 0.020               | 0.040    | Pass      |
| CA                                                                                                                      | 150,000 miles | California LEV-IV ULEV40                                                    | NOX           | 0.0120                | --                           | --               | --                              | 0.0008 | --           | 0.013               | 999.999  | Pass      |
| CA                                                                                                                      | 150,000 miles | California LEV-IV ULEV40                                                    | PM            | 0.0005                | --                           | --               | --                              | 0      | --           | 0.000               | 0.001    | Pass      |
| NOTE: For Non-charge depleting tests, the Rounded Result for CREE/OPT-CREE Emission names are Verify-calculated values. |               |                                                                             |               |                       |                              |                  |                                 |        |              |                     |          |           |

## Certification Summary Information Report

|                                                |                                           |                                       |                                                    |
|------------------------------------------------|-------------------------------------------|---------------------------------------|----------------------------------------------------|
| <b>Test Group</b>                              | VPRXV03.6T92                              | <b>Evaporative/Refueling Family</b>   | VPRXR0170R92                                       |
| <b>Test #</b>                                  | <b>TPRX10090128</b>                       | <b>Test Procedure</b>                 | <b>52 - Fed. fuel 50 F exh.</b>                    |
| <b>Exhaust Test # for this Evap Test</b>       | --                                        | <b>Test Fuel Type</b>                 | 49 - Tier 3 E10 Premium Gasoline (9 RVP @Low Alt.) |
| <b>Test Date</b>                               | 03/11/2025                                | <b>Fuel</b>                           | Gasoline                                           |
| <b>Fuel Batch ID</b>                           | W23                                       | <b>Fuel Calibration Number</b>        | 2518                                               |
| <b>Vehicle Class</b>                           | LDV/Passenger Car                         | <b>DF Type</b>                        | Mfr. Determined                                    |
| <b>Verify Test Lab ID</b>                      | Porsche AG, Labs and Engineering          |                                       |                                                    |
| <b>E10 Evaporative Test Measurement Method</b> | --                                        |                                       |                                                    |
| <b>Test Start Odometer Reading</b>             | 4496                                      | <b>Odometer Units</b>                 | M                                                  |
| <b>4WD Test Dyno</b>                           | Yes                                       | <b>Diesel Adjustment Factor Usage</b> | --                                                 |
| <b>State of Charge Delta</b>                   | --                                        |                                       |                                                    |
| <b>Drive Cycle Speed Tolerance Criteria</b>    | Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec) | <b>Road Speed Fan Usage</b>           | Yes                                                |

## Test Results

| Test Result Name                                   | Unrounded Test Result | Verify Calculated FE Equivalent Value (miles per gallon) |
|----------------------------------------------------|-----------------------|----------------------------------------------------------|
| CO2 BAG 1 (Bag 1 Carbon Dioxide)                   | 476.1797              | --                                                       |
| FE BAG 1 (Bag 1 Fuel Economy)                      | 18.0649               | 18.0649                                                  |
| CO2 BAG 2 (Bag 2 Carbon Dioxide)                   | 421.1481              | --                                                       |
| FE BAG 2 (Bag 2 Fuel Economy)                      | 20.468                | 20.468                                                   |
| CO2 BAG 3 (Bag 3 Carbon Dioxide)                   | 381.2917              | --                                                       |
| FE BAG 3 (Bag 3 Fuel Economy)                      | 22.598                | 22.598                                                   |
| CO2 BAG 4 (Bag 4 Carbon Dioxide)                   | 402.2776              | --                                                       |
| FE BAG 4 (Bag 4 Fuel Economy)                      | 21.4283               | 21.4283                                                  |
| METHANE (CH4 - Methane)                            | 0.0078132             | --                                                       |
| CO (Carbon Monoxide)                               | 0.1388259             | --                                                       |
| DT-ASCR (Drive Trace Absolute Speed Change Rating) | 0.0594                | --                                                       |
| DT-EER (Drive Trace Energy Economy Rating)         | -0.3995               | --                                                       |
| DT-IWRR (Drive Trace Inertia Work Ratio Rating)    | -0.1803               | --                                                       |
| MFR FE (Manufacturer Fuel Economy)                 | 20.7082               | 20.7082                                                  |
| NOX (Nitrogen Oxide)                               | 0.0110584             | --                                                       |
| HC-NM (Non-methane Hydrocarbon)                    | 0.0159054             | --                                                       |
| NMOG (Non-methane organic gases)                   | 0.0175037             | --                                                       |
| HC-TOTAL (Total Hydrocarbon)                       | 0.0233278             | --                                                       |

| Test Result Name | Unrounded Test Result | Verify Calculated CO2 |
|------------------|-----------------------|-----------------------|
| Carbon dioxide   | 416.0135              | --                    |

Certification Summary Information Report

|                            |               |                          |                                  |                |     |                              |                          |        |         |                     |          |           |
|----------------------------|---------------|--------------------------|----------------------------------|----------------|-----|------------------------------|--------------------------|--------|---------|---------------------|----------|-----------|
| Test Group                 |               |                          | VPRXV03.6T92                     |                |     | Evaporative/Refueling Family |                          |        |         | VPRXR0170R92        |          |           |
| Manufacturer Test Comments |               |                          | 50F EXHAUST EC Test No. 25011681 |                |     |                              |                          |        |         |                     |          |           |
| Certification              |               |                          |                                  |                |     |                              |                          |        |         |                     |          |           |
| Region                     | Useful Life   | Standard Level           | Emission Name                    | Rounded Result | RAF | NMOG/NM HC Ratio             | Diesel Adjustment Factor | Add DF | Mult DF | Certification Level | Standard | Pass/Fail |
| CA                         | 150,000 miles | California LEV-IV ULEV40 | CO                               | 0.14           | --  | --                           | --                       | 0.05   | --      | 0.2                 | 1.7      | Pass      |
| CA                         | 150,000 miles | California LEV-IV ULEV40 | NMOG                             | 0.0175         | --  | --                           | --                       | 0.0009 | --      | 0.018               | 999.999  | Pass      |
| CA                         | 150,000 miles | California LEV-IV ULEV40 | NMOG+NOX                         | 0.0286         | --  | --                           | --                       | --     | --      | 0.030               | 0.100    | Pass      |
| CA                         | 150,000 miles | California LEV-IV ULEV40 | NOX                              | 0.0111         | --  | --                           | --                       | 0.0008 | --      | 0.012               | 999.999  | Pass      |

## Certification Summary Information Report

| Test Group                                     | VPRXV03.6T92                              | Evaporative/Refueling Family          | VPRXR0170R92                               |
|------------------------------------------------|-------------------------------------------|---------------------------------------|--------------------------------------------|
| <b>Test #</b>                                  | <b>TPRX10090129</b>                       | <b>Test Procedure</b>                 | <b>11 - Cold CO</b>                        |
| <b>Exhaust Test # for this Evap Test</b>       | --                                        | <b>Test Fuel Type</b>                 | 29 - Cold CO E10 Premium Gasoline (Tier 3) |
| <b>Test Date</b>                               | 03/06/2025                                | <b>Fuel</b>                           | Gasoline                                   |
| <b>Fuel Batch ID</b>                           | W22                                       | <b>Fuel Calibration Number</b>        | 2776                                       |
| <b>Vehicle Class</b>                           | LDV/Passenger Car                         | <b>DF Type</b>                        | Mfr. Determined                            |
| <b>Verify Test Lab ID</b>                      | Porsche AG, Labs and Engineering          |                                       |                                            |
| <b>E10 Evaporative Test Measurement Method</b> | --                                        |                                       |                                            |
| <b>Test Start Odometer Reading</b>             | 4445                                      | <b>Odometer Units</b>                 | M                                          |
| <b>4WD Test Dyno</b>                           | Yes                                       | <b>Diesel Adjustment Factor Usage</b> | --                                         |
| <b>State of Charge Delta</b>                   | --                                        |                                       |                                            |
| <b>Drive Cycle Speed Tolerance Criteria</b>    | Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec) | <b>Road Speed Fan Usage</b>           | Yes                                        |

## Test Results

| Test Result Name                                   | Unrounded Test Result | Verify Calculated FE Equivalent Value (miles per gallon) |
|----------------------------------------------------|-----------------------|----------------------------------------------------------|
| METHANE (CH4 - Methane)                            | 0.0138392             | --                                                       |
| CO (Carbon Monoxide)                               | 0.3213177             | --                                                       |
| DT-ASCR (Drive Trace Absolute Speed Change Rating) | -0.604                | --                                                       |
| DT-EER (Drive Trace Energy Economy Rating)         | -0.4353               | --                                                       |
| DT-IWRR (Drive Trace Inertia Work Ratio Rating)    | -0.9728               | --                                                       |
| MFR FE (Manufacturer Fuel Economy)                 | 18.7482               | 18.7482                                                  |
| NOX (Nitrogen Oxide)                               | 0.0125263             | --                                                       |
| HC-NM (Non-methane Hydrocarbon)                    | 0.0516056             | --                                                       |
| NMOG (Non-methane organic gases)                   | 0.0567548             | --                                                       |
| HC-TOTAL (Total Hydrocarbon)                       | 0.065026              | --                                                       |

| Test Result Name | Unrounded Test Result | Verify Calculated CO2 |
|------------------|-----------------------|-----------------------|
| Carbon dioxide   | 456.6715              | --                    |

## Manufacturer Test Comments

COLD CO EXHAUST EC Test No. 25011698

Certification Summary Information Report

| Test Group           |               | VPRXV03.6T92             |               |                |     | Evaporative/Refueling Family |                          |        |         | VPRXR0170R92        |          |           |
|----------------------|---------------|--------------------------|---------------|----------------|-----|------------------------------|--------------------------|--------|---------|---------------------|----------|-----------|
| Certification Region | Useful Life   | Standard Level           | Emission Name | Rounded Result | RAF | NMOG/NM HC Ratio             | Diesel Adjustment Factor | Add DF | Mult DF | Certification Level | Standard | Pass/Fail |
| Fed                  | 50,000 miles  | Federal Tier 3 Bin 50    | CO            | 0.32           | --  | --                           | --                       | 0.05   | --      | 0.4                 | 10.0     | Pass      |
| Fed                  | 120,000 miles | Federal Tier 3 Bin 50    | HC-NM         | 0.05           | --  | --                           | --                       | 0.0008 | --      | 0.1                 | 0.3      | Pass      |
| CA                   | 50,000 miles  | California LEV-IV ULEV40 | CO            | 0.32           | --  | --                           | --                       | 0.05   | --      | 0.4                 | 10.0     | Pass      |
| CA                   | 150,000 miles | California LEV-IV ULEV40 | HC-NM         | 0.05           | --  | --                           | --                       | 0.0008 | --      | 0.1                 | 0.3      | Pass      |

## Certification Summary Information Report

|                                                |                                           |                                       |                                                    |
|------------------------------------------------|-------------------------------------------|---------------------------------------|----------------------------------------------------|
| <b>Test Group</b>                              | VPRXV03.6T92                              | <b>Evaporative/Refueling Family</b>   | VPRXR0170R92                                       |
| <b>Test #</b>                                  | <b>TPRX10090125</b>                       | <b>Test Procedure</b>                 | <b>3 - HWFE</b>                                    |
| <b>Exhaust Test # for this Evap Test</b>       | --                                        | <b>Test Fuel Type</b>                 | 49 - Tier 3 E10 Premium Gasoline (9 RVP @Low Alt.) |
| <b>Test Date</b>                               | 02/27/2025                                | <b>Fuel</b>                           | Gasoline                                           |
| <b>Fuel Batch ID</b>                           | W23                                       | <b>Fuel Calibration Number</b>        | 2518                                               |
| <b>Vehicle Class</b>                           | LDV/Passenger Car                         | <b>DF Type</b>                        | Mfr. Determined                                    |
| <b>Verify Test Lab ID</b>                      | Porsche AG, Labs and Engineering          |                                       |                                                    |
| <b>E10 Evaporative Test Measurement Method</b> | --                                        |                                       |                                                    |
| <b>Test Start Odometer Reading</b>             | 4332                                      | <b>Odometer Units</b>                 | M                                                  |
| <b>4WD Test Dyno</b>                           | Yes                                       | <b>Diesel Adjustment Factor Usage</b> | --                                                 |
| <b>State of Charge Delta</b>                   | --                                        |                                       |                                                    |
| <b>Drive Cycle Speed Tolerance Criteria</b>    | Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec) | <b>Road Speed Fan Usage</b>           | Yes                                                |

## Test Results

| Test Result Name                                   | Unrounded Test Result | Verify Calculated FE Equivalent Value (miles per gallon) |
|----------------------------------------------------|-----------------------|----------------------------------------------------------|
| METHANE (CH4 - Methane)                            | 0                     | --                                                       |
| CO (Carbon Monoxide)                               | 0.0007703             | --                                                       |
| DT-ASCR (Drive Trace Absolute Speed Change Rating) | -0.6726               | --                                                       |
| DT-EER (Drive Trace Energy Economy Rating)         | -0.5254               | --                                                       |
| DT-IWRR (Drive Trace Inertia Work Ratio Rating)    | -0.8512               | --                                                       |
| MFR FE (Manufacturer Fuel Economy)                 | 32.8835               | 32.8835                                                  |
| NOX (Nitrogen Oxide)                               | 0.0019854             | --                                                       |
| N2O (Nitrous Oxide)                                | 0                     | --                                                       |
| HC-NM (Non-methane Hydrocarbon)                    | 0                     | --                                                       |
| NMOG (Non-methane organic gases)                   | 0                     | --                                                       |
| PM (Particulate Matter)                            | 0.0004201             | --                                                       |
| HC-TOTAL (Total Hydrocarbon)                       | 0                     | --                                                       |

| Test Result Name                 | Unrounded Test Result | Verify Calculated CREE/OPT-CREE |
|----------------------------------|-----------------------|---------------------------------|
| Carbon-Related Exhaust Emissions | 262.1644688           | 999                             |

| Test Result Name | Unrounded Test Result | Verify Calculated CO2 |
|------------------|-----------------------|-----------------------|
| Carbon dioxide   | 262.1633              | --                    |

## Manufacturer Test Comments

911 CARRERA 4 GTS CABRIOLET; HWY EXHAUST EMISSIONS; INTERNAL TEST #25011702

## Certification Summary Information Report

| Test Group           |               | VPRXV03.6T92             |               |                |     | Evaporative/Refueling Family |                          |        |         | VPRXR0170R92        |          |           |
|----------------------|---------------|--------------------------|---------------|----------------|-----|------------------------------|--------------------------|--------|---------|---------------------|----------|-----------|
| Certification Region | Useful Life   | Standard Level           | Emission Name | Rounded Result | RAF | NMOG/NM HC Ratio             | Diesel Adjustment Factor | Add DF | Mult DF | Certification Level | Standard | Pass/Fail |
| Fed                  | 120,000 miles | Federal Tier 3 Bin 50    | CREE          | 999            | --  | --                           | --                       | 0      | --      | 999                 | --       | --        |
| Fed                  | 150,000 miles | Federal Tier 3 Bin 50    | NMOG          | 0.0000         | --  | 1.03                         | --                       | 0.0009 | --      | 0.001               | 999.999  | Pass      |
| Fed                  | 150,000 miles | Federal Tier 3 Bin 50    | NMOG+NOX      | 0.0020         | --  | 1.03                         | --                       | --     | --      | 0.004               | 0.050    | Pass      |
| Fed                  | 150,000 miles | Federal Tier 3 Bin 50    | NOX           | 0.0020         | --  | --                           | --                       | 0.0008 | --      | 0.003               | 999.999  | Pass      |
| CA                   | 150,000 miles | California LEV-IV ULEV40 | NMOG          | 0.0000         | --  | 1.03                         | --                       | 0.0009 | --      | 0.001               | 999.999  | Pass      |
| CA                   | 150,000 miles | California LEV-IV ULEV40 | NMOG+NOX      | 0.0020         | --  | 1.03                         | --                       | --     | --      | 0.004               | 0.040    | Pass      |
| CA                   | 150,000 miles | California LEV-IV ULEV40 | NOX           | 0.0020         | --  | --                           | --                       | 0.0008 | --      | 0.003               | 999.999  | Pass      |

**NOTE: For Non-charge depleting tests, the Rounded Result for CREE/OPT-CREE Emission names are Verify-calculated values.**



## Certification Summary Information Report

|                                                    |                                           |                                                                 |                                                    |
|----------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------|----------------------------------------------------|
| <b>Test Group</b>                                  | VPRXV03.6T92                              | <b>Evaporative/Refueling Family</b>                             | VPRXR0170R92                                       |
| <b>Test #</b>                                      | <b>TPRX10090126</b>                       | <b>Test Procedure</b>                                           | <b>90 - US06</b>                                   |
| <b>Exhaust Test # for this Evap Test</b>           | --                                        | <b>Test Fuel Type</b>                                           | 49 - Tier 3 E10 Premium Gasoline (9 RVP @Low Alt.) |
| <b>Test Date</b>                                   | 02/27/2025                                | <b>Fuel</b>                                                     | Gasoline                                           |
| <b>Fuel Batch ID</b>                               | W23                                       | <b>Fuel Calibration Number</b>                                  | 2518                                               |
| <b>Vehicle Class</b>                               | LDV/Passenger Car                         | <b>DF Type</b>                                                  | Mfr. Determined                                    |
| <b>Verify Test Lab ID</b>                          | Porsche AG, Labs and Engineering          |                                                                 |                                                    |
| <b>E10 Evaporative Test Measurement Method</b>     | --                                        |                                                                 |                                                    |
| <b>Test Start Odometer Reading</b>                 | 4354                                      | <b>Odometer Units</b>                                           | M                                                  |
| <b>4WD Test Dyno</b>                               | Yes                                       | <b>Diesel Adjustment Factor Usage</b>                           | --                                                 |
| <b>State of Charge Delta</b>                       | --                                        |                                                                 |                                                    |
| <b>Drive Cycle Speed Tolerance Criteria</b>        | Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec) | <b>Road Speed Fan Usage</b>                                     | Yes                                                |
| <b>Test Results</b>                                |                                           |                                                                 |                                                    |
| <b>Test Result Name</b>                            | <b>Unrounded Test Result</b>              | <b>Verify Calculated FE Equivalent Value (miles per gallon)</b> |                                                    |
| CO2 BAG 1 (Bag 1 Carbon Dioxide)                   | 551.4232                                  | --                                                              |                                                    |
| FE BAG 1 (Bag 1 Fuel Economy)                      | 15.6334                                   | 15.6334                                                         |                                                    |
| CO2 BAG 2 (Bag 2 Carbon Dioxide)                   | 304.3545                                  | --                                                              |                                                    |
| FE BAG 2 (Bag 2 Fuel Economy)                      | 28.3246                                   | 28.3246                                                         |                                                    |
| METHANE (CH4 - Methane)                            | 0.0004755                                 | --                                                              |                                                    |
| CO (Carbon Monoxide)                               | 0.0036843                                 | --                                                              |                                                    |
| DT-ASCR (Drive Trace Absolute Speed Change Rating) | -3.5602                                   | --                                                              |                                                    |
| DT-EER (Drive Trace Energy Economy Rating)         | -2.231                                    | --                                                              |                                                    |
| DT-IWRR (Drive Trace Inertia Work Ratio Rating)    | -6.608                                    | --                                                              |                                                    |
| MFR FE (Manufacturer Fuel Economy)                 | 23.9889                                   | 23.9889                                                         |                                                    |
| NOX (Nitrogen Oxide)                               | 0.0052033                                 | --                                                              |                                                    |
| N2O (Nitrous Oxide)                                | 0.0000106                                 | --                                                              |                                                    |
| HC-NM (Non-methane Hydrocarbon)                    | 0.0004201                                 | --                                                              |                                                    |
| NMOG (Non-methane organic gases)                   | 0.0004327                                 | --                                                              |                                                    |
| PM (Particulate Matter)                            | 0.0023127                                 | --                                                              |                                                    |
| HC-TOTAL (Total Hydrocarbon)                       | 0.0008791                                 | --                                                              |                                                    |
| <b>Test Result Name</b>                            | <b>Unrounded Test Result</b>              | <b>Verify Calculated CREE/OPT-CREE</b>                          |                                                    |
| Carbon-Related Exhaust Emissions                   | 359.3699                                  | --                                                              |                                                    |
| <b>Test Result Name</b>                            | <b>Unrounded Test Result</b>              | <b>Verify Calculated CO2</b>                                    |                                                    |
| Carbon dioxide                                     | 359.3615                                  | --                                                              |                                                    |

## Certification Summary Information Report

| Test Group                 |               | VPRXV03.6T92                                                                 |               |                |     | Evaporative/Refueling Family |                          |        |         | VPRXR0170R92        |          |           |
|----------------------------|---------------|------------------------------------------------------------------------------|---------------|----------------|-----|------------------------------|--------------------------|--------|---------|---------------------|----------|-----------|
| Manufacturer Test Comments |               | 911 CARRERA 4 GTS CABRIOLET; US06 EXHAUST EMISSIONS; INTERNAL TEST #25011703 |               |                |     |                              |                          |        |         |                     |          |           |
| Certification Region       | Useful Life   | Standard Level                                                               | Emission Name | Rounded Result | RAF | NMOG/NM HC Ratio             | Diesel Adjustment Factor | Add DF | Mult DF | Certification Level | Standard | Pass/Fail |
| Fed                        | 150,000 miles | Federal Tier 3 Bin 50                                                        | CO            | 0.00           | --  | --                           | --                       | 0.05   | --      | 0.0                 | 999.9    | Pass      |
| Fed                        | 150,000 miles | Federal Tier 3 Bin 50                                                        | NMOG          | 0.0004         | --  | 1.03                         | --                       | 0.0009 | --      | 0.001               | 999.999  | Pass      |
| Fed                        | 150,000 miles | Federal Tier 3 Bin 50                                                        | NOX           | 0.0052         | --  | --                           | --                       | 0.0008 | --      | 0.006               | 999.999  | Pass      |
| Fed                        | 150,000 miles | Federal Tier 3 Bin 50                                                        | PM            | 0.0023         | --  | --                           | --                       | 0      | --      | 0.002               | 0.006    | Pass      |
| CA                         | 150,000 miles | California LEV-IV ULEV40                                                     | CO            | 0.00           | --  | --                           | --                       | 0.05   | --      | 0.0                 | 999.9    | Pass      |
| CA                         | 150,000 miles | California LEV-IV ULEV40                                                     | NMOG          | 0.0004         | --  | 1.03                         | --                       | 0.0009 | --      | 0.001               | 999.999  | Pass      |
| CA                         | 150,000 miles | California LEV-IV ULEV40                                                     | NMOG+NOX      | 0.0056         | --  | --                           | --                       | --     | --      | 0.007               | 0.040    | Pass      |
| CA                         | 150,000 miles | California LEV-IV ULEV40                                                     | NOX           | 0.0052         | --  | --                           | --                       | 0.0008 | --      | 0.006               | 999.999  | Pass      |
| CA                         | 150,000 miles | California LEV-IV ULEV40                                                     | PM            | 0.0023         | --  | --                           | --                       | 0      | --      | 0.002               | 0.006    | Pass      |

## Certification Summary Information Report

| Test Group                                     | VPRXV03.6T92                              | Evaporative/Refueling Family          | VPRXR0170R92                                       |
|------------------------------------------------|-------------------------------------------|---------------------------------------|----------------------------------------------------|
| <b>Test #</b>                                  | <b>TPRX10090127</b>                       | <b>Test Procedure</b>                 | <b>95 - SC03</b>                                   |
| <b>Exhaust Test # for this Evap Test</b>       | --                                        | <b>Test Fuel Type</b>                 | 49 - Tier 3 E10 Premium Gasoline (9 RVP @Low Alt.) |
| <b>Test Date</b>                               | 03/07/2025                                | <b>Fuel</b>                           | Gasoline                                           |
| <b>Fuel Batch ID</b>                           | W23                                       | <b>Fuel Calibration Number</b>        | 2518                                               |
| <b>Vehicle Class</b>                           | LDV/Passenger Car                         | <b>DF Type</b>                        | Mfr. Determined                                    |
| <b>Verify Test Lab ID</b>                      | Porsche AG, Labs and Engineering          |                                       |                                                    |
| <b>E10 Evaporative Test Measurement Method</b> | --                                        |                                       |                                                    |
| <b>Test Start Odometer Reading</b>             | 4472                                      | <b>Odometer Units</b>                 | M                                                  |
| <b>4WD Test Dyno</b>                           | Yes                                       | <b>Diesel Adjustment Factor Usage</b> | --                                                 |
| <b>State of Charge Delta</b>                   | --                                        |                                       |                                                    |
| <b>Drive Cycle Speed Tolerance Criteria</b>    | Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec) | <b>Road Speed Fan Usage</b>           | Yes                                                |

## Test Results

| Test Result Name                                   | Unrounded Test Result | Verify Calculated FE Equivalent Value (miles per gallon) |
|----------------------------------------------------|-----------------------|----------------------------------------------------------|
| METHANE (CH4 - Methane)                            | 0.0045752             | --                                                       |
| CO (Carbon Monoxide)                               | 0.0867555             | --                                                       |
| DT-ASCR (Drive Trace Absolute Speed Change Rating) | -1.8814               | --                                                       |
| DT-EER (Drive Trace Energy Economy Rating)         | -1.3442               | --                                                       |
| DT-IWRR (Drive Trace Inertia Work Ratio Rating)    | -2.0324               | --                                                       |
| MFR FE (Manufacturer Fuel Economy)                 | 16.2273               | 16.2273                                                  |
| NOX (Nitrogen Oxide)                               | 0.0066869             | --                                                       |
| HC-NM (Non-methane Hydrocarbon)                    | 0.0027271             | --                                                       |
| NMOG (Non-methane organic gases)                   | 0.002809              | --                                                       |
| HC-TOTAL (Total Hydrocarbon)                       | 0.0071639             | --                                                       |

| Test Result Name | Unrounded Test Result | Verify Calculated CO2 |
|------------------|-----------------------|-----------------------|
| Carbon dioxide   | 531.0991              | --                    |

## Manufacturer Test Comments

SC03 EXHAUST EC Test No. 25019070

## Certification Summary Information Report

| Test Group           |               | VPRXV03.6T92             |               |                |     | Evaporative/Refueling Family |                          |        |         | VPRXR0170R92        |          |           |
|----------------------|---------------|--------------------------|---------------|----------------|-----|------------------------------|--------------------------|--------|---------|---------------------|----------|-----------|
| Certification Region | Useful Life   | Standard Level           | Emission Name | Rounded Result | RAF | NMOG/NM HC Ratio             | Diesel Adjustment Factor | Add DF | Mult DF | Certification Level | Standard | Pass/Fail |
| Fed                  | 150,000 miles | Federal Tier 3 Bin 50    | CO            | 0.09           | --  | --                           | --                       | 0.05   | --      | 0.1                 | 999.9    | Pass      |
| Fed                  | 150,000 miles | Federal Tier 3 Bin 50    | NMOG          | 0.0028         | --  | --                           | --                       | 0.0009 | --      | 0.004               | 999.999  | Pass      |
| Fed                  | 150,000 miles | Federal Tier 3 Bin 50    | NMOG+NOX      | 0.0095         | --  | --                           | --                       | --     | --      | 0.011               | 0.050    | Pass      |
| Fed                  | 150,000 miles | Federal Tier 3 Bin 50    | NOX           | 0.0067         | --  | --                           | --                       | 0.0008 | --      | 0.008               | 999.999  | Pass      |
| CA                   | 150,000 miles | California LEV-IV ULEV40 | CO            | 0.09           | --  | --                           | --                       | 0.05   | --      | 0.1                 | 1.7      | Pass      |
| CA                   | 150,000 miles | California LEV-IV ULEV40 | NMOG          | 0.0028         | --  | --                           | --                       | 0.0009 | --      | 0.004               | 999.999  | Pass      |
| CA                   | 150,000 miles | California LEV-IV ULEV40 | NMOG+NOX      | 0.0095         | --  | --                           | --                       | --     | --      | 0.011               | 0.040    | Pass      |
| CA                   | 150,000 miles | California LEV-IV ULEV40 | NOX           | 0.0067         | --  | --                           | --                       | 0.0008 | --      | 0.008               | 999.999  | Pass      |

## Certification Summary Information Report

|                   |              |                                     |              |
|-------------------|--------------|-------------------------------------|--------------|
| <b>Test Group</b> | VPRXV03.6T92 | <b>Evaporative/Refueling Family</b> | VPRXR0170R92 |
|-------------------|--------------|-------------------------------------|--------------|

  
**Emission Data Vehicle Information**

|                                         |                    |                                                  |              |
|-----------------------------------------|--------------------|--------------------------------------------------|--------------|
| <b>Vehicle ID / Configuration</b>       | ECFE-992GTS-26 / 1 | <b>Manufacturer Vehicle Configuration Number</b> | 0            |
| <b>Original Test Group Name</b>         | TPRXV03.6T92       | <b>Original Evaporative/Refueling Family</b>     | TPRXR0170R92 |
| <b>Original Test Vehicle Model Year</b> | 2026               |                                                  |              |

**Vehicle Model**

|                                      |         |                                       |                   |
|--------------------------------------|---------|---------------------------------------|-------------------|
| <b>Represented Test Vehicle Make</b> | Porsche | <b>Represented Test Vehicle Model</b> | 911 Carrera 4 GTS |
|--------------------------------------|---------|---------------------------------------|-------------------|

  
**Leak Family Details**

|                               |    |                         |    |
|-------------------------------|----|-------------------------|----|
| <b>Leak Family Identifier</b> | -- | <b>Leak Family Name</b> | -- |
|-------------------------------|----|-------------------------|----|

  
**Drive Sources and Fuel System Details**

| Drive Source and Fuel# | Drive Source      | Fuel     |
|------------------------|-------------------|----------|
| 1                      | Combustion Engine | Gasoline |

|                                           |                                                                                                 |                                                       |                 |
|-------------------------------------------|-------------------------------------------------------------------------------------------------|-------------------------------------------------------|-----------------|
| <b>Hybrid Indicator</b>                   | No                                                                                              |                                                       |                 |
| <b>Multiple Fuel Storage</b>              | --                                                                                              | <b>Multiple Fuel Combustion</b>                       | --              |
| <b>Fuel Cell Indicator</b>                | --                                                                                              | <b>Rechargeable Energy Storage System Indicator</b>   | --              |
| <b>Rechargeable Energy Storage System</b> | --                                                                                              | <b>Rechargeable Energy Storage System, if 'Other'</b> | --              |
| <b>Off-board charge Capable Indicator</b> | --                                                                                              |                                                       |                 |
| <b>Odometer Correction -- Initial</b>     | 0                                                                                               | <b>Odometer Correction Factor</b>                     | 0.991           |
| <b>Odometer Correction Sign</b>           | + = System Miles is equal to (Test odometer reading * Correction factor) + Initial system miles |                                                       |                 |
| <b>Odometer Correction Units</b>          | Miles                                                                                           |                                                       |                 |
| <b>Engine Code</b>                        | DWT                                                                                             | <b>Rated Horsepower</b>                               | 478             |
| <b>Displacement (liters)</b>              | 3.6                                                                                             |                                                       |                 |
| <b>Air Aspiration Method</b>              | Turbocharged                                                                                    | <b>Air Aspiration Method, if 'Other'</b>              |                 |
| <b>Number of Air Aspiration Devices</b>   | 1                                                                                               | <b>Air Aspiration Device Configuration</b>            | Single          |
| <b>Charge Air Cooler Type</b>             | Air                                                                                             | <b>Drive Mode While Testing</b>                       | All Wheel Drive |
| <b>Shift Indicator Light Usage</b>        | Not equipped                                                                                    | <b>Aged Emission Components</b>                       | 4,000 (mi)      |
| <b>Curb Weight (lbs)</b>                  | 3790                                                                                            | <b>Equivalent Test Weight (pounds)</b>                | 4250            |
| <b>GVWR (lbs)</b>                         | 4553                                                                                            | <b>N/V Ratio</b>                                      | 22.1            |
| <b>Axle Ratio</b>                         | 3.02                                                                                            |                                                       |                 |
| <b>Transmission Type</b>                  | Automated Manual- Selectable (e.g. Automated Manual with paddles)                               | <b># of Transmission Gears</b>                        | 8               |
| <b>Transmission Lockup</b>                | No                                                                                              | <b>Creep Gear</b>                                     | No              |

  
**Dynamometer Coefficients:**

| Target Coefficients  |         |             |                | Set Coefficients |             |                | EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients |
|----------------------|---------|-------------|----------------|------------------|-------------|----------------|-------------------------------------------------------------------------------|
| Coefficient Category | A (lbf) | B (lbf/mph) | C (lbf/mph**2) | A (lbf)          | B (lbf/mph) | C (lbf/mph**2) |                                                                               |
| City/Highway/Evap    | 43.23   | 0.6827      | 0.01545        | -4.91            | 0.1652      | 0.01668        | 15.5                                                                          |

## Certification Summary Information Report

|                                           |                                                         |                                     |              |
|-------------------------------------------|---------------------------------------------------------|-------------------------------------|--------------|
| <b>Test Group</b>                         | VPRXV03.6T92                                            | <b>Evaporative/Refueling Family</b> | VPRXR0170R92 |
| <b>Emission Control Device Comments</b>   | --                                                      |                                     |              |
| <b>Manufacturer Test Vehicle Comments</b> | Porsche Internal Name: SEP414, 911 Carrera 4 GTS FEDV1. |                                     |              |

## Certification Summary Information Report

|                                                |                                           |                                       |                                                     |
|------------------------------------------------|-------------------------------------------|---------------------------------------|-----------------------------------------------------|
| <b>Test Group</b>                              | VPRXV03.6T92                              | <b>Evaporative/Refueling Family</b>   | VPRXR0170R92                                        |
| <b>Test #</b>                                  | <b>TPRX10090251</b>                       | <b>Test Procedure</b>                 | <b>21 - Federal fuel 2-day exhaust (w/can load)</b> |
| <b>Exhaust Test # for this Evap Test</b>       | --                                        | <b>Test Fuel Type</b>                 | 61 - Tier 2 Cert Gasoline                           |
| <b>Test Date</b>                               | 02/18/2025                                | <b>Fuel</b>                           | Gasoline                                            |
| <b>Fuel Batch ID</b>                           | W24                                       | <b>Fuel Calibration Number</b>        | 1558                                                |
| <b>Vehicle Class</b>                           | LDV/Passenger Car                         | <b>DF Type</b>                        | Mfr. Determined                                     |
| <b>Verify Test Lab ID</b>                      | Porsche AG, Labs and Engineering          |                                       |                                                     |
| <b>E10 Evaporative Test Measurement Method</b> | --                                        |                                       |                                                     |
| <b>Test Start Odometer Reading</b>             | 4050                                      | <b>Odometer Units</b>                 | M                                                   |
| <b>4WD Test Dyno</b>                           | Yes                                       | <b>Diesel Adjustment Factor Usage</b> | --                                                  |
| <b>State of Charge Delta</b>                   | --                                        |                                       |                                                     |
| <b>Drive Cycle Speed Tolerance Criteria</b>    | Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec) | <b>Road Speed Fan Usage</b>           | Yes                                                 |

## Test Results

| Test Result Name                                   | Unrounded Test Result | Verify Calculated FE Equivalent Value (miles per gallon) |
|----------------------------------------------------|-----------------------|----------------------------------------------------------|
| CO2 BAG 1 (Bag 1 Carbon Dioxide)                   | 442.6174              | --                                                       |
| FE BAG 1 (Bag 1 Fuel Economy)                      | 20.1057               | 20.1057                                                  |
| CO2 BAG 2 (Bag 2 Carbon Dioxide)                   | 405.0022              | --                                                       |
| FE BAG 2 (Bag 2 Fuel Economy)                      | 22.0032               | 22.0032                                                  |
| CO2 BAG 3 (Bag 3 Carbon Dioxide)                   | 378.4041              | --                                                       |
| FE BAG 3 (Bag 3 Fuel Economy)                      | 23.5403               | 23.5403                                                  |
| CO2 BAG 4 (Bag 4 Carbon Dioxide)                   | 408.0093              | --                                                       |
| FE BAG 4 (Bag 4 Fuel Economy)                      | 21.841                | 21.841                                                   |
| METHANE (CH4 - Methane)                            | 0.0039541             | --                                                       |
| CO (Carbon Monoxide)                               | 0.0966207             | --                                                       |
| DT-ASCR (Drive Trace Absolute Speed Change Rating) | -1.7536               | --                                                       |
| DT-EER (Drive Trace Energy Economy Rating)         | -1.0301               | --                                                       |
| DT-IWRR (Drive Trace Inertia Work Ratio Rating)    | -2.4808               | --                                                       |
| MFR FE (Manufacturer Fuel Economy)                 | 21.9196               | 21.9196                                                  |
| NOX (Nitrogen Oxide)                               | 0.0089522             | --                                                       |
| HC-NM (Non-methane Hydrocarbon)                    | 0.0062341             | --                                                       |
| NMOG (Non-methane organic gases)                   | 0.0064224             | --                                                       |
| HC-TOTAL (Total Hydrocarbon)                       | 0.0100398             | --                                                       |

| Test Result Name                 | Unrounded Test Result | Verify Calculated CREE/OPT-CREE |
|----------------------------------|-----------------------|---------------------------------|
| Carbon-Related Exhaust Emissions | 406.561625            | 406                             |

## Certification Summary Information Report

| Test Group                                                                                                              |               | VPRXV03.6T92                               |               |                       | Evaporative/Refueling Family |                       |                          |        | VPRXR0170R92 |                     |          |           |
|-------------------------------------------------------------------------------------------------------------------------|---------------|--------------------------------------------|---------------|-----------------------|------------------------------|-----------------------|--------------------------|--------|--------------|---------------------|----------|-----------|
|                                                                                                                         |               | Test Result Name                           |               | Unrounded Test Result |                              | Verify Calculated CO2 |                          |        |              |                     |          |           |
|                                                                                                                         |               | Carbon dioxide                             |               | 406.378               |                              | --                    |                          |        |              |                     |          |           |
| Manufacturer Test Comments                                                                                              |               | FTP75 FE FEDV1 COUPE 4WD Test No. 25011646 |               |                       |                              |                       |                          |        |              |                     |          |           |
| Certification Region                                                                                                    | Useful Life   | Standard Level                             | Emission Name | Rounded Result        | RAF                          | NMOG/NM HC Ratio      | Diesel Adjustment Factor | Add DF | Mult DF      | Certification Level | Standard | Pass/Fail |
| Fed                                                                                                                     | 120,000 miles | Federal Tier 3 Bin 50                      | METHANE       | 0.0040                | --                           | --                    | --                       | 0.0058 | --           | 0.010               | 0.030    | Pass      |
| Fed                                                                                                                     | 150,000 miles | Federal Tier 3 Bin 50                      | CO            | 0.10                  | --                           | --                    | --                       | 0.05   | --           | 0.2                 | 1.7      | Pass      |
| Fed                                                                                                                     | 150,000 miles | Federal Tier 3 Bin 50                      | CREE          | 406                   | --                           | --                    | --                       | 0      | --           | 406                 | --       | --        |
| Fed                                                                                                                     | 150,000 miles | Federal Tier 3 Bin 50                      | NMOG          | 0.0064                | --                           | 1.10                  | --                       | 0.0009 | --           | 0.007               | 999.999  | Pass      |
| Fed                                                                                                                     | 150,000 miles | Federal Tier 3 Bin 50                      | NMOG+NOX      | 0.0154                | --                           | 1.10                  | --                       | --     | --           | 0.017               | 0.050    | Pass      |
| Fed                                                                                                                     | 150,000 miles | Federal Tier 3 Bin 50                      | NOX           | 0.0090                | --                           | --                    | --                       | 0.0008 | --           | 0.010               | 999.999  | Pass      |
| CA                                                                                                                      | 120,000 miles | California LEV-IV ULEV40                   | METHANE       | 0.0040                | --                           | --                    | --                       | 0.0058 | --           | 0.010               | 0.030    | Pass      |
| CA                                                                                                                      | 150,000 miles | California LEV-IV ULEV40                   | CO            | 0.10                  | --                           | --                    | --                       | 0.05   | --           | 0.2                 | 1.7      | Pass      |
| CA                                                                                                                      | 150,000 miles | California LEV-IV ULEV40                   | NMOG          | 0.0064                | --                           | 1.10                  | --                       | 0.0009 | --           | 0.007               | 999.999  | Pass      |
| CA                                                                                                                      | 150,000 miles | California LEV-IV ULEV40                   | NMOG+NOX      | 0.0154                | --                           | 1.10                  | --                       | --     | --           | 0.017               | 0.040    | Pass      |
| CA                                                                                                                      | 150,000 miles | California LEV-IV ULEV40                   | NOX           | 0.0090                | --                           | --                    | --                       | 0.0008 | --           | 0.010               | 999.999  | Pass      |
| NOTE: For Non-charge depleting tests, the Rounded Result for CREE/OPT-CREE Emission names are Verify-calculated values. |               |                                            |               |                       |                              |                       |                          |        |              |                     |          |           |



## Certification Summary Information Report

| Test Group                                     | VPRXV03.6T92                              | Evaporative/Refueling Family          | VPRXR0170R92              |
|------------------------------------------------|-------------------------------------------|---------------------------------------|---------------------------|
| <b>Test #</b>                                  | <b>TPRX10090252</b>                       | <b>Test Procedure</b>                 | <b>3 - HWFE</b>           |
| <b>Exhaust Test # for this Evap Test</b>       | --                                        | <b>Test Fuel Type</b>                 | 61 - Tier 2 Cert Gasoline |
| <b>Test Date</b>                               | 02/18/2025                                | <b>Fuel</b>                           | Gasoline                  |
| <b>Fuel Batch ID</b>                           | W24                                       | <b>Fuel Calibration Number</b>        | 1558                      |
| <b>Vehicle Class</b>                           | LDV/Passenger Car                         | <b>DF Type</b>                        | Mfr. Determined           |
| <b>Verify Test Lab ID</b>                      | Porsche AG, Labs and Engineering          |                                       |                           |
| <b>E10 Evaporative Test Measurement Method</b> | --                                        |                                       |                           |
| <b>Test Start Odometer Reading</b>             | 4065                                      | <b>Odometer Units</b>                 | M                         |
| <b>4WD Test Dyno</b>                           | Yes                                       | <b>Diesel Adjustment Factor Usage</b> | --                        |
| <b>State of Charge Delta</b>                   | --                                        |                                       |                           |
| <b>Drive Cycle Speed Tolerance Criteria</b>    | Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec) | <b>Road Speed Fan Usage</b>           | Yes                       |

## Test Results

| Test Result Name                                   | Unrounded Test Result | Verify Calculated FE Equivalent Value (miles per gallon) |
|----------------------------------------------------|-----------------------|----------------------------------------------------------|
| METHANE (CH4 - Methane)                            | 0                     | --                                                       |
| CO (Carbon Monoxide)                               | 0.00637               | --                                                       |
| DT-ASCR (Drive Trace Absolute Speed Change Rating) | -3.4616               | --                                                       |
| DT-EER (Drive Trace Energy Economy Rating)         | -0.3058               | --                                                       |
| DT-IWRR (Drive Trace Inertia Work Ratio Rating)    | -4.1725               | --                                                       |
| MFR FE (Manufacturer Fuel Economy)                 | 32.9197               | 32.9197                                                  |
| NOX (Nitrogen Oxide)                               | 0.001909              | --                                                       |
| HC-NM (Non-methane Hydrocarbon)                    | 0                     | --                                                       |
| NMOG (Non-methane organic gases)                   | 0                     | --                                                       |
| HC-TOTAL (Total Hydrocarbon)                       | 0                     | --                                                       |

| Test Result Name                 | Unrounded Test Result | Verify Calculated CREE/OPT-CREE |
|----------------------------------|-----------------------|---------------------------------|
| Carbon-Related Exhaust Emissions | 270.7100625           | 271                             |

| Test Result Name | Unrounded Test Result | Verify Calculated CO2 |
|------------------|-----------------------|-----------------------|
| Carbon dioxide   | 270.7                 | --                    |

## Manufacturer Test Comments

HWY FE FEDV1 COUPE 4WD Test No. 25011649

## Certification Summary Information Report

| Test Group           |               | VPRXV03.6T92             |               |                | Evaporative/Refueling Family |                  |                          |        |         | VPRXR0170R92        |          |           |
|----------------------|---------------|--------------------------|---------------|----------------|------------------------------|------------------|--------------------------|--------|---------|---------------------|----------|-----------|
| Certification Region | Useful Life   | Standard Level           | Emission Name | Rounded Result | RAF                          | NMOG/NM HC Ratio | Diesel Adjustment Factor | Add DF | Mult DF | Certification Level | Standard | Pass/Fail |
| Fed                  | 120,000 miles | Federal Tier 3 Bin 50    | CREE          | 271            | --                           | --               | --                       | 0      | --      | 271                 | --       | --        |
| Fed                  | 150,000 miles | Federal Tier 3 Bin 50    | NMOG          | 0.0000         | --                           | 1.03             | --                       | 0.0009 | --      | 0.001               | 999.999  | Pass      |
| Fed                  | 150,000 miles | Federal Tier 3 Bin 50    | NMOG+NOX      | 0.0019         | --                           | 1.03             | --                       | --     | --      | 0.004               | 0.050    | Pass      |
| Fed                  | 150,000 miles | Federal Tier 3 Bin 50    | NOX           | 0.0019         | --                           | --               | --                       | 0.0008 | --      | 0.003               | 999.999  | Pass      |
| CA                   | 150,000 miles | California LEV-IV ULEV40 | NMOG          | 0.0000         | --                           | 1.03             | --                       | 0.0009 | --      | 0.001               | 999.999  | Pass      |
| CA                   | 150,000 miles | California LEV-IV ULEV40 | NMOG+NOX      | 0.0019         | --                           | 1.03             | --                       | --     | --      | 0.004               | 0.040    | Pass      |
| CA                   | 150,000 miles | California LEV-IV ULEV40 | NOX           | 0.0019         | --                           | --               | --                       | 0.0008 | --      | 0.003               | 999.999  | Pass      |

**NOTE: For Non-charge depleting tests, the Rounded Result for CREE/OPT-CREE Emission names are Verify-calculated values.**

## Certification Summary Information Report

| Test Group                                   | VPRXV03.6T92                                                                                                                                                                                                    | Evaporative/Refueling Family                   | VPRXR0170R92          |      |   |                   |          |  |
|----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|-----------------------|------|---|-------------------|----------|--|
| <b>Emission Data Vehicle Information</b>     |                                                                                                                                                                                                                 |                                                |                       |      |   |                   |          |  |
| Vehicle ID / Configuration                   | FE-992-25 / 0                                                                                                                                                                                                   | Manufacturer Vehicle Configuration Number      | 0                     |      |   |                   |          |  |
| Original Test Group Name                     | SPRXV03.0C92                                                                                                                                                                                                    | Original Evaporative/Refueling Family          | SPR XR0170R92         |      |   |                   |          |  |
| Original Test Vehicle Model Year             | 2025                                                                                                                                                                                                            |                                                |                       |      |   |                   |          |  |
| <b>Vehicle Model</b>                         |                                                                                                                                                                                                                 |                                                |                       |      |   |                   |          |  |
| Represented Test Vehicle Make                | Porsche                                                                                                                                                                                                         | Represented Test Vehicle Model                 | 911 Carrera Cabriolet |      |   |                   |          |  |
| <b>Leak Family Details</b>                   |                                                                                                                                                                                                                 |                                                |                       |      |   |                   |          |  |
| Leak Family Identifier                       | --                                                                                                                                                                                                              | Leak Family Name                               | --                    |      |   |                   |          |  |
| <b>Drive Sources and Fuel System Details</b> |                                                                                                                                                                                                                 |                                                |                       |      |   |                   |          |  |
|                                              | <table border="1"> <thead> <tr> <th>Drive Source and Fuel#</th> <th>Drive Source</th> <th>Fuel</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Combustion Engine</td> <td>Gasoline</td> </tr> </tbody> </table> | Drive Source and Fuel#                         | Drive Source          | Fuel | 1 | Combustion Engine | Gasoline |  |
| Drive Source and Fuel#                       | Drive Source                                                                                                                                                                                                    | Fuel                                           |                       |      |   |                   |          |  |
| 1                                            | Combustion Engine                                                                                                                                                                                               | Gasoline                                       |                       |      |   |                   |          |  |
| Hybrid Indicator                             | No                                                                                                                                                                                                              |                                                |                       |      |   |                   |          |  |
| Multiple Fuel Storage                        | --                                                                                                                                                                                                              | Multiple Fuel Combustion                       | --                    |      |   |                   |          |  |
| Fuel Cell Indicator                          | --                                                                                                                                                                                                              | Rechargeable Energy Storage System Indicator   | --                    |      |   |                   |          |  |
| Rechargeable Energy Storage System           | --                                                                                                                                                                                                              | Rechargeable Energy Storage System, if 'Other' | --                    |      |   |                   |          |  |
| Off-board charge Capable Indicator           | --                                                                                                                                                                                                              |                                                |                       |      |   |                   |          |  |
| Odometer Correction -- Initial               | 0                                                                                                                                                                                                               | Odometer Correction Factor                     | 0.992                 |      |   |                   |          |  |
| Odometer Correction Sign                     | + = System Miles is equal to (Test odometer reading * Correction factor) + Initial system miles                                                                                                                 |                                                |                       |      |   |                   |          |  |
| Odometer Correction Units                    | Miles                                                                                                                                                                                                           |                                                |                       |      |   |                   |          |  |
| Engine Code                                  | DYH                                                                                                                                                                                                             | Rated Horsepower                               | 388                   |      |   |                   |          |  |
| Displacement (liters)                        | 3                                                                                                                                                                                                               |                                                |                       |      |   |                   |          |  |
| Air Aspiration Method                        | Turbocharged                                                                                                                                                                                                    | Air Aspiration Method, if 'Other'              |                       |      |   |                   |          |  |
| Number of Air Aspiration Devices             | 2                                                                                                                                                                                                               | Air Aspiration Device Configuration            | Parallel              |      |   |                   |          |  |
| Charge Air Cooler Type                       | Air                                                                                                                                                                                                             | Drive Mode While Testing                       | 2-Wheel Drive, Rear   |      |   |                   |          |  |
| Shift Indicator Light Usage                  | Not equipped                                                                                                                                                                                                    | Aged Emission Components                       | 4,000 (mi)            |      |   |                   |          |  |
| Curb Weight (lbs)                            | 3620                                                                                                                                                                                                            | Equivalent Test Weight (pounds)                | 4000                  |      |   |                   |          |  |
| GVWR (lbs)                                   | 4442                                                                                                                                                                                                            | N/V Ratio                                      | 23.3                  |      |   |                   |          |  |
| Axle Ratio                                   | 3.12                                                                                                                                                                                                            |                                                |                       |      |   |                   |          |  |
| Transmission Type                            | Automated Manual- Selectable (e.g. Automated Manual with paddles)                                                                                                                                               | # of Transmission Gears                        | 8                     |      |   |                   |          |  |
| Transmission Lockup                          | No                                                                                                                                                                                                              | Creep Gear                                     | No                    |      |   |                   |          |  |

## Certification Summary Information Report

|                   |              |                                     |              |
|-------------------|--------------|-------------------------------------|--------------|
| <b>Test Group</b> | VPRXV03.6T92 | <b>Evaporative/Refueling Family</b> | VPRXR0170R92 |
|-------------------|--------------|-------------------------------------|--------------|

**Dynamometer Coefficients:**

| Coefficient Category | Target Coefficients |             |                | Set Coefficients |             |                | EPA Calculated Total Road Load Horse Power for City/Highway/Evap Coefficients |
|----------------------|---------------------|-------------|----------------|------------------|-------------|----------------|-------------------------------------------------------------------------------|
|                      | A (lbf)             | B (lbf/mph) | C (lbf/mph**2) | A (lbf)          | B (lbf/mph) | C (lbf/mph**2) |                                                                               |
| City/Highway/Evap    | 38.37               | 0.5355      | 0.01609        | -1.56            | 0.1633      | 0.01698        | 14                                                                            |
| Cold CO              | 42.2                | 0.589       | 0.0198         | 17.22            | -0.0006     | 0.01948        | N/A                                                                           |
| US06                 | 38.37               | 0.5355      | 0.01609        | -1.56            | 0.1633      | 0.01698        | N/A                                                                           |

**Emission Control Device Comments**      --

**Manufacturer Test Vehicle Comments**      Test Vehicle: 911 Carrera Cabriolet; Porsche Internal Name: SEP325, Exhaust and Evaporvative Emissions

|                                                |                                                                   |                                       |                                                    |
|------------------------------------------------|-------------------------------------------------------------------|---------------------------------------|----------------------------------------------------|
| <b>Test #</b>                                  | <b>SPRX10086627</b>                                               | <b>Test Procedure</b>                 | <b>34 - Federal fuel 3-day evap</b>                |
| <b>Exhaust Test # for this Evap Test</b>       | SPRX10086626                                                      | <b>Test Fuel Type</b>                 | 49 - Tier 3 E10 Premium Gasoline (9 RVP @Low Alt.) |
| <b>Test Date</b>                               | 04/19/2024                                                        | <b>Fuel</b>                           | Gasoline                                           |
| <b>Fuel Batch ID</b>                           | 60626                                                             | <b>Fuel Calibration Number</b>        | 970                                                |
| <b>Vehicle Class</b>                           | N/A                                                               | <b>DF Type</b>                        | Mfr. Determined                                    |
| <b>Verify Test Lab ID</b>                      | IDIADA-Santa Oliva                                                |                                       |                                                    |
| <b>E10 Evaporative Test Measurement Method</b> | Actual Total Hydrocarbon Equivalent Measurement (with speciation) |                                       |                                                    |
| <b>Test Start Odometer Reading</b>             | 7177                                                              | <b>Odometer Units</b>                 | K                                                  |
| <b>4WD Test Dyno</b>                           | Yes                                                               | <b>Diesel Adjustment Factor Usage</b> | --                                                 |
| <b>State of Charge Delta</b>                   | --                                                                |                                       |                                                    |
| <b>Drive Cycle Speed Tolerance Criteria</b>    | Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec)                         | <b>Road Speed Fan Usage</b>           | Yes                                                |

**Test Results**

| Test Result Name                                          | Unrounded Test Result | Verify Calculated FE Equivalent Value (miles per gallon) |
|-----------------------------------------------------------|-----------------------|----------------------------------------------------------|
| HC-TOTAL-EQUIV (Total Hydrocarbon equivalent - Evap only) | 0.224                 | --                                                       |

**Manufacturer Test Comments**      3DD; INTERNAL TEST #LM240402101c1

| Certification Region | Useful Life   | Standard Level                          | Emission Name  | Rounded Result | Add DF | Certification Level | Standard | Pass/Fail |
|----------------------|---------------|-----------------------------------------|----------------|----------------|--------|---------------------|----------|-----------|
| Fed                  | 150,000 miles | Federal Tier 3 Evap                     | HC-TOTAL-EQUIV | 0.2240         | 0.0000 | 0.224               | 0.300    | Pass      |
| CA                   | 150,000 miles | California LEV-III Zero Evap (Option 2) | HC-TOTAL-EQUIV | 0.2240         | 0.0000 | 0.224               | 0.300    | Pass      |

|                                                           |               |                                                                   |                              |                                |                                                          |                                                    |          |           |
|-----------------------------------------------------------|---------------|-------------------------------------------------------------------|------------------------------|--------------------------------|----------------------------------------------------------|----------------------------------------------------|----------|-----------|
| Test Group                                                |               | VPRXV03.6T92                                                      | Evaporative/Refueling Family |                                | VPRXR0170R92                                             |                                                    |          |           |
| Test #                                                    |               | SPRX10086811                                                      |                              | Test Procedure                 |                                                          | 23 - 2-day evap                                    |          |           |
| Exhaust Test # for this Evap Test                         |               | SPRX10086625                                                      |                              | Test Fuel Type                 |                                                          | 49 - Tier 3 E10 Premium Gasoline (9 RVP @Low Alt.) |          |           |
| Test Date                                                 |               | 03/27/2024                                                        |                              | Fuel                           |                                                          | Gasoline                                           |          |           |
| Fuel Batch ID                                             |               | W22                                                               |                              | Fuel Calibration Number        |                                                          | 24                                                 |          |           |
| Vehicle Class                                             |               | N/A                                                               |                              | DF Type                        |                                                          | Mfr. Determined                                    |          |           |
| Verify Test Lab ID                                        |               | Porsche AG, Labs and Engineering                                  |                              |                                |                                                          |                                                    |          |           |
| E10 Evaporative Test Measurement Method                   |               | Actual Total Hydrocarbon Equivalent Measurement (with speciation) |                              |                                |                                                          |                                                    |          |           |
| Test Start Odometer Reading                               |               | 6874                                                              |                              | Odometer Units                 |                                                          | K                                                  |          |           |
| 4WD Test Dyno                                             |               | Yes                                                               |                              | Diesel Adjustment Factor Usage |                                                          | --                                                 |          |           |
| State of Charge Delta                                     |               | --                                                                |                              |                                |                                                          |                                                    |          |           |
| Drive Cycle Speed Tolerance Criteria                      |               | Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec)                         |                              | Road Speed Fan Usage           |                                                          | Yes                                                |          |           |
| Test Results                                              |               |                                                                   |                              |                                |                                                          |                                                    |          |           |
| Test Result Name                                          |               |                                                                   | Unrounded Test Result        |                                | Verify Calculated FE Equivalent Value (miles per gallon) |                                                    |          |           |
| HC-TOTAL-EQUIV (Total Hydrocarbon equivalent - Evap only) |               |                                                                   | 0.1726                       |                                | --                                                       |                                                    |          |           |
| Manufacturer Test Comments                                |               |                                                                   |                              |                                |                                                          |                                                    |          |           |
| 2DD; INTERNAL TEST #24022925                              |               |                                                                   |                              |                                |                                                          |                                                    |          |           |
| Certification Region                                      | Useful Life   | Standard Level                                                    | Emission Name                | Rounded Result                 | Add DF                                                   | Certification Level                                | Standard | Pass/Fail |
| Fed                                                       | 150,000 miles | Federal Tier 3 Evap                                               | HC-TOTAL-EQUIV               | 0.1726                         | 0.0000                                                   | 0.173                                              | 0.300    | Pass      |
| CA                                                        | 150,000 miles | California LEV-III Zero Evap (Option 2)                           | HC-TOTAL-EQUIV               | 0.1726                         | 0.0000                                                   | 0.173                                              | 0.300    | Pass      |

## Certification Summary Information Report

| <b>Test Group</b>                                                                                                                                                                                                                                            | VPRXV03.6T92                                                      | <b>Evaporative/Refueling Family</b>                      | VPRXR0170R92                                       |                       |                       |                                                          |                                            |                  |    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|----------------------------------------------------------|----------------------------------------------------|-----------------------|-----------------------|----------------------------------------------------------|--------------------------------------------|------------------|----|
| <b>Test #</b>                                                                                                                                                                                                                                                | <b>SPRX10086624</b>                                               | <b>Test Procedure</b>                                    | <b>24 - Federal fuel refueling test (ORVR)</b>     |                       |                       |                                                          |                                            |                  |    |
| <b>Exhaust Test # for this Evap Test</b>                                                                                                                                                                                                                     | SPRX10086623                                                      | <b>Test Fuel Type</b>                                    | 49 - Tier 3 E10 Premium Gasoline (9 RVP @Low Alt.) |                       |                       |                                                          |                                            |                  |    |
| <b>Test Date</b>                                                                                                                                                                                                                                             | 03/26/2024                                                        | <b>Fuel</b>                                              | Gasoline                                           |                       |                       |                                                          |                                            |                  |    |
| <b>Fuel Batch ID</b>                                                                                                                                                                                                                                         | W22                                                               | <b>Fuel Calibration Number</b>                           | 24                                                 |                       |                       |                                                          |                                            |                  |    |
| <b>Vehicle Class</b>                                                                                                                                                                                                                                         | N/A                                                               | <b>DF Type</b>                                           | Mfr. Determined                                    |                       |                       |                                                          |                                            |                  |    |
| <b>Verify Test Lab ID</b>                                                                                                                                                                                                                                    | Porsche AG, Labs and Engineering                                  |                                                          |                                                    |                       |                       |                                                          |                                            |                  |    |
| <b>E10 Evaporative Test Measurement Method</b>                                                                                                                                                                                                               | Actual Total Hydrocarbon Equivalent Measurement (with speciation) |                                                          |                                                    |                       |                       |                                                          |                                            |                  |    |
| <b>Test Start Odometer Reading</b>                                                                                                                                                                                                                           | 6825                                                              | <b>Odometer Units</b>                                    | K                                                  |                       |                       |                                                          |                                            |                  |    |
| <b>4WD Test Dyno</b>                                                                                                                                                                                                                                         | Yes                                                               | <b>Diesel Adjustment Factor Usage</b>                    | --                                                 |                       |                       |                                                          |                                            |                  |    |
| <b>State of Charge Delta</b>                                                                                                                                                                                                                                 | --                                                                |                                                          |                                                    |                       |                       |                                                          |                                            |                  |    |
| <b>Drive Cycle Speed Tolerance Criteria</b>                                                                                                                                                                                                                  | Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec)                         | <b>Road Speed Fan Usage</b>                              | Yes                                                |                       |                       |                                                          |                                            |                  |    |
| <b>Test Results</b>                                                                                                                                                                                                                                          |                                                                   |                                                          |                                                    |                       |                       |                                                          |                                            |                  |    |
| <table border="1"> <tr> <th>Test Result Name</th> <th>Unrounded Test Result</th> <th>Verify Calculated FE Equivalent Value (miles per gallon)</th> </tr> <tr> <td>HC (Hydrocarbon for Running Loss and ORVR)</td> <td>0.0074</td> <td>--</td> </tr> </table> |                                                                   |                                                          |                                                    | Test Result Name      | Unrounded Test Result | Verify Calculated FE Equivalent Value (miles per gallon) | HC (Hydrocarbon for Running Loss and ORVR) | 0.0074           | -- |
| Test Result Name                                                                                                                                                                                                                                             | Unrounded Test Result                                             | Verify Calculated FE Equivalent Value (miles per gallon) |                                                    |                       |                       |                                                          |                                            |                  |    |
| HC (Hydrocarbon for Running Loss and ORVR)                                                                                                                                                                                                                   | 0.0074                                                            | --                                                       |                                                    |                       |                       |                                                          |                                            |                  |    |
| <b>Manufacturer Test Comments</b>                                                                                                                                                                                                                            |                                                                   |                                                          |                                                    |                       |                       |                                                          |                                            |                  |    |
| ORVR; INTERNAL TEST #24022944                                                                                                                                                                                                                                |                                                                   |                                                          |                                                    |                       |                       |                                                          |                                            |                  |    |
| <b>Certification Region</b>                                                                                                                                                                                                                                  | <b>Useful Life</b>                                                | <b>Standard Level</b>                                    | <b>Emission Name</b>                               | <b>Rounded Result</b> | <b>Add DF</b>         | <b>Certification Level</b>                               | <b>Standard</b>                            | <b>Pass/Fail</b> |    |
| Fed                                                                                                                                                                                                                                                          | 150,000 miles                                                     | Federal Tier 3 Evap                                      | HC                                                 | 0.007                 | 0.003                 | 0.01                                                     | 0.20                                       | Pass             |    |
| CA                                                                                                                                                                                                                                                           | 150,000 miles                                                     | California LEV-III Zero Evap (Option 2)                  | HC                                                 | 0.007                 | 0.003                 | 0.01                                                     | 0.20                                       | Pass             |    |

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## Certification Summary Information Report

| <b>Test Group</b>                                                                                                                                                                                                                                         | VPRXV03.6T92                                                      | <b>Evaporative/Refueling Family</b>     | VPRXR0170R92                                       |                       |                       |                                       |                                                           |                  |    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-----------------------------------------|----------------------------------------------------|-----------------------|-----------------------|---------------------------------------|-----------------------------------------------------------|------------------|----|
| <b>Test #</b>                                                                                                                                                                                                                                             | <b>SPRX10086629</b>                                               | <b>Test Procedure</b>                   | <b>65 - Evap Canister Bleed Test</b>               |                       |                       |                                       |                                                           |                  |    |
| <b>Exhaust Test # for this Evap Test</b>                                                                                                                                                                                                                  | --                                                                | <b>Test Fuel Type</b>                   | 49 - Tier 3 E10 Premium Gasoline (9 RVP @Low Alt.) |                       |                       |                                       |                                                           |                  |    |
| <b>Test Date</b>                                                                                                                                                                                                                                          | 04/10/2024                                                        | <b>Fuel</b>                             | Gasoline                                           |                       |                       |                                       |                                                           |                  |    |
| <b>Fuel Batch ID</b>                                                                                                                                                                                                                                      | W22                                                               | <b>Fuel Calibration Number</b>          | 24                                                 |                       |                       |                                       |                                                           |                  |    |
| <b>Vehicle Class</b>                                                                                                                                                                                                                                      | N/A                                                               | <b>DF Type</b>                          | Mfr. Determined                                    |                       |                       |                                       |                                                           |                  |    |
| <b>Verify Test Lab ID</b>                                                                                                                                                                                                                                 | Porsche AG, Labs and Engineering                                  |                                         |                                                    |                       |                       |                                       |                                                           |                  |    |
| <b>E10 Evaporative Test Measurement Method</b>                                                                                                                                                                                                            | Actual Total Hydrocarbon Equivalent Measurement (with speciation) |                                         |                                                    |                       |                       |                                       |                                                           |                  |    |
| <b>Test Start Odometer Reading</b>                                                                                                                                                                                                                        | 7079                                                              | <b>Odometer Units</b>                   | K                                                  |                       |                       |                                       |                                                           |                  |    |
| <b>4WD Test Dyno</b>                                                                                                                                                                                                                                      | Yes                                                               | <b>Diesel Adjustment Factor Usage</b>   | --                                                 |                       |                       |                                       |                                                           |                  |    |
| <b>State of Charge Delta</b>                                                                                                                                                                                                                              | --                                                                |                                         |                                                    |                       |                       |                                       |                                                           |                  |    |
| <b>Drive Cycle Speed Tolerance Criteria</b>                                                                                                                                                                                                               | Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec)                         | <b>Road Speed Fan Usage</b>             | --                                                 |                       |                       |                                       |                                                           |                  |    |
| <b>Test Results</b>                                                                                                                                                                                                                                       |                                                                   |                                         |                                                    |                       |                       |                                       |                                                           |                  |    |
| <table border="1"> <tr> <th>Test Result Name</th> <th>Unrounded Test Result</th> <th>Verify Calculated FE Equivalent Value</th> </tr> <tr> <td>HC-TOTAL-EQUIV (Total Hydrocarbon equivalent - Evap only)</td> <td>0.00244</td> <td>--</td> </tr> </table> |                                                                   |                                         |                                                    | Test Result Name      | Unrounded Test Result | Verify Calculated FE Equivalent Value | HC-TOTAL-EQUIV (Total Hydrocarbon equivalent - Evap only) | 0.00244          | -- |
| Test Result Name                                                                                                                                                                                                                                          | Unrounded Test Result                                             | Verify Calculated FE Equivalent Value   |                                                    |                       |                       |                                       |                                                           |                  |    |
| HC-TOTAL-EQUIV (Total Hydrocarbon equivalent - Evap only)                                                                                                                                                                                                 | 0.00244                                                           | --                                      |                                                    |                       |                       |                                       |                                                           |                  |    |
| <b>Manufacturer Test Comments</b>                                                                                                                                                                                                                         |                                                                   |                                         |                                                    |                       |                       |                                       |                                                           |                  |    |
| BETP EVAP; INTERNAL TEST #24025778                                                                                                                                                                                                                        |                                                                   |                                         |                                                    |                       |                       |                                       |                                                           |                  |    |
| <b>Certification Region</b>                                                                                                                                                                                                                               | <b>Useful Life</b>                                                | <b>Standard Level</b>                   | <b>Emission Name</b>                               | <b>Rounded Result</b> | <b>Add DF</b>         | <b>Certification Level</b>            | <b>Standard</b>                                           | <b>Pass/Fail</b> |    |
| Fed                                                                                                                                                                                                                                                       | 150,000 miles                                                     | Federal Tier 3 Evap                     | HC-TOTAL-EQUIV                                     | 0.0024                | 0.0000                | 0.002                                 | 0.020                                                     | Pass             |    |
| CA                                                                                                                                                                                                                                                        | 150,000 miles                                                     | California LEV-III Zero Evap (Option 2) | HC-TOTAL-EQUIV                                     | 0.0024                | 0.0000                | 0.002                                 | 0.020                                                     | Pass             |    |



## Certification Summary Information Report

| Test Group                                                                | VPRXV03.6T92                                       | Evaporative/Refueling Family                                              | VPRXR0170R92 |
|---------------------------------------------------------------------------|----------------------------------------------------|---------------------------------------------------------------------------|--------------|
| <b>Fuel Properties</b>                                                    |                                                    |                                                                           |              |
| <b>Fuel Batch ID</b>                                                      | <b>W23</b>                                         | <b>Fuel Calibration Number</b>                                            | <b>2518</b>  |
| <b>Test Fuel Type</b>                                                     | 49 - Tier 3 E10 Premium Gasoline (9 RVP @Low Alt.) | <b>Fuel Batch Calibration Date</b>                                        | 07/05/2024   |
| <b>Fuel Batch Calibration Effective Date</b>                              | 07/05/2024                                         | <b>Fuel Batch Calibration Ineffective Date</b>                            | 07/31/2028   |
| <b>Carbon Weight Fraction NMHC</b>                                        | --                                                 | <b>Carbon Weight Fraction HC</b>                                          | --           |
| <b>Exhaust Carbon Weight Fraction</b>                                     | --                                                 | <b>Fuel Methanol Volume Fraction</b>                                      | --           |
| <b>Fuel Density (grams/cubic ft)</b>                                      | --                                                 | <b>Fuel Specific Gravity</b>                                              | 0.739        |
| <b>Fuel Ethanol Volume Percent (%)</b>                                    | 9.9                                                | <b>Fuel Net Heating Value / Fuel Net Heat of Combustion (E0) (BTU/lb)</b> | 17954        |
| <b>Fuel Net Heat of Combustion (E10) (MJ/kg)</b>                          | --                                                 | <b>Fuel Carbon Mass Fraction (E10)</b>                                    | --           |
| <b>Fuel Blend Carbon Weight Fraction / Fuel Carbon Mass Fraction (E0)</b> | 0.827                                              | <b>Weight Fraction CO2</b>                                                | --           |
| <b>Fuel Batch ID</b>                                                      | <b>W22</b>                                         | <b>Fuel Calibration Number</b>                                            | <b>24</b>    |
| <b>Test Fuel Type</b>                                                     | 49 - Tier 3 E10 Premium Gasoline (9 RVP @Low Alt.) | <b>Fuel Batch Calibration Date</b>                                        | 01/19/2023   |
| <b>Fuel Batch Calibration Effective Date</b>                              | 01/19/2023                                         | <b>Fuel Batch Calibration Ineffective Date</b>                            | 01/31/2028   |
| <b>Carbon Weight Fraction NMHC</b>                                        | --                                                 | <b>Carbon Weight Fraction HC</b>                                          | --           |
| <b>Exhaust Carbon Weight Fraction</b>                                     | --                                                 | <b>Fuel Methanol Volume Fraction</b>                                      | --           |
| <b>Fuel Density (grams/cubic ft)</b>                                      | --                                                 | <b>Fuel Specific Gravity</b>                                              | 0.741        |
| <b>Fuel Ethanol Volume Percent (%)</b>                                    | 10.1                                               | <b>Fuel Net Heating Value / Fuel Net Heat of Combustion (E0) (BTU/lb)</b> | 17962        |
| <b>Fuel Net Heat of Combustion (E10) (MJ/kg)</b>                          | --                                                 | <b>Fuel Carbon Mass Fraction (E10)</b>                                    | --           |
| <b>Fuel Blend Carbon Weight Fraction / Fuel Carbon Mass Fraction (E0)</b> | 0.834                                              | <b>Weight Fraction CO2</b>                                                | --           |
| <b>Fuel Batch ID</b>                                                      | <b>W22</b>                                         | <b>Fuel Calibration Number</b>                                            | <b>2776</b>  |
| <b>Test Fuel Type</b>                                                     | 29 - Cold CO E10 Premium Gasoline (Tier 3)         | <b>Fuel Batch Calibration Date</b>                                        | 06/03/2024   |
| <b>Fuel Batch Calibration Effective Date</b>                              | 06/28/2024                                         | <b>Fuel Batch Calibration Ineffective Date</b>                            | 06/30/2028   |
| <b>Carbon Weight Fraction NMHC</b>                                        | --                                                 | <b>Carbon Weight Fraction HC</b>                                          | --           |
| <b>Exhaust Carbon Weight Fraction</b>                                     | --                                                 | <b>Fuel Methanol Volume Fraction</b>                                      | --           |
| <b>Fuel Density (grams/cubic ft)</b>                                      | --                                                 | <b>Fuel Specific Gravity</b>                                              | 0.737        |
| <b>Fuel Ethanol Volume Percent (%)</b>                                    | 9.8                                                | <b>Fuel Net Heating Value / Fuel Net Heat of Combustion (E0) (BTU/lb)</b> | 17979        |
| <b>Fuel Net Heat of Combustion (E10) (MJ/kg)</b>                          | --                                                 | <b>Fuel Carbon Mass Fraction (E10)</b>                                    | --           |
| <b>Fuel Blend Carbon Weight Fraction / Fuel Carbon Mass Fraction (E0)</b> | 0.824                                              | <b>Weight Fraction CO2</b>                                                | --           |
| <b>Fuel Batch ID</b>                                                      | <b>W24</b>                                         | <b>Fuel Calibration Number</b>                                            | <b>1558</b>  |
| <b>Test Fuel Type</b>                                                     | 61 - Tier 2 Cert Gasoline                          | <b>Fuel Batch Calibration Date</b>                                        | 07/23/2024   |
| <b>Fuel Batch Calibration Effective Date</b>                              | 07/23/2024                                         | <b>Fuel Batch Calibration Ineffective Date</b>                            | 07/23/2028   |
| <b>Carbon Weight Fraction NMHC</b>                                        | --                                                 | <b>Carbon Weight Fraction HC</b>                                          | --           |

## Certification Summary Information Report

| Test Group                                                         |                                                    | VPRXV03.6T92 | Evaporative/Refueling Family                                       | VPRXR0170R92 |
|--------------------------------------------------------------------|----------------------------------------------------|--------------|--------------------------------------------------------------------|--------------|
| Exhaust Carbon Weight Fraction                                     | --                                                 |              | Fuel Methanol Volume Fraction                                      | --           |
| Fuel Density (grams/cubic ft)                                      | --                                                 |              | Fuel Specific Gravity                                              | 0.744        |
| Fuel Ethanol Volume Percent (%)                                    | --                                                 |              | Fuel Net Heating Value / Fuel Net Heat of Combustion (E0) (BTU/lb) | 18439        |
| Fuel Net Heat of Combustion (E10) (MJ/kg)                          | --                                                 |              | Fuel Carbon Mass Fraction (E10)                                    | --           |
| Fuel Blend Carbon Weight Fraction / Fuel Carbon Mass Fraction (E0) | 0.866                                              |              | Weight Fraction CO2                                                | --           |
| Fuel Batch ID                                                      | 60626                                              |              | Fuel Calibration Number                                            | 970          |
| Test Fuel Type                                                     | 49 - Tier 3 E10 Premium Gasoline (9 RVP @Low Alt.) |              | Fuel Batch Calibration Date                                        | 11/20/2023   |
| Fuel Batch Calibration Effective Date                              | 11/20/2023                                         |              | Fuel Batch Calibration Ineffective Date                            | 11/30/2027   |
| Carbon Weight Fraction NMHC                                        | --                                                 |              | Carbon Weight Fraction HC                                          | --           |
| Exhaust Carbon Weight Fraction                                     | --                                                 |              | Fuel Methanol Volume Fraction                                      | --           |
| Fuel Density (grams/cubic ft)                                      | --                                                 |              | Fuel Specific Gravity                                              | 0.754        |
| Fuel Ethanol Volume Percent (%)                                    | 9.7                                                |              | Fuel Net Heating Value / Fuel Net Heat of Combustion (E0) (BTU/lb) | 17936        |
| Fuel Net Heat of Combustion (E10) (MJ/kg)                          | --                                                 |              | Fuel Carbon Mass Fraction (E10)                                    | --           |
| Fuel Blend Carbon Weight Fraction / Fuel Carbon Mass Fraction (E0) | 0.825                                              |              | Weight Fraction CO2                                                | --           |

## Certification Summary Information Report

| Test Group                     |               | VPRXV03.6T92                        |     |             | Evaporative/Refueling Family    |                                   | VPRXR0170R92                            |         |         |
|--------------------------------|---------------|-------------------------------------|-----|-------------|---------------------------------|-----------------------------------|-----------------------------------------|---------|---------|
| Consolidated List of Standards |               |                                     |     |             |                                 |                                   |                                         |         |         |
| Exhaust Standards              |               |                                     |     |             |                                 |                                   |                                         |         |         |
| Cert Region                    |               | Federal                             |     |             | Cert/In-Use Code                |                                   | Cert                                    |         |         |
| Vehicle Class                  |               | LDV/Passenger Car                   |     |             | Standard Level                  |                                   | Federal Tier 3 Bin 50                   |         |         |
| Fuel                           |               | Gasoline                            |     |             | Test Procedure                  |                                   | Federal fuel 2-day exhaust (w/can load) |         |         |
| Useful Life                    | Emission Name | Rounded Result                      | RAF | NMOG / NMHC | Upward Diesel Adjustment Factor | Downward Diesel Adjustment Factor | Mult DF                                 | Add DF  | Std     |
| 120,000 miles                  | METHANE       | --                                  | --  | --          | --                              | --                                | --                                      | 0.0058  | 0.030   |
| 120,000 miles                  | N2O           | --                                  | --  | --          | --                              | --                                | --                                      | 0.0047  | 0.010   |
| 150,000 miles                  | CO            | --                                  | --  | --          | --                              | --                                | --                                      | 0.05    | 1.7     |
| 150,000 miles                  | CO-COMP       | --                                  | --  | --          | --                              | --                                | --                                      | 0.05    | 1.7     |
| 150,000 miles                  | CREE          | --                                  | --  | --          | --                              | --                                | --                                      | 0       | 999.9   |
| 150,000 miles                  | HCHO          | --                                  | --  | --          | --                              | --                                | --                                      | 0.00001 | 0.004   |
| 150,000 miles                  | NMOG          | --                                  | --  | 1.10        | --                              | --                                | --                                      | 0.0009  | 999.999 |
| 150,000 miles                  | NMOG+NOX      | --                                  | --  | 1.10        | --                              | --                                | --                                      | 0.0017  | 0.050   |
| 150,000 miles                  | NMOG+NOX-COMP | --                                  | --  | 1.10        | --                              | --                                | --                                      | 0.0017  | 0.080   |
| 150,000 miles                  | NOX           | --                                  | --  | --          | --                              | --                                | --                                      | 0.0008  | 999.999 |
| 150,000 miles                  | PM            | --                                  | --  | --          | --                              | --                                | --                                      | 0       | 0.003   |
|                                |               |                                     |     |             |                                 |                                   |                                         |         |         |
| Cert Region                    |               | California + CAA Section 177 states |     |             | Cert/In-Use Code                |                                   | Cert                                    |         |         |
| Vehicle Class                  |               | LDV/Passenger Car                   |     |             | Standard Level                  |                                   | California LEV-IV ULEV40                |         |         |
| Fuel                           |               | Gasoline                            |     |             | Test Procedure                  |                                   | Federal fuel 2-day exhaust (w/can load) |         |         |
| Useful Life                    | Emission Name | Rounded Result                      | RAF | NMOG / NMHC | Upward Diesel Adjustment Factor | Downward Diesel Adjustment Factor | Mult DF                                 | Add DF  | Std     |
| 120,000 miles                  | METHANE       | --                                  | --  | --          | --                              | --                                | --                                      | 0.0058  | 0.030   |
| 120,000 miles                  | N2O           | --                                  | --  | --          | --                              | --                                | --                                      | 0.0047  | 0.010   |
| 150,000 miles                  | CO            | --                                  | --  | --          | --                              | --                                | --                                      | 0.05    | 1.7     |
| 150,000 miles                  | HCHO          | --                                  | --  | --          | --                              | --                                | --                                      | 0.00001 | 0.004   |
| 150,000 miles                  | NMOG          | --                                  | --  | 1.10        | --                              | --                                | --                                      | 0.0009  | 999.999 |
| 150,000 miles                  | NMOG+NOX      | --                                  | --  | 1.10        | --                              | --                                | --                                      | 0.0017  | 0.040   |
| 150,000 miles                  | NOX           | --                                  | --  | --          | --                              | --                                | --                                      | 0.0008  | 999.999 |
| 150,000 miles                  | PM            | --                                  | --  | --          | --                              | --                                | --                                      | 0       | 0.001   |
|                                |               |                                     |     |             |                                 |                                   |                                         |         |         |

## Certification Summary Information Report

|                      |                      |                       |            |                    |                                        |                                          |                |                       |            |
|----------------------|----------------------|-----------------------|------------|--------------------|----------------------------------------|------------------------------------------|----------------|-----------------------|------------|
| <b>Test Group</b>    |                      | VPRXV03.6T92          |            |                    | <b>Evaporative/Refueling Family</b>    |                                          |                | VPRXR0170R92          |            |
| <b>Cert Region</b>   |                      | Federal               |            |                    | <b>Cert/In-Use Code</b>                |                                          |                | Cert                  |            |
| <b>Vehicle Class</b> |                      | LDV/Passenger Car     |            |                    | <b>Standard Level</b>                  |                                          |                | Federal Tier 3 Bin 50 |            |
| <b>Fuel</b>          |                      | Gasoline              |            |                    | <b>Test Procedure</b>                  |                                          |                | SC03                  |            |
| <b>Useful Life</b>   | <b>Emission Name</b> | <b>Rounded Result</b> | <b>RAF</b> | <b>NMOG / NMHC</b> | <b>Upward Diesel Adjustment Factor</b> | <b>Downward Diesel Adjustment Factor</b> | <b>Mult DF</b> | <b>Add DF</b>         | <b>Std</b> |
| 150,000 miles        | CO                   | --                    | --         | --                 | --                                     | --                                       | --             | 0.05                  | 999.9      |
| 150,000 miles        | NMOG                 | --                    | --         | --                 | --                                     | --                                       | --             | 0.0009                | 999.999    |
| 150,000 miles        | NMOG+NOX             | --                    | --         | --                 | --                                     | --                                       | --             | 0.0017                | 0.050      |
| 150,000 miles        | NOX                  | --                    | --         | --                 | --                                     | --                                       | --             | 0.0008                | 999.999    |

|                      |                      |                                     |            |                    |                                        |                                          |                |                          |            |
|----------------------|----------------------|-------------------------------------|------------|--------------------|----------------------------------------|------------------------------------------|----------------|--------------------------|------------|
| <b>Cert Region</b>   |                      | California + CAA Section 177 states |            |                    | <b>Cert/In-Use Code</b>                |                                          |                | Cert                     |            |
| <b>Vehicle Class</b> |                      | LDV/Passenger Car                   |            |                    | <b>Standard Level</b>                  |                                          |                | California LEV-IV ULEV40 |            |
| <b>Fuel</b>          |                      | Gasoline                            |            |                    | <b>Test Procedure</b>                  |                                          |                | US06                     |            |
| <b>Useful Life</b>   | <b>Emission Name</b> | <b>Rounded Result</b>               | <b>RAF</b> | <b>NMOG / NMHC</b> | <b>Upward Diesel Adjustment Factor</b> | <b>Downward Diesel Adjustment Factor</b> | <b>Mult DF</b> | <b>Add DF</b>            | <b>Std</b> |
| 150,000 miles        | CO                   | --                                  | --         | --                 | --                                     | --                                       | --             | 0.05                     | 999.9      |
| 150,000 miles        | NMOG                 | --                                  | --         | 1.03               | --                                     | --                                       | --             | 0.0009                   | 999.999    |
| 150,000 miles        | NMOG+NOX             | --                                  | --         | --                 | --                                     | --                                       | --             | 0.0017                   | 0.040      |
| 150,000 miles        | NOX                  | --                                  | --         | --                 | --                                     | --                                       | --             | 0.0008                   | 999.999    |
| 150,000 miles        | PM                   | --                                  | --         | --                 | --                                     | --                                       | --             | 0                        | 0.006      |

|                      |                      |                                     |            |                    |                                        |                                          |                |                          |            |
|----------------------|----------------------|-------------------------------------|------------|--------------------|----------------------------------------|------------------------------------------|----------------|--------------------------|------------|
| <b>Cert Region</b>   |                      | California + CAA Section 177 states |            |                    | <b>Cert/In-Use Code</b>                |                                          |                | Cert                     |            |
| <b>Vehicle Class</b> |                      | LDV/Passenger Car                   |            |                    | <b>Standard Level</b>                  |                                          |                | California LEV-IV ULEV40 |            |
| <b>Fuel</b>          |                      | Gasoline                            |            |                    | <b>Test Procedure</b>                  |                                          |                | SC03                     |            |
| <b>Useful Life</b>   | <b>Emission Name</b> | <b>Rounded Result</b>               | <b>RAF</b> | <b>NMOG / NMHC</b> | <b>Upward Diesel Adjustment Factor</b> | <b>Downward Diesel Adjustment Factor</b> | <b>Mult DF</b> | <b>Add DF</b>            | <b>Std</b> |
| 150,000 miles        | CO                   | --                                  | --         | --                 | --                                     | --                                       | --             | 0.05                     | 1.7        |
| 150,000 miles        | NMOG                 | --                                  | --         | --                 | --                                     | --                                       | --             | 0.0009                   | 999.999    |
| 150,000 miles        | NMOG+NOX             | --                                  | --         | --                 | --                                     | --                                       | --             | 0.0017                   | 0.040      |
| 150,000 miles        | NOX                  | --                                  | --         | --                 | --                                     | --                                       | --             | 0.0008                   | 999.999    |

## Certification Summary Information Report

|                      |                      |                                     |            |                    |                                        |                                          |                |                          |            |
|----------------------|----------------------|-------------------------------------|------------|--------------------|----------------------------------------|------------------------------------------|----------------|--------------------------|------------|
| <b>Test Group</b>    |                      | VPRXV03.6T92                        |            |                    | Evaporative/Refueling Family           |                                          |                | VPRXR0170R92             |            |
| <b>Cert Region</b>   |                      | California + CAA Section 177 states |            |                    | <b>Cert/In-Use Code</b>                |                                          |                | Cert                     |            |
| <b>Vehicle Class</b> |                      | LDV/Passenger Car                   |            |                    | <b>Standard Level</b>                  |                                          |                | California LEV-IV ULEV40 |            |
| <b>Fuel</b>          |                      | Gasoline                            |            |                    | <b>Test Procedure</b>                  |                                          |                | Fed. fuel 50 F exh.      |            |
| <b>Useful Life</b>   | <b>Emission Name</b> | <b>Rounded Result</b>               | <b>RAF</b> | <b>NMOG / NMHC</b> | <b>Upward Diesel Adjustment Factor</b> | <b>Downward Diesel Adjustment Factor</b> | <b>Mult DF</b> | <b>Add DF</b>            | <b>Std</b> |
| 150,000 miles        | CO                   | --                                  | --         | --                 | --                                     | --                                       | --             | 0.05                     | 1.7        |
| 150,000 miles        | HCHO                 | --                                  | --         | --                 | --                                     | --                                       | --             | 0.00001                  | 0.016      |
| 150,000 miles        | NMOG                 | --                                  | --         | --                 | --                                     | --                                       | --             | 0.0009                   | 999.999    |
| 150,000 miles        | NMOG+NOX             | --                                  | --         | --                 | --                                     | --                                       | --             | 0.0017                   | 0.100      |
| 150,000 miles        | NOX                  | --                                  | --         | --                 | --                                     | --                                       | --             | 0.0008                   | 999.999    |
|                      |                      |                                     |            |                    |                                        |                                          |                |                          |            |
| <b>Cert Region</b>   |                      | Federal                             |            |                    | <b>Cert/In-Use Code</b>                |                                          |                | Cert                     |            |
| <b>Vehicle Class</b> |                      | LDV/Passenger Car                   |            |                    | <b>Standard Level</b>                  |                                          |                | Federal Tier 3 Bin 50    |            |
| <b>Fuel</b>          |                      | Gasoline                            |            |                    | <b>Test Procedure</b>                  |                                          |                | HWFE                     |            |
| <b>Useful Life</b>   | <b>Emission Name</b> | <b>Rounded Result</b>               | <b>RAF</b> | <b>NMOG / NMHC</b> | <b>Upward Diesel Adjustment Factor</b> | <b>Downward Diesel Adjustment Factor</b> | <b>Mult DF</b> | <b>Add DF</b>            | <b>Std</b> |
| 120,000 miles        | CREE                 | --                                  | --         | --                 | --                                     | --                                       | --             | 0                        | 999        |
| 150,000 miles        | NMOG                 | --                                  | --         | 1.03               | --                                     | --                                       | --             | 0.0009                   | 999.999    |
| 150,000 miles        | NMOG+NOX             | --                                  | --         | 1.03               | --                                     | --                                       | --             | 0.0017                   | 0.050      |
| 150,000 miles        | NOX                  | --                                  | --         | --                 | --                                     | --                                       | --             | 0.0008                   | 999.999    |
|                      |                      |                                     |            |                    |                                        |                                          |                |                          |            |
| <b>Cert Region</b>   |                      | California + CAA Section 177 states |            |                    | <b>Cert/In-Use Code</b>                |                                          |                | Cert                     |            |
| <b>Vehicle Class</b> |                      | LDV/Passenger Car                   |            |                    | <b>Standard Level</b>                  |                                          |                | California LEV-IV ULEV40 |            |
| <b>Fuel</b>          |                      | Gasoline                            |            |                    | <b>Test Procedure</b>                  |                                          |                | Cold CO                  |            |
| <b>Useful Life</b>   | <b>Emission Name</b> | <b>Rounded Result</b>               | <b>RAF</b> | <b>NMOG / NMHC</b> | <b>Upward Diesel Adjustment Factor</b> | <b>Downward Diesel Adjustment Factor</b> | <b>Mult DF</b> | <b>Add DF</b>            | <b>Std</b> |
| 50,000 miles         | CO                   | --                                  | --         | --                 | --                                     | --                                       | --             | 0.05                     | 10.0       |
| 150,000 miles        | HC-NM                | --                                  | --         | --                 | --                                     | --                                       | --             | 0.0008                   | 0.3        |
|                      |                      |                                     |            |                    |                                        |                                          |                |                          |            |

## Certification Summary Information Report

|                      |                                     |                       |            |                    |                                        |                                          |                |                          |            |
|----------------------|-------------------------------------|-----------------------|------------|--------------------|----------------------------------------|------------------------------------------|----------------|--------------------------|------------|
| <b>Test Group</b>    | VPRXV03.6T92                        |                       |            |                    | Evaporative/Refueling Family           |                                          |                | VPRXR0170R92             |            |
| <b>Cert Region</b>   | California + CAA Section 177 states |                       |            |                    | <b>Cert/In-Use Code</b>                |                                          |                | Cert                     |            |
| <b>Vehicle Class</b> | LDV/Passenger Car                   |                       |            |                    | <b>Standard Level</b>                  |                                          |                | California LEV-IV ULEV40 |            |
| <b>Fuel</b>          | Gasoline                            |                       |            |                    | <b>Test Procedure</b>                  |                                          |                | HWFE                     |            |
| <b>Useful Life</b>   | <b>Emission Name</b>                | <b>Rounded Result</b> | <b>RAF</b> | <b>NMOG / NMHC</b> | <b>Upward Diesel Adjustment Factor</b> | <b>Downward Diesel Adjustment Factor</b> | <b>Mult DF</b> | <b>Add DF</b>            | <b>Std</b> |
| 150,000 miles        | NMOG                                | --                    | --         | 1.03               | --                                     | --                                       | --             | 0.0009                   | 999.999    |
| 150,000 miles        | NMOG+NOX                            | --                    | --         | 1.03               | --                                     | --                                       | --             | 0.0017                   | 0.040      |
| 150,000 miles        | NOX                                 | --                    | --         | --                 | --                                     | --                                       | --             | 0.0008                   | 999.999    |

|                      |                      |                       |            |                    |                                        |                                          |                |                       |            |
|----------------------|----------------------|-----------------------|------------|--------------------|----------------------------------------|------------------------------------------|----------------|-----------------------|------------|
| <b>Cert Region</b>   | Federal              |                       |            |                    | <b>Cert/In-Use Code</b>                |                                          |                | Cert                  |            |
| <b>Vehicle Class</b> | LDV/Passenger Car    |                       |            |                    | <b>Standard Level</b>                  |                                          |                | Federal Tier 3 Bin 50 |            |
| <b>Fuel</b>          | Gasoline             |                       |            |                    | <b>Test Procedure</b>                  |                                          |                | US06                  |            |
| <b>Useful Life</b>   | <b>Emission Name</b> | <b>Rounded Result</b> | <b>RAF</b> | <b>NMOG / NMHC</b> | <b>Upward Diesel Adjustment Factor</b> | <b>Downward Diesel Adjustment Factor</b> | <b>Mult DF</b> | <b>Add DF</b>         | <b>Std</b> |
| 150,000 miles        | CO                   | --                    | --         | --                 | --                                     | --                                       | --             | 0.05                  | 999.9      |
| 150,000 miles        | NMOG                 | --                    | --         | 1.03               | --                                     | --                                       | --             | 0.0009                | 999.999    |
| 150,000 miles        | NOX                  | --                    | --         | --                 | --                                     | --                                       | --             | 0.0008                | 999.999    |
| 150,000 miles        | PM                   | --                    | --         | --                 | --                                     | --                                       | --             | 0                     | 0.006      |

|                      |                      |                       |            |                    |                                        |                                          |                |                       |            |
|----------------------|----------------------|-----------------------|------------|--------------------|----------------------------------------|------------------------------------------|----------------|-----------------------|------------|
| <b>Cert Region</b>   | Federal              |                       |            |                    | <b>Cert/In-Use Code</b>                |                                          |                | Cert                  |            |
| <b>Vehicle Class</b> | LDV/Passenger Car    |                       |            |                    | <b>Standard Level</b>                  |                                          |                | Federal Tier 3 Bin 50 |            |
| <b>Fuel</b>          | Gasoline             |                       |            |                    | <b>Test Procedure</b>                  |                                          |                | Cold CO               |            |
| <b>Useful Life</b>   | <b>Emission Name</b> | <b>Rounded Result</b> | <b>RAF</b> | <b>NMOG / NMHC</b> | <b>Upward Diesel Adjustment Factor</b> | <b>Downward Diesel Adjustment Factor</b> | <b>Mult DF</b> | <b>Add DF</b>         | <b>Std</b> |
| 50,000 miles         | CO                   | --                    | --         | --                 | --                                     | --                                       | --             | 0.05                  | 10.0       |
| 120,000 miles        | HC-NM                | --                    | --         | --                 | --                                     | --                                       | --             | 0.0008                | 0.3        |

## Evaporative/Refueling Standards

|                              |               |                |                |                |        |                     |  |
|------------------------------|---------------|----------------|----------------|----------------|--------|---------------------|--|
| Evaporative/Refueling Family |               | VPRXR0170R92   |                | Cert Region    |        | Federal             |  |
| Cert/In-Use Code             |               | Cert           |                | Standard Level |        | Federal Tier 3 Evap |  |
| Test Procedure               |               | 2-day evap     |                |                |        |                     |  |
| Fuel                         | Useful Life   | Emission Name  | Rounded Result | Std            | Add DF |                     |  |
| Gasoline                     | 150,000 miles | HC-TOTAL-EQUIV | --             | 0.300          | 0.0000 |                     |  |

## Certification Summary Information Report

|                              |               |                                    |                |                              |        |                                         |  |
|------------------------------|---------------|------------------------------------|----------------|------------------------------|--------|-----------------------------------------|--|
| Test Group                   |               | VPRXV03.6T92                       |                | Evaporative/Refueling Family |        | VPRXR0170R92                            |  |
| Evaporative/Refueling Family |               | VPRXR0170R92                       |                | Cert Region                  |        | Federal                                 |  |
| Cert/In-Use Code             |               | Cert                               |                | Standard Level               |        | Federal Tier 3 Evap                     |  |
| Test Procedure               |               | Federal fuel 3-day evap            |                |                              |        |                                         |  |
| Fuel                         | Useful Life   | Emission Name                      | Rounded Result | Std                          | Add DF |                                         |  |
| Gasoline                     | 150,000 miles | HC-TOTAL-EQUIV                     | --             | 0.300                        | 0.0000 |                                         |  |
|                              |               |                                    |                |                              |        |                                         |  |
| Evaporative/Refueling Family |               | VPRXR0170R92                       |                | Cert Region                  |        | Federal                                 |  |
| Cert/In-Use Code             |               | Cert                               |                | Standard Level               |        | Federal Tier 3 Evap                     |  |
| Test Procedure               |               | Federal fuel refueling test (ORVR) |                |                              |        |                                         |  |
| Fuel                         | Useful Life   | Emission Name                      | Rounded Result | Std                          | Add DF |                                         |  |
| Gasoline                     | 150,000 miles | HC                                 | --             | 0.20                         | 0.003  |                                         |  |
|                              |               |                                    |                |                              |        |                                         |  |
| Evaporative/Refueling Family |               | VPRXR0170R92                       |                | Cert Region                  |        | Federal                                 |  |
| Cert/In-Use Code             |               | Cert                               |                | Standard Level               |        | Federal Tier 3 Evap                     |  |
| Test Procedure               |               | Evap Canister Bleed Test           |                |                              |        |                                         |  |
| Fuel                         | Useful Life   | Emission Name                      | Rounded Result | Std                          | Add DF |                                         |  |
| Gasoline                     | 150,000 miles | HC-TOTAL-EQUIV                     | --             | 0.020                        | 0.0000 |                                         |  |
|                              |               |                                    |                |                              |        |                                         |  |
| Evaporative/Refueling Family |               | VPRXR0170R92                       |                | Cert Region                  |        | Federal                                 |  |
| Cert/In-Use Code             |               | Cert                               |                | Standard Level               |        | Federal Tier 3 Evap                     |  |
| Test Procedure               |               | Federal Fuel Running Loss          |                |                              |        |                                         |  |
| Fuel                         | Useful Life   | Emission Name                      | Rounded Result | Std                          | Add DF |                                         |  |
| Gasoline                     | 150,000 miles | HC-TOTAL-EQUIV                     | --             | 0.05                         | 0.000  |                                         |  |
|                              |               |                                    |                |                              |        |                                         |  |
| Evaporative/Refueling Family |               | VPRXR0170R92                       |                | Cert Region                  |        | California + CAA Section 177 states     |  |
| Cert/In-Use Code             |               | Cert                               |                | Standard Level               |        | California LEV-III Zero Evap (Option 2) |  |
| Test Procedure               |               | 2-day evap                         |                |                              |        |                                         |  |
| Fuel                         | Useful Life   | Emission Name                      | Rounded Result | Std                          | Add DF |                                         |  |
| Gasoline                     | 150,000 miles | HC-TOTAL-EQUIV                     | --             | 0.300                        | 0.0000 |                                         |  |
|                              |               |                                    |                |                              |        |                                         |  |

## Certification Summary Information Report

|                              |               |                                    |                |                              |        |                                         |  |
|------------------------------|---------------|------------------------------------|----------------|------------------------------|--------|-----------------------------------------|--|
| Test Group                   |               | VPRXV03.6T92                       |                | Evaporative/Refueling Family |        | VPRXR0170R92                            |  |
| Evaporative/Refueling Family |               | VPRXR0170R92                       |                | Cert Region                  |        | California + CAA Section 177 states     |  |
| Cert/In-Use Code             |               | Cert                               |                | Standard Level               |        | California LEV-III Zero Evap (Option 2) |  |
| Test Procedure               |               | Federal fuel refueling test (ORVR) |                |                              |        |                                         |  |
| Fuel                         | Useful Life   | Emission Name                      | Rounded Result | Std                          | Add DF |                                         |  |
| Gasoline                     | 150,000 miles | HC                                 | --             | 0.20                         | 0.003  |                                         |  |
|                              |               |                                    |                |                              |        |                                         |  |
| Evaporative/Refueling Family |               | VPRXR0170R92                       |                | Cert Region                  |        | California + CAA Section 177 states     |  |
| Cert/In-Use Code             |               | Cert                               |                | Standard Level               |        | California LEV-III Zero Evap (Option 2) |  |
| Test Procedure               |               | Evap Canister Bleed Test           |                |                              |        |                                         |  |
| Fuel                         | Useful Life   | Emission Name                      | Rounded Result | Std                          | Add DF |                                         |  |
| Gasoline                     | 150,000 miles | HC-TOTAL-EQUIV                     | --             | 0.020                        | 0.0000 |                                         |  |
|                              |               |                                    |                |                              |        |                                         |  |
| Evaporative/Refueling Family |               | VPRXR0170R92                       |                | Cert Region                  |        | California + CAA Section 177 states     |  |
| Cert/In-Use Code             |               | Cert                               |                | Standard Level               |        | California LEV-III Zero Evap (Option 2) |  |
| Test Procedure               |               | Federal fuel 3-day evap            |                |                              |        |                                         |  |
| Fuel                         | Useful Life   | Emission Name                      | Rounded Result | Std                          | Add DF |                                         |  |
| Gasoline                     | 150,000 miles | HC-TOTAL-EQUIV                     | --             | 0.300                        | 0.0000 |                                         |  |
|                              |               |                                    |                |                              |        |                                         |  |
| Evaporative/Refueling Family |               | VPRXR0170R92                       |                | Cert Region                  |        | California + CAA Section 177 states     |  |
| Cert/In-Use Code             |               | Cert                               |                | Standard Level               |        | California LEV-III Zero Evap (Option 2) |  |
| Test Procedure               |               | Federal Fuel Running Loss          |                |                              |        |                                         |  |
| Fuel                         | Useful Life   | Emission Name                      | Rounded Result | Std                          | Add DF |                                         |  |
| Gasoline                     | 150,000 miles | HC-TOTAL-EQUIV                     | --             | 0.05                         | 0.000  |                                         |  |



## Certification Summary Information Report

| Test Group           |                                                                 | VPRXV03.6T92       | Evaporative/Refueling Family                       | VPRXR0170R92 |
|----------------------|-----------------------------------------------------------------|--------------------|----------------------------------------------------|--------------|
| Glossary             |                                                                 |                    |                                                    |              |
| <b>Useful Life</b>   |                                                                 |                    |                                                    |              |
| 4                    | 4,000 miles                                                     | 120                | 120,000 miles                                      |              |
| 50                   | 50,000 miles                                                    | 150                | 150,000 miles                                      |              |
| 100                  | 100,000 miles                                                   |                    |                                                    |              |
| <b>Emission Name</b> |                                                                 |                    |                                                    |              |
| HC-TOTAL             | Total Hydrocarbon                                               | COMB-CREE          | Combined Carbon-Related Exhaust Emissions          |              |
| CO                   | Carbon Monoxide                                                 | COMB-OPT-CREE      | Combined Optional Carbon-Related Exhaust Emissions |              |
| CO2                  | Carbon dioxide                                                  | HC-TOTAL-EQUIV     | Total Hydrocarbon equivalent - Evap only           |              |
| CREE                 | Carbon-Related Exhaust Emissions                                | METHANE-COMB       | Combined CH4 for HD 2b/3 vehicles only             |              |
| OPT-CREE             | Optional Carbon-Related Exhaust Emissions                       | N2O-COMB           | Combined Nitrous Oxide for HD 2b/3 vehicles only   |              |
| NOX                  | Nitrogen Oxide                                                  | LEAK-DIA           | Effective Leak Diameter (inches)                   |              |
| PM                   | Particulate Matter                                              | LEAK-GAS CAP       | Gas Cap Leakage (cc/min)                           |              |
| PM-COMP              | SFTP Composite Particulate Matter                               | CO2-COMB           | Combined Carbon Dioxide for HD 2b/3 Vehicles Only  |              |
| HC-NM                | Non-methane Hydrocarbon                                         | KW-HRS             | Integrated DC KW-HRS                               |              |
| OMHCE                | Organic material Hydrocarbon Equivalent                         | CH4 BAG 1          | Bag 1 Methane                                      |              |
| OMNMHCE              | Organic material non-methane HC equivalent                      | CH4 BAG 2          | Bag 2 Methane                                      |              |
| NMOG                 | Non-methane organic gases                                       | CH4 BAG 3          | Bag 3 Methane                                      |              |
| HCHO                 | Formaldehyde                                                    | CH4 BAG 4          | Bag 4 Methane                                      |              |
| H3C2HO               | Acetaldehyde                                                    | CO BAG 1           | Bag 1 Carbon Monoxide                              |              |
| HC-NM+NOX            | SFTP Non-methane Hydrocarbon + Nitrogen Oxides for US06 or SC03 | CO BAG 2           | Bag 2 Carbon Monoxide                              |              |
| HC-NM+NOX-COMP       | SFTP Composite Non-methane Hydrocarbon + Nitrogen Oxides        | CO BAG 3           | Bag 3 Carbon Monoxide                              |              |
| CO-COMP              | SFTP Composite Carbon Monoxide                                  | CO BAG 4           | Bag 4 Carbon Monoxide                              |              |
| ETHANOL              | C2H5OH - Ethanol                                                | NMOG BAG 1         | Bag 1 Non-methane organic gases                    |              |
| FE BAG 1             | Bag 1 Fuel Economy                                              | NMOG BAG 2         | Bag 2 Non-methane organic gases                    |              |
| FE BAG 2             | Bag 2 Fuel Economy                                              | NMOG BAG 3         | Bag 3 Non-methane organic gases                    |              |
| FE BAG 3             | Bag 3 Fuel Economy                                              | NMOG BAG 4         | Bag 4 Non-methane organic gases                    |              |
| FE BAG 4             | Bag 4 Fuel Economy                                              | ACT-DISTANCE BAG 1 | Bag 1 Actual Distance                              |              |
| MFR FE               | Manufacturer Fuel Economy                                       | ACT-DISTANCE BAG 2 | Bag 2 Actual Distance                              |              |
| HC                   | Hydrocarbon for Running Loss and ORVR                           | ACT-DISTANCE BAG 3 | Bag 3 Actual Distance                              |              |
| METHANE              | CH4 - Methane                                                   | ACT-DISTANCE BAG 4 | Bag 4 Actual Distance                              |              |
| METHANOL             | CH3OH - Methanol                                                | HC-TOTAL BAG 1     | Bag 1 Total Hydrocarbon                            |              |
| N2O                  | Nitrous Oxide                                                   | HC-TOTAL BAG 2     | Bag 2 Total Hydrocarbon                            |              |
| SPITBACK             | Spitback Hydrocarbon in grams                                   | HC-TOTAL BAG 3     | Bag 3 Total Hydrocarbon                            |              |
| AMP-HRS              | Integrated Amp-hours                                            | HC-TOTAL BAG 4     | Bag 4 Total Hydrocarbon                            |              |
| START-SOC            | System Start State of Charge Watt-hours                         | WATT-HRS BAG 1     | Bag 1 Watt Hours                                   |              |
| END-SOC              | System End State of Charge Watt-hours                           | WATT-HRS BAG 2     | Bag 2 Watt Hours                                   |              |

## Certification Summary Information Report

| Test Group                             |                                                            | VPRXV03.6T92 | Evaporative/Refueling Family |                                                 | VPRXR0170R92 |
|----------------------------------------|------------------------------------------------------------|--------------|------------------------------|-------------------------------------------------|--------------|
| ACT-DISTANCE                           | Actual Distance Driven (miles)                             |              | WATT-HRS BAG 3               | Bag 3 Watt Hours                                |              |
| AS-VOLT                                | Average System Voltage                                     |              | WATT-HRS BAG 4               | Bag 4 Watt Hours                                |              |
| CO2 BAG 1                              | Bag 1 Carbon Dioxide                                       |              | WATT-HRS                     | Watt Hours                                      |              |
| CO2 BAG 2                              | Bag 2 Carbon Dioxide                                       |              | HC-NM BAG 1                  | Bag 1 Non-methane Hydrocarbon                   |              |
| CO2 BAG 3                              | Bag 3 Carbon Dioxide                                       |              | HC-NM BAG 2                  | Bag 2 Non-methane Hydrocarbon                   |              |
| CO2 BAG 4                              | Bag 4 Carbon Dioxide                                       |              | HC-NM BAG 3                  | Bag 3 Non-methane Hydrocarbon                   |              |
| NMOG+NOX                               | Non-methane organic gases plus Nitrogen Oxides             |              | HC-NM BAG 4                  | Bag 4 Non-methane Hydrocarbon                   |              |
| NMOG+NOX-COMP                          | SFTP Composite Non-methane Organic Gases + Nitrogen Oxides |              | N2O BAG 1                    | Bag 1 Nitrous Oxide                             |              |
| DT-IWRR                                | Drive Trace Inertia Work Ratio Rating                      |              | N2O BAG 2                    | Bag 2 Nitrous Oxide                             |              |
| DT-ASCR                                | Drive Trace Absolute Speed Change Rating                   |              | N2O BAG 3                    | Bag 3 Nitrous Oxide                             |              |
| DT-EER                                 | Drive Trace Energy Economy Rating                          |              | N2O BAG 4                    | Bag 4 Nitrous Oxide                             |              |
| <b>Certification Region</b>            |                                                            |              |                              |                                                 |              |
| CA                                     | California + CAA Section 177 states                        |              | FA                           | Federal                                         |              |
| <b>Exhaust Emission Standard Level</b> |                                                            |              |                              |                                                 |              |
| B1                                     | Federal Tier 2 Bin 1                                       |              | HDV2B340                     | Federal Tier 3 HD Class 2b Transitional Bin 340 |              |
| B2                                     | Federal Tier 2 Bin 2                                       |              | HDV2B250                     | Federal Tier 3 HD Class 2b Bin 250              |              |
| B3                                     | Federal Tier 2 Bin 3                                       |              | HDV2B200                     | Federal Tier 3 HD Class 2b Bin 200              |              |
| B4                                     | Federal Tier 2 Bin 4                                       |              | HDV2B170                     | Federal Tier 3 HD Class 2b Bin 170              |              |
| B5                                     | Federal Tier 2 Bin 5                                       |              | HDV2B150                     | Federal Tier 3 HD Class 2b Bin 150              |              |
| B6                                     | Federal Tier 2 Bin 6                                       |              | HDV2B0                       | Federal Tier 3 HD Class 2b Bin 0                |              |
| B7                                     | Federal Tier 2 Bin 7                                       |              | HDV3B630                     | Federal Tier 3 HD Class 3 Transitional Bin 630  |              |
| B8                                     | Federal Tier 2 Bin 8                                       |              | HDV3B570                     | Federal Tier 3 HD Class 3 Transitional Bin 570  |              |
| B9                                     | Federal Tier 2 Bin 9                                       |              | HDV3B400                     | Federal Tier 3 HD Class 3 Bin 400               |              |
| B10                                    | Federal Tier 2 Bin 10                                      |              | HDV3B270                     | Federal Tier 3 HD Class 3 Bin 270               |              |
| B11                                    | Federal Tier 2 Bin 11                                      |              | HDV3B230                     | Federal Tier 3 HD Class 3 Bin 230               |              |
| HDV1                                   | HDV1 (Federal HD chassis Class 2b GVW 8501-10000)          |              | HDV3B200                     | Federal Tier 3 HD Class 3 Bin 200               |              |
| HDV2                                   | HDV2 (Federal HD chassis Class 3 GVW 10001-14000)          |              | HDV3B0                       | Federal Tier 3 HD Class 3 Bin 0                 |              |
| L2                                     | California LEV-II LEV                                      |              | L4SULEV100                   | California LEV-IV SULEV100                      |              |
| L2OP                                   | California LEV-II LEV Optional                             |              | L4SULEV125                   | California LEV-IV SULEV125                      |              |
| U2                                     | California LEV-II ULEV                                     |              | L4SULEV15                    | California LEV-IV SULEV15                       |              |
| S2                                     | California LEV-II SULEV                                    |              | L4SULEV150                   | California LEV-IV SULEV150                      |              |
| ZEV                                    | California ZEV                                             |              | L4SULEV170                   | California LEV-IV SULEV170                      |              |
| OT                                     | Other                                                      |              | L4SULEV175                   | California LEV-IV SULEV175                      |              |
| T1                                     | Federal Tier 1                                             |              | L4SULEV20                    | California LEV-IV SULEV20                       |              |
| PZEV                                   | California PZEV                                            |              | L4SULEV200                   | California LEV-IV SULEV200                      |              |
| L2LEV160                               | California LEV-II LEV160                                   |              | L4SULEV230                   | California LEV-IV SULEV230                      |              |
| L2ULEV125                              | California LEV-II ULEV125                                  |              | L4SULEV25                    | California LEV-IV SULEV25                       |              |
| L2SULEV30                              | California LEV-II SULEV30                                  |              | L4SULEV30                    | California LEV-IV SULEV30                       |              |
| L2LEV395                               | California LEV-II LEV395                                   |              | L4SULEV75                    | California LEV-IV SULEV75                       |              |

## Certification Summary Information Report

| Test Group                    |                                                                   | VPRXV03.6T92 | Evaporative/Refueling Family                             | VPRXR0170R92               |
|-------------------------------|-------------------------------------------------------------------|--------------|----------------------------------------------------------|----------------------------|
| L2ULEV340                     | California LEV-II ULEV340                                         |              | L4SULEV85                                                | California LEV-IV SULEV85  |
| L2LEV630                      | California LEV-II LEV630                                          |              | L4ULEV125                                                | California LEV-IV ULEV125  |
| L2ULEV570                     | California LEV-II ULEV570                                         |              | L4ULEV200                                                | California LEV-IV ULEV200  |
| L3LEV160                      | California LEV-III LEV160                                         |              | L4ULEV250                                                | California LEV-IV ULEV250  |
| L3ULEV125                     | California LEV-III ULEV125                                        |              | L4ULEV270                                                | California LEV-IV ULEV270  |
| L3ULEV70                      | California LEV-III ULEV70                                         |              | L4ULEV40                                                 | California LEV-IV ULEV40   |
| L3ULEV50                      | California LEV-III ULEV50                                         |              | L4ULEV400                                                | California LEV-IV ULEV400  |
| L3SULEV30                     | California LEV-III SULEV30                                        |              | L4ULEV50                                                 | California LEV-IV ULEV50   |
| L3SULEV20                     | California LEV-III SULEV20                                        |              | L4ULEV60                                                 | California LEV-IV ULEV60   |
| L3LEV395                      | California LEV-III LEV395                                         |              | L4ULEV70                                                 | California LEV-IV ULEV70   |
| L3ULEV340                     | California LEV-III ULEV340                                        |              | T4B170                                                   | Federal Tier 4 MDV Bin 170 |
| L3ULEV250                     | California LEV-III ULEV250                                        |              | T4B150                                                   | Federal Tier 4 MDV Bin 150 |
| L3ULEV200                     | California LEV-III ULEV200                                        |              | T4B125                                                   | Federal Tier 4 MDV Bin 125 |
| L3SULEV170                    | California LEV-III SULEV170                                       |              | T4B100                                                   | Federal Tier 4 MDV Bin 100 |
| L3SULEV150                    | California LEV-III SULEV150                                       |              | T4B85                                                    | Federal Tier 4 MDV Bin 85  |
| L3LEV630                      | California LEV-III LEV630                                         |              | T4B75                                                    | Federal Tier 4 MDV Bin 75  |
| L3ULEV570                     | California LEV-III ULEV570                                        |              | T4B70                                                    | Federal Tier 4 Bin 70      |
| L3ULEV400                     | California LEV-III ULEV400                                        |              | T4B65                                                    | Federal Tier 4 Bin 65      |
| L3ULEV270                     | California LEV-III ULEV270                                        |              | T4B60                                                    | Federal Tier 4 Bin 60      |
| L3SULEV230                    | California LEV-III SULEV230                                       |              | T4B55                                                    | Federal Tier 4 Bin 55      |
| L3SULEV200                    | California LEV-III SULEV200                                       |              | T4B50                                                    | Federal Tier 4 Bin 50      |
| T3B160                        | Federal Tier 3 Bin 160                                            |              | T4B45                                                    | Federal Tier 4 Bin 45      |
| T3B125                        | Federal Tier 3 Bin 125                                            |              | T4B40                                                    | Federal Tier 4 Bin 40      |
| T3B110                        | Federal Tier 3 Transitional Bin 110                               |              | T4B35                                                    | Federal Tier 4 Bin 35      |
| T3B85                         | Federal Tier 3 Transitional Bin 85                                |              | T4B30                                                    | Federal Tier 4 Bin 30      |
| T3SULEV30                     | Federal Tier 3 Transitional LEV-II SULEV30 Carryover              |              | T4B25                                                    | Federal Tier 4 Bin 25      |
| T3B70                         | Federal Tier 3 Bin 70                                             |              | T4B20                                                    | Federal Tier 4 Bin 20      |
| T3B50                         | Federal Tier 3 Bin 50                                             |              | T4B15                                                    | Federal Tier 4 Bin 15      |
| T3B30                         | Federal Tier 3 Bin 30                                             |              | T4B10                                                    | Federal Tier 4 Bin 10      |
| T3B20                         | Federal Tier 3 Bin 20                                             |              | T4B5                                                     | Federal Tier 4 Bin 5       |
| T3B0                          | Federal Tier 3 Bin 0                                              |              | T4B0                                                     | Federal Tier 4 Bin 0       |
| HDV2B395                      | Federal Tier 3 HD Class 2b Transitional Bin 395                   |              |                                                          |                            |
| <b>Transmission Type Code</b> |                                                                   |              |                                                          |                            |
| AMS                           | Automated Manual- Selectable (e.g. Automated Manual with paddles) | M            | Manual                                                   |                            |
| A                             | Automatic                                                         | OT           | Other                                                    |                            |
| AM                            | Automated Manual                                                  | SA           | Semi-Automatic                                           |                            |
| CVT                           | Continuously Variable                                             | SCV          | Selectable Continuously Variable (e.g. CVT with paddles) |                            |
| <b>Drive System Code</b>      |                                                                   |              |                                                          |                            |
| 4                             | 4-Wheel Drive                                                     | P            | Part-time 4-Wheel Drive                                  |                            |

Certification Summary Information Report

| Test Group                    |                                 | VPRXV03.6T92 | Evaporative/Refueling Family |                                  | VPRXR0170R92 |
|-------------------------------|---------------------------------|--------------|------------------------------|----------------------------------|--------------|
| F                             | 2-Wheel Drive, Front            |              | A                            | All Wheel Drive                  |              |
| R                             | 2-Wheel Drive, Rear             |              |                              |                                  |              |
| Additional Terms and Acronyms |                                 |              |                              |                                  |              |
| AFC                           | Alternative Fuel Converter      |              | ICI                          | Independent Commercial Importer  |              |
| CSI                           | Certificate Summary Information |              | ORVR                         | Onboard Refueling Vapor Recovery |              |
| DF                            | Deterioration Factor            |              | SIL                          | Shift Indicator Light            |              |
| Evap                          | Evaporation, Evaporative        |              | Trans                        | Transmission                     |              |

## Section 8~Manufacturer Statements

### 8.01>> Emission Testing Waiver Statements

|                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Fuel Spitback</b>                                              | In accordance with 40 CFR 86.1829-15(e)(5), Porsche hereby certifies that the vehicles covered by this test group inherently meet the fuel dispensing spitback standard for the full useful life of the vehicles as part of compliance with the refueling emissions standard.                                                                                                                                                                                                                                                                                |
| <b>Formaldehyde Emissions</b>                                     | Based on prior emissions testing, as allowed by 40 CFR 86.1829-15(e)(5), Porsche attests that vehicles in this test group comply with applicable formaldehyde standards.                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Particulate Matter</b>                                         | For vehicles in test groups certified to Interim Tier-4 standards, and which belong to durability groups that have previously been tested and submitted to EPA, Porsche hereby certifies, in accordance with 40 CFR 86.1829-15(d)(1), that the vehicles of this test group comply with the applicable standards for Particulate Matter.                                                                                                                                                                                                                      |
| <b>Particulate Matter</b>                                         | For vehicles in test groups certified to Tier-4 standards, Porsche hereby certifies, in accordance with 40 CFR 86.1829-15(d)(9), that the vehicles of this test group comply with comply with the Particulate Matter standard for -7 °C.                                                                                                                                                                                                                                                                                                                     |
| <b>N2O Compliance</b>                                             | Porsche has elected not to include N2O in its GHG fleet averaging calculations. Compliance with the N2O standards on the FTP cycle is indicated in the CSI report(s) in Section 7.                                                                                                                                                                                                                                                                                                                                                                           |
| <b>CH4 Compliance</b>                                             | Porsche has elected not to include CH4 in its GHG fleet averaging calculations. Compliance with the CH4 standards on the FTP cycle is indicated in the CSI report(s) in Section 7.                                                                                                                                                                                                                                                                                                                                                                           |
| <b>FTP High Altitude Compliance and Strategies</b>                | In accordance with 40 CFR 86.1829-15 (c), Porsche attests that emissions control strategies used at low altitude are similarly used across all altitudes, and that the vehicles in this test group comply with all applicable emissions standards at high altitude.                                                                                                                                                                                                                                                                                          |
| <b>Evaporative / Refueling Emissions Testing at High Altitude</b> | In accordance with 40 CFR 86.1829-01 (b) (2) (ii) (B), Porsche certifies that, based upon good engineering judgment and appropriate emissions tests, vehicles of this test group comply with applicable evaporative/refueling emissions standards at high altitude.                                                                                                                                                                                                                                                                                          |
| <b>OBD Performance Warranty Test</b>                              | Porsche attests that the emission control diagnostic system for all vehicles in this test group comply with all the performance warranty test requirements of 40 CFR 86.1844-01(d)(9)(iv).                                                                                                                                                                                                                                                                                                                                                                   |
| <b>Testing of Configurations</b>                                  | The worst-case configuration has been verified by development testing. At the final stages of development testing Porsche ensures all tested configurations and sub-configurations meet criteria pollutant standards.                                                                                                                                                                                                                                                                                                                                        |
| <b>Transmission modes, and other modes</b>                        | Porsche vehicles typically have multiple driver-selectable driving / transmission modes, such as "Sport" and "Sport Plus", which can be driven over emission test cycles. Porsche evaluates emission performance to ensure all modes meet emissions standards. These modes, and other modes that may adapt to real-world driving conditions, such as "Towing" and "Off-Road", in that they may initiate alternate transmission scheduling and engine parameters, are described in the AECD description, Section 16. Emission standards are met in all modes. |
| <b>Production Intent Calibrations</b>                             | Porsche attests that final development testing is conducted with production-intent calibrations, and that test vehicles are fully representative of the final products.                                                                                                                                                                                                                                                                                                                                                                                      |

## **Section 8~Manufacturer Statements**

### **8.02>> Manufacturer Attestations**

|                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SFTP Air/Fuel Ratio Requirements</b>                         | For vehicles in test groups certified to Interim Tier-4 standards, in accordance with 40 CFR 86.1811-17(d), Porsche hereby attests that for all vehicles of this test group, at no time is the air/fuel ratio richer than the leanest mixture required to obtain maximum torque, plus a tolerance of 6%.                                                                                                                                                                                                                                                                                                       |
| <b>Lean-on-Cruise Calibration Strategies</b>                    | For vehicles in test groups certified to Interim Tier-4 standards, Porsche hereby attests that any lean-on-cruise calibration strategies comply with terms in accordance with 40 CFR 86.1811-17(d)(4).                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>91 RON</b>                                                   | As required by VPCD 97-01, Porsche attests that calibrations are designed to operate on 91 RON gasoline with no need for spark adjustment. Knock sensors have no influence on fuel economy or emissions results, beyond normal test variability.                                                                                                                                                                                                                                                                                                                                                               |
| <b>Adjustable Parameters and Tamper Resistance</b>              | Porsche attests that no calibration parameters are adjustable, and therefore no tamper resistance measures are required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Cold Temperature Defeat Device (Continuity of Emissions)</b> | Based on engineering evaluation of emissions data at ambient, cold, and intermediate temperatures, Porsche hereby attests that this test group complies with the prohibition of defeat device requirements described in 40 CFR 86.1809. Please refer to the Final Part 2 Common Application for supporting data and analysis.                                                                                                                                                                                                                                                                                  |
| <b>A/C Specific Calibrations</b>                                | For vehicles in test groups certified to Interim Tier-4 standards, as required by 40 CFR 86.1811-17(d)(4), Porsche hereby attests that no A/C-On specific calibrations are employed which unnecessarily reduce the effectiveness of NMOG+Nox emissions control under reasonably expected real world conditions.                                                                                                                                                                                                                                                                                                |
| <b>Leak-Free Exhaust System</b>                                 | Porsche has conducted a thorough engineering analysis to ensure that the complete exhaust systems described in this Application for Certification are designed to facilitate leak-free assembly, installation and operation for the full useful life of the vehicle, as required by CFR 86.1844.01(d)(16). Porsche further attests that such repairs as might be necessary on a properly maintained vehicle throughout its full useful life can be performed in such a manner as to maintain leak-free operation, using tools commonly available in a motor vehicle dealership or independent repair facility. |
| <b>California ASM and Inspection / Maintenance Standards</b>    | Porsche hereby certifies that all vehicles in this test group are designed to comply with OBD inspection requirements specified in ARB MAC#99-05.                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <b>California Fill Pipe Standards</b>                           | In accordance with the Title 13, California Code of Regulations Section 2235, Porsche hereby certifies that based upon good engineering judgment and previous emissions testing, vehicles of this test group comply with the applicable fill pipe requirements.                                                                                                                                                                                                                                                                                                                                                |
| <b>GHG Compliance</b>                                           | As part of the Volkswagen Group of America, Porsche is not subject to GHG compliance as an independent entity. GHG compliance is managed at the Group level by VWGoA.                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Criteria Pollutant Fleet Averages and Phase-Ins</b>          | As part of the Volkswagen Group of America, Porsche is not subject to these requirements as an independent entity. Fleet emission compliance is managed at the Group level by VWGoA.                                                                                                                                                                                                                                                                                                                                                                                                                           |

## **Section 8~Manufacturer Statements**

### **8.02>> Manufacturer Attestations**

|                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Production Vehicle same as Test Vehicle statement</b>  | The production vehicles represented by the particular engine families will be in all material respects of the same design as those for which vehicle approval is granted.                                                                                                                                                                                                                                                                                         |
| <b>California LEV IV SC03 Standards</b>                   | Porsche hereby attests that vehicles in this test group meet applicable standards in accordance with 13 CCR 1961.4(d)(4).                                                                                                                                                                                                                                                                                                                                         |
| <b>Partial Soak Standard(s)</b>                           | Vehicles in this test group are not part of Porsche's phase in for Partial Soak as set forth in 13 CCR 1961.4(d)(2)(B)1)                                                                                                                                                                                                                                                                                                                                          |
| <b>Quick Drive-Away Phase-In</b>                          | Vehicles in this test group are not part of Porsche's phase in for Quick drive-away as set forth in 13 CCR 1961.4(d)(2)(C)1(a))                                                                                                                                                                                                                                                                                                                                   |
| <b>Partial Soak Phase-In</b>                              | Vehicles in this test group are not part of Porsche's phase in for Partial Soak as set forth in 13 CCR 1961.4(d)(2)(B)1)                                                                                                                                                                                                                                                                                                                                          |
| <b>Intermediate Soak Compliance Statement</b>             | In accordance with 40 CFR 86.1829-15 (d)(7), Porsche hereby certifies that vehicles in this test group comply with the intermediate soak standards of 40 CFR 86.1811-27 (b)(4)(ii) for soak times not covered by testing.                                                                                                                                                                                                                                         |
| <b>LEV IV PM Attestation (in lieu of data submission)</b> | Starting in MY26 - For all test groups that are certified to LEV IV PM standards for which test data is not submitted, the manufacturer must, in accordance with good engineering practices, attest that such test groups will comply with the applicable LEV IV PM standards.                                                                                                                                                                                    |
| <b>California LEV IV SC03 Standards</b>                   | Porsche hereby attests that vehicles in this test group meet applicable standards in accordance with 13 CCR 1961.4(d)(4).                                                                                                                                                                                                                                                                                                                                         |
| <b>ORVR-Safety Statement</b>                              | Porsche is using standard technology in all MY2027 vehicles ORVR systems, as mentioned in the Pre-Certification meeting. In accordance with EPA Guidance letter CISD-06-06, ORVR application will not be submitted.                                                                                                                                                                                                                                               |
| <b>Federal Emissions Warranty</b>                         | Per 40 CFR 85.2103, Porsche model year 2027 vehicles are provided with applicable Federal emissions performance warranties for 2 years or 24,000 miles and for 8 years or 80,000 miles for major emissions control components. Porsche electric vehicles and plug-in hybrid electric vehicles over 6,000 lbs GVWR will be provided with the optional warranty in 40 CFR 85.2103(d) (1)(v) upon first certification to full Tier-4 standards in 40 CFR 86.1811-27. |

## **Section 9~OBD Description**

### **9.01>> OBD System Description**

The OBD Application for this test group was submitted to EV-CIS as the following stand-alone PDF document:

CBI\_VPRXV03.6T92\_OBD Application



## **Section 9~OBD Description**

### **9.02>> ARB OBD Approval**

Please refer to Section 16.

## **Section 10~Description of Alternate-Fueled Vehicles**

This section is Not Applicable (Porsche has no Alternate-Fueled Vehicles).

## **Section 11~AECD Description**

Please refer to Section 16.

## Section 12~Test Parameters and Description of Vehicles Covered by Certificate

### 12.01>> Vehicle Description and Parameters

| Carline                           | 555                         | 550               | 555                         | 560              |
|-----------------------------------|-----------------------------|-------------------|-----------------------------|------------------|
| Model Name                        | 911 Carrera 4 GTS Cabriolet | 911 Carrera 4 GTS | 911 Carrera 4 GTS Cabriolet | 911 Targa 4 GTS  |
| Vehicle Classification            | PC                          | PC                | PC                          | PC               |
| Sales Area                        | 50 State                    | 50 State          | 50 State                    | 50 State         |
| Transmission                      | AMS                         | AMS               | AMS                         | AMS              |
| Engine Displ. (L)                 | 3.6                         | 3.6               | 3.6                         | 3.6              |
| Engine Code                       | DWT                         | DWT               | DWT                         | DWT              |
| Catalysts                         | See Section 2               | See Section 2     | See Section 2               | See Section 2    |
| EGR Type                          | Not Applicable              | Not Applicable    | Not Applicable              | Not Applicable   |
| Air Pump Type                     | None                        | None              | None                        | None             |
| Intake Air Aspiration Method      | Turbocharged                | Turbocharged      | Turbocharged                | Turbocharged     |
| Idle Start/Stop                   | Default On                  | Default On        | Default On                  | Default On       |
| Drive Type                        | AWD                         | AWD               | AWD                         | AWD              |
| Starting Procedure                | See Section 6.02            | See Section 6.02  | See Section 6.02            | See Section 6.02 |
| Cooling Fan                       |                             |                   |                             |                  |
| Drive Accuracy Per 1066.425       | Yes                         | Yes               | Yes                         | Yes              |
| SIL                               | None                        | None              | None                        | None             |
| Fuel System Type                  | Direct Injection            | Direct Injection  | Direct Injection            | Direct Injection |
| Fuel Tank Vol. (Gal)              | 16.6                        | 16.6              | 16.6                        | 16.6             |
| Optional Tank (Gal)               | N/A                         | N/A               | N/A                         | N/A              |
| Canister Working Capacity (g)     | 170                         | 170               | 170                         | 170              |
| Canister Bed Vol (L)              | 2.9                         | 2.9               | 2.9                         | 2.9              |
| Fuel Temperature Profile          | See Section 6.04            | See Section 6.04  | See Section 6.04            | See Section 6.04 |
| ETW (Lb)                          | 4250                        | 4250              | 4250                        | 4250             |
| Curb Weight                       | 3896                        | 3790              | 3902                        | 3957             |
| Gross Vehicle Weight              | 4663                        | 4553              | 4663                        | 4707             |
| Test Horsepower                   | 478                         | 478               | 478                         | 478              |
| Shift Schedules                   | See Section 6               | See Section 6     | See Section 6               | See Section 6    |
| Cooling Fan Configuration         |                             |                   |                             |                  |
| Axle Ratio                        | 3.02                        | 3.02              | 3.02                        | 3.02             |
| N/V Ratio                         | 22.1                        | 22.1              | 22.1                        | 22.1             |
| Tire Sizes                        | Front                       | 245/35 ZR20       | 245/35 ZR20                 | 245/35 ZR20      |
|                                   | Rear                        | 315/30 ZR21       | 315/30 ZR21                 | 315/30 ZR21      |
| RLHP                              | 14.9                        | 15.5              | 15.3                        | 15.2             |
| Single Roll Coefficients (target) | A [lbf]                     | 38.53             | 43.23                       | 42.44            |
|                                   | B [lbf/mph]                 | 0.8007            | 0.6827                      | 0.7467           |
|                                   | C [lbf/mph <sup>2</sup> ]   | 0.01328           | 0.01545                     | 0.01360          |

Note: RLHP details for all model types and sub-configurations are available from Porsche upon request.

## Section 12~Test Parameters and Description of Vehicles Covered by Certificate

### 12.01.02>< Vehicle Description Continued

|                                   |                           |                           |             |  |
|-----------------------------------|---------------------------|---------------------------|-------------|--|
| Carline                           | 540                       | 545                       |             |  |
| Model Name                        | 911 Carrera GTS           | 911 Carrera GTS Cabriolet |             |  |
| Vehicle Classification            | PC                        | PC                        |             |  |
| Sales Area                        | 50 State                  | 50 State                  |             |  |
| Transmission                      | AMS                       | AMS                       |             |  |
| Engine Displ. (L)                 | 3.6                       | 3.6                       |             |  |
| Engine Code                       | DWT                       | DWT                       |             |  |
| Catalysts                         | See Section 2             | See Section 2             |             |  |
| EGR Type                          | Not Applicable            | Not Applicable            |             |  |
| Air Pump Type                     | None                      | None                      |             |  |
| Intake Air Aspiration Method      | Turbocharged              | Turbocharged              |             |  |
| Idle Start/Stop                   | Default On                | Default On                |             |  |
| Drive Type                        | RWD                       | RWD                       |             |  |
| Starting Procedure                | See Section 6.02          | See Section 6.02          |             |  |
| Cooling Fan                       |                           |                           |             |  |
| Drive Accuracy Per 1066.425       | Yes                       | Yes                       |             |  |
| SIL                               | None                      | None                      |             |  |
| Fuel System Type                  | Direct Injection          | Direct Injection          |             |  |
| Fuel Tank Vol. (Gal)              | 16.6                      | 16.6                      |             |  |
| Optional Tank (Gal)               | 22.2                      | 22.2                      |             |  |
| Canister Working Capacity (g)     | 170                       | 170                       |             |  |
| Canister Bed Vol. (L)             | 2.9                       | 2.9                       |             |  |
| Fuel Temperature Profile          | See Section 6             | See Section 6             |             |  |
| ETW [Lb]                          | 4000                      | 4250                      |             |  |
| Curb Weight                       | 3717                      | 3838                      |             |  |
| Gross Vehicle Weight              | 4508                      | 4619                      |             |  |
| Test Horsepower                   | 478                       | 478                       |             |  |
| Shift Schedules                   | See Section 6             | See Section 6             |             |  |
| Cooling Fan Configuration         |                           |                           |             |  |
| Axle Ratio                        | 3.02                      | 3.02                      |             |  |
| N/V Ratio                         | 22.1                      | 22.1                      |             |  |
| Tire Sizes                        | Front                     | 245/35 ZR20               | 245/35 ZR20 |  |
|                                   | Rear                      | 315/30 ZR21               | 315/30 ZR21 |  |
| RLHP                              | 14.7                      | 14.7                      |             |  |
| Single Roll Coefficients (target) | A [lbf]                   | 41.21                     | 41.66       |  |
|                                   | B [lbf/mph]               | 0.4620                    | 0.5912      |  |
|                                   | C [lbf/mph <sup>2</sup> ] | 0.01843                   | 0.01575     |  |

Note: blank cells or tables are intentionally blank.

## **Section 13~Projected Sales**

### **13.01>> Sales / Phase-ins**

Confidential. See Section 16 in CBI version.

## **Section 14~Request for Certification**

### **14.01>> Statement of Compliance**

Porsche states that any element of design, system, or emission control device installed on or incorporated in Porsche's new motor vehicles or new motor vehicle engines for the purpose of complying with standards prescribed under section 202 of the Clean Air Act, will not, to the best of Porsche's information and belief, cause the emission into the ambient air of pollutants in the operation of its motor vehicles or motor vehicle engines which cause or contribute to an unreasonable risk to public health or welfare except as specifically permitted by the standards prescribed under section 202 of the Clean Air Act. Porsche further states that any element of design, system, or emission control device installed or incorporated in Porsche's new motor vehicles or motor vehicle engines for the purpose of complying with standards prescribed under section 202 of the Clean Air Act, will not, to the best of Porsche's information and belief, cause or contribute to an unreasonable risk to public safety.

The term pollutants means:

- a. Diesel particulates
- b. Nickel
- c. MMT combustion products
- d. Ammonia
- e. Sulfates
- f. Hydrogen sulfide
- g. Hydrogen cyanide
- h. Ruthenium combustion products
- i. Nitrosamines,

or any other pollutant, which Porsche has identified, which can reasonably be expected to be emitted from these vehicles.

All vehicles have been tested in accordance with good engineering practice to ascertain that such test vehicles meet the requirements of this section for the useful life of the vehicle.

The test vehicles with respect to which data are submitted are in all materials respects as described in the application for certification, have been tested in accordance with the applicable test procedures utilizing the fuels and equipment described in the application for certification, they meet the requirements of such tests, and on the basis of such tests, they conform to the requirements of the regulations in 40CFR, Part 86, Subpart A.

Signed and dated by:



May 18, 2026

---

Michael Scott – Porsche Cars North America, Inc.

---

## **Section 15~Other Information**

### **15.01>> EPA Fee Filing Form**

Appears on the following page.



# US EPA Fee Form

[Help and EPA Instructions](#)

\* Required Field

## General Information

**Date:** 01/23/2026

Process Code \*

Submit New Fee Filing Form

Manufacturer Code \*

PRX

Manufacturer Name \*

Porsche Cars North America

Contact Name \*

Peter Khamphouvong

Contact Email Address \*

peter.khamphouvong@porsche.us

Contact Phone \*

6787091264

Calendar Year complete application submitted  
to EPA \*

2026

**PLEASE NOTE: These fees apply to complete certification applications received by EPA from January 1, 2026, through December 31, 2026. The applicable fee is determined by the**

calendar year in which the complete certification application is received, not the model year.

Engine Family / Evaporative Family / Test Group \*

VPRXV03.6T92

Certificate Request Type (Industry Sector Code)

Certificate Request Type \*

- ☒ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (Federal) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (Federal) (E, H)
- ☐ On-Highway LD ICI, MDPV ICI, HDV ICI (A, B, D, J, T, V)
- ☐ On-Highway Motorcycle (C)
- ☐ On-Highway HDV Evap (F)
- ☐ On-Highway LDV, LTD, MDVPV, HDV Chassis Cert (California-Only) (A, B, D, J, T, V)
- ☐ On-Highway HDE Dyno Cert (California-Only) (E, H)
- ☐ Nonroad CI (L)
- ☐ Nonroad SI (B, S)
- ☐ Locomotive (G, K)
- ☐ All Nonroad Recreational, excluding Marine engines (X, Y)
- ☐ All Marine (Including IMO) (M, N, W)
- ☐ Component Certification for Evaporative Emissions (P)

IMO Name (Required for dual US/IMO Marine Only)

ICI VIN Number (Required for ICIs Only)

Do you qualify for a Reduced Fee? \*

No

Payment Information

Amount Owed

\$32,317.00

Payment Type \*

Offline ACH

Comments

EPA Form Number 3520-29

OMB Control No.2060-0545

Approval expires 7/31/2027

The public reporting and recordkeeping burden for this collection of information is estimated to average 12 minutes per response. Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., NW, Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed forms to this address.

The content of this document may contain Sensitive But Unclassified (SBU) data and/or Controlled Unclassified Information (CUI).

## Section 16~Confidential Information

16.01>> OBD Approval Letter

May 11, 2026

Reference No. E-26-104

Mr. Nathan Knight, Regulatory Affairs Engineer  
Porsche Cars of North America, Incorporated  
One Porsche Drive  
Atlanta, Georgia 30354

Confidential

Subject: Porsche's On-Board Diagnostics II (OBD II) System Description for the 2027  
Model Year (MY) Test Groups VPRXV03.6T92 and VPRXV03.6H92

Dear Mr. Knight,

The California Air Resources Board's (CARB) On-Board Diagnostics Branch has received the OBD II system description submitted by Porsche for the 2027 MY test groups listed above. Representations made in the application indicate that the system meets the requirements of the OBD II regulation<sup>1</sup> except for SAE International (SAE) J1979-2 implementation. Therefore, CARB approves the 2027 MY system design for the test groups listed above with 1 deficiency for SAE J1979-2 implementation (VPRXV03.6T92, VPRXV03.6H92). Additionally, although not deficient, staff has concerns regarding blocked vent line monitor test results reporting and calibration verification number (CVN) request default value for the test groups listed above. Details of the blocked vent line monitor test results reporting concern and CVN request default value concern were provided in prior approval letters (Reference Nos. E-25-055 and E-26-103). Details of the SAE J1979-2 implementation (VPRXV03.6T92, VPRXV03.6H92) deficiency are provided below.

#### SAE J1979-2 Implementation (VPRXV03.6T92, VPRXV03.6H92) Deficiency

Porsche has identified the following issues with the implementation of SAE J1979-2 standards per section (d)(9.2.2) of the regulation:

Misfire Cylinder-Specific Diagnostic Trouble Code (DTC) Status Byte:

Section (g)(4.12) requires manufacturers to report status bits, including bit 4 for "testNotCompletedSinceLastClear" and bit 6 for "testNotCompletedThisOperationCycle," for SAE J1979-2 vehicles. Porsche has informed CARB that if an emission threshold misfire has been detected in a specific cylinder, due to a software glitch, the DTC status byte-based test completion bits (bits 4 and 6) for the passing cylinders incorrectly set to 1 indicating "incomplete." CARB considers the system deficient.

---

<sup>1</sup> Unless otherwise noted, all regulation references are to title 13, California Code of Regulations, section 1968.2.

Cylinder Specific Misfire Counts:

Section (g)(4.2.2)(F)(ii) of the OBD II regulation requires that for vehicles using SAE J1979-2, cylinder specific misfire counts must be made available to a scan tool upon request. Porsche has informed CARB that the cylinder specific misfire counts are reset at key-on before the propulsion system becomes active, resulting in a scan tool not being able to access any misfire count information. Therefore, CARB considers the OBD system deficient.

Should you have questions or comments regarding this letter, please contact Mahfuz Rahman, Air Resources Engineer, at (951) 542-3355, or via email at [mahfuz.rahman@arb.ca.gov](mailto:mahfuz.rahman@arb.ca.gov).

Sincerely,

 For

Michael Regenfuss, Chief, On-Board Diagnostics Branch, Emissions Certification and Compliance Division

cc: Mahfuz Rahman, Air Resources Engineer, Emissions Certification and Compliance Division

## Section 16~Confidential Information

### 16.02>> Durability Group and Catalyst Information

**Durability Group Name:** TPRXHHGNNH92  
**Combustion Cycle:** 4-stroke otto  
**Engine Type:** 6-cylinder, horizontal arrangement  
**Fuel Used:** gasoline  
**Basic Fuel Metering System:** direct injection  
**Catalyst Construction:** monolith (ceramic)  
**Catalyst Type:** Pd/Rh 3-way cat

**Model(s):**

**Catalyst Primary and Secondary Bricks:**  
**Precious Metal Composition, Primary:**  
**Precious Metal Composition, Secondary:**  
**Precious Metal Loading, Primary (g):**  
**Precious Metal Loading, Secondary (g):**  
**Number of cans (lines):**  
**Total Precious Metal Loading (g):**

|                 |  |
|-----------------|--|
| 911 Carrera GTS |  |
| Both            |  |
| [0:7:1]         |  |
| [0:14:1]        |  |
| 12.903          |  |
| 13.903          |  |
| 1               |  |
| 26.81           |  |

**Particulate Filter** Noncatalyzed

|                 | <u>GS</u> | <u>% of Max GS</u> |
|-----------------|-----------|--------------------|
| 911 Carrera GTS | 7.4       | 100%               |

*Note: blank cells or tables are intentionally blank.*

## Section 16~Confidential Information

### 16.03>> Projected Sales / Phase-ins

| Durability Group | Test Group [Exhaust Standards] | Evap / Refueling Family [Evaporative Standards] | Models                      | Federal Sales | California Sales |
|------------------|--------------------------------|-------------------------------------------------|-----------------------------|---------------|------------------|
| VPRXHHGNNH92     | VPRXV03.6T92                   | VPRXR0170R92                                    | 911 Carrera GTS Cabriolet   | 427           | 107              |
|                  |                                |                                                 | 911 Carrera GTS             | 995           | 249              |
|                  | [BIN 50 / ULEV 40]             | [Tier 3 / LEV IV]                               | 911 Carrera 4 GTS Cabriolet | 264           | 66               |
|                  |                                |                                                 | 911 Carrera 4 GTS           | 416           | 104              |
|                  |                                |                                                 | 911 Targa 4 GTS             | 1098          | 275              |
|                  |                                |                                                 |                             |               |                  |
| Total:           |                                |                                                 |                             | 3200          | 801              |

Note: blank cells or tables are intentionally blank.



## **Section 16~Confidential Information**

### **16.04>> AECD Description: 911 Carrera GTS**

Engine-related AECD description starts on the following page.

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## Versioning table

| Ver-<br>sion | Content                                           | Description                                                                             | Status of<br>change | Chap-<br>ter | Page |
|--------------|---------------------------------------------------|-----------------------------------------------------------------------------------------|---------------------|--------------|------|
| <b>V01</b>   | Initial version                                   | -                                                                                       | new                 | all          |      |
| <b>V02</b>   | Introduction to AECD disclosure                   | -                                                                                       | modified            | -            |      |
|              | Torque Setpoint Strategy                          | Parameter (I/O)                                                                         | modified            | 1.15         |      |
|              | Canister Purge Strategy                           | Action<br>Parameter (I/O)<br>Condition                                                  | modified            | 3.1          |      |
|              | Limitation Of Predictive Torque Strategy          | Parameter (I/O)                                                                         | modified            | 4.3          |      |
|              | Power Electronics Overheating Protection Strategy | Condition                                                                               | modified            | 4.4          |      |
|              | Power Electronics Overheating Protection Strategy | Attachments                                                                             | modified            | 4.4          |      |
|              | Torque Derating Strategy                          | Action<br>Parameter (I/O)<br>Condition<br>In-Use Frequency<br>Additional<br>Information | modified            | 4.6          |      |
|              | Torque Derating Strategy                          | Attachments                                                                             | modified            | 4.6          |      |
|              | Powertrain Oscillation Compensation Strategy      | -                                                                                       | added               | 6.10         |      |
|              | Overview Calculation Models (Power Electronics)   | -                                                                                       | modified            | 10           |      |
| <b>V03</b>   | Powertrain Oscillation Compensation Strategy      | -                                                                                       | removed             | -            |      |
|              | Torque Setpoint Strategy                          | Parameter (I/O)                                                                         | modified            | 1.15         | 70   |
|              | Limitation Of Predictive Torque Strategy          | Parameter (I/O)                                                                         | modified            | 4.3          | 122  |
|              | Overview Calculation Models (Power Electronics)   | -                                                                                       | modified            | 10           | 219  |

|               |                  |                                                             |               |
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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## Introduction to AECD disclosure

### Auxiliary Emission Control Devices (AECD) Conclusion/Judgment

This analysis of the emission control system covers input / output hardware as well as control strategies that are reasonably expected to influence emission controls or vehicle emissions. Reasonable steps have been taken to include all powertrain measures controlled by ECM in this analysis. The analysis considered necessary components, systems and logic for normal engine operation. This analysis further included operations that are substantially included in the emission tests necessary for certification of light duty vehicles (LDV) and any reasonable operating conditions that may occur under the same circumstances during testing as in the customer's hand. If we determine that there are any errors or omissions, they will be corrected.

The Company prepared these AECD lists based on a review of its records and previous disclosures and discussions with personnel knowledgeable about the AECD topics. Where functionality within the vehicle's control systems could possibly be categorized as an AECD, out of an abundance of caution, The Company has included that functionality in this submission. Nevertheless, The Company believes that some of the items disclosed herein do not constitute AECDs. By including a function on this list, The Company does not concede that the function is an AECD, and reserves the right to assert that it is not.

Although the enclosed AECD lists should be complete and The Company is not aware of any inaccuracies or omissions; the Company reserves the right to supplement or update the information it has provided to date.

For default action information, please refer to the inhibit matrix and the default actions table provided in Section C of the A-to-P file. Volkswagen considers default actions to be properly identified as related to OBD functions rather than AECDs and so provides information regarding default actions in that section (reference to OBD application / approval).

### Auxiliary Emission Control Devices (AECD) Review Information / Definitions

The disclosures set forth in this document are based on the following definitions.

AECD (Auxiliary Emission Control Device):

40 C.F.R. § 86.1803–01

Auxiliary Emission Control Device (AECD) means any element of design which senses temperature, vehicle speed, engine RPM, transmission gear, manifold vacuum, or any other parameter for the purpose of activating, modulating, delaying, or deactivation the operation of any part of the emission control system.

Base Operation strategies:

AECD's allocated under base operation strategies mean systems / devices that are always active and modulating basic engine operation and behave in a linear manner throughout all normal operating conditions. These systems / devices are necessary for a powertrain to operate at the most basic level.

Examples include, base fuel injection timing, base function of EGR, and fuel pressure modulation.

Base operation strategies are used to balance the trade-offs of emission constituents and drivability. Base operation strategies are disclosed in this document.

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

#### Defeat Device:

40 C.F.R. § 86.1803–01

Defeat device means an auxiliary emission control device (AECD) that reduces the effectiveness of the emission control system under conditions which may reasonably be expected to be encountered in normal vehicle operation and use, unless:

- (1) Such conditions are substantially included in the Federal emission test procedure;
- (2) The need for the AECD is justified in terms of protecting the vehicle against damage or accident; or
- (3) The AECD does not go beyond the requirements of engine starting.

#### Powertrain / Component Protection:

As set forth herein, certain AECDs are justified by “Powertrain / Component Protection.” These AECDs aim at ensuring that the engine and the powertrain management system is designed in a manner that powertrain and component operation limits are not exceeded under reasonably foreseeable conditions during the use of the vehicle in customer’s hands.

### Structure and Organization of AECD Disclosures

EPA regulations require disclosure of the following information in connection with the light duty new motor vehicle certification process (reference to 40 CFR § 86.1844.01(d)(11)):

A list of all auxiliary emission control devices (AECD) installed on any applicable vehicles, including a justification for each AECD, the parameters they sense and control, a detailed justification of each AECD that results in a reduction in effectiveness of the emission control system, and rationale for why it is not a defeat device as defined under § 86.1809.

The following specific provisions apply for AECDs:

- (i) For any AECD uniquely used at high altitudes, EPA may request engineering emission data to quantify any emission impact and validity of the AECD.
- (ii) For any AECD uniquely used on multi-fuel vehicles when operated on fuels other than gasoline, EPA may request engineering emission data to quantify any emission impact and validity of the AECD.
- (iii) For Tier 3 vehicles with spark-ignition engines, describe how AECDs are designed to comply with the requirements of § 86.1811-17(d). Identify which components need protection through enrichment strategies; describe the temperature limitations for those components; and describe how the enrichment strategy corresponds to those temperature limitations. We may also require manufacturers to submit this information for certification related to Tier 2 vehicles.
- (iv) For Tier 4 vehicles with spark-ignition engines, describe how AECDs comply with the requirements of §§ 86.1809-12(d)(2) and 86.1811-27(d).



|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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This document contains, for each disclosed AECD, the following information:

- Purpose
- Action
- Parameter
- Condition
- In-Use Frequency
- Potential emissions impact
- Justification
- Interaction

For many AECDs, additional information are presented in the form of charts, tables, graphs, or narrative descriptions.

As set forth in this document under 'AECD Review Information / Definitions', a justification is provided for each AECD. The following terms were derived from the definitions and are used for consistency in the disclosure:

|    |                                                                                                                                      |
|----|--------------------------------------------------------------------------------------------------------------------------------------|
| A1 | The need for the device is justified in terms of protecting the engine against damage.                                               |
| A2 | The need for the device is justified for safe operation of the vehicle.                                                              |
| B  | The device does not function beyond the requirements of engine starting.                                                             |
| C  | The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. |
| D  | Diagnostics                                                                                                                          |

#### General Disclaimer:

Due to limitations of the AECD compilation tool, some German units or notations may appear in this document. Please refer to their corresponding English meanings.

| German                         | US-English                   |
|--------------------------------|------------------------------|
| U/min (Umdrehungen pro Minute) | rpm (revolutions per minute) |
| 1,8 (Dezimalkomma)             | 1.8 (decimal point)          |
| Grad C (°C / Grad Celsius)     | C° (degree Celsius)          |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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## Acronyms/abbreviations

| Short forms      | Explanations                                                        |
|------------------|---------------------------------------------------------------------|
| AAT(S)           | Ambiente air temperature (sensor)                                   |
| A/C              | Air condition                                                       |
| ACC              | Adaptive cruise control                                             |
| AES              | Auxiliary emission strategy                                         |
| AFR              | Air Fuel Ratio                                                      |
| AOCCT            | Active Off-Cycle Credit Technology                                  |
| APP(S)           | Accelerator pedal position (sensor)                                 |
| AT(S)            | Ambiente temperature (sensor)                                       |
| BARO             | Ambient pressure                                                    |
| BAT              | Battery voltage                                                     |
| BCM              | Body control management                                             |
| BCU              | Bus control unit                                                    |
| BES              | Base emission strategy                                              |
| bitDC            | Before Ignition Top Dead Centre                                     |
| BP               | Brake pressure                                                      |
| BP(S)            | Boost pressure (sensor)                                             |
| BRTS             | Brake light status                                                  |
| CAN              | Controller Area Network                                             |
| CMP(S)           | Camshaft position (sensor)                                          |
| CO               | Carbon monoxide                                                     |
| CO <sub>2</sub>  | Carbon dioxide                                                      |
| CS or RPM or ENS | Engine speed                                                        |
| DCB              | Direct Copper Bonding                                               |
| DFC              | Diagnostic Fault Code                                               |
| DM               | Drive motor                                                         |
| DMCM             | Drive motor control module                                          |
| DME              | “digitale Motorelektronik“ / Digital engine elektronik              |
| DPPF             | Difference pressure over the particulate filter                     |
| GEN              | Alternator                                                          |
| GHG              | Emission reduction strategy                                         |
| GPF              | Gasoline particulate filter                                         |
| ECT(S)           | Engine coolant temperature (sensor)                                 |
| ECHT(S)          | Engine cylinder head temperature (sensor)                           |
| ECU              | Electronic control unit                                             |
| EDM              | Electric drive motor                                                |
| EGR              | Exhaust gas recirculation                                           |
| EGTM             | Exhaust gas temperature                                             |
| EOT(S)           | Engine oil temperature (sensor)                                     |
| ESC or ESP       | Electronic Stability Control / “Elektronisches Stabilitätsprogramm“ |
| EVAP             | Evaporative Emission                                                |
| EWAP             | Electric water pump                                                 |
| FLP(S)           | Fuel low pressure (sensor)                                          |
| FPP(S)           | Fuel high pressure (sensor)                                         |
| FP(S)            | Fuel pressure (sensor)                                              |
| FTIV             | Fuel Tank Isolation Valve                                           |

|               |                  |                                                             |               |
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| Short forms | Explanations                                             |
|-------------|----------------------------------------------------------|
| HC          | Hydrocarbon emissions                                    |
| HC_LRN      | Adaption of Canister Load                                |
| HV          | High voltage                                             |
| HVAC        | Heating, ventilation, air condition                      |
| IAT(S)      | Intake air temperature (sensor)                          |
| IMP(S)      | Intake manifold pressure (sensor)                        |
| ITDC        | Ignition Top Dead Center                                 |
| KWAB        | Cooling water expansion tank                             |
| KS          | Knock sensor                                             |
| LLK         | „Ladeluftkühler“ / Intercooler                           |
| NOC         | NOx oxidation catalyst (=lean NOx trap)                  |
| NOx         | Nitrogen oxide                                           |
| NSC         | NOx storage catalyst                                     |
| NVH         | Noise Vibration Harshness                                |
| NWP         | Follow up water pump                                     |
| OBD         | On board diagnosis                                       |
| OSC         | Oxygen Storage Capacity                                  |
| OP(S)       | Oil pressure (sensor)                                    |
| OPF         | „Ottopartikelfilter“ / Gasoline particulate filter       |
| P           | Particulate                                              |
| PADM        | Porsche Active Drivetrain Mount                          |
| PASM        | Porsche Active Suspension Management                     |
| PCB         | Printed Circuit Board                                    |
| PCCP        | Predictive Chassis Component Protection                  |
| PSM         | Porsche stability management                             |
| PWM         | pulse-width modulation                                   |
| PWR         | „Pulswechselrichter“ / pulse inverter                    |
| RFP(S)      | Rail fuel pressure (sensor)                              |
| ROT(S)      | Radiator outlet (sensor)                                 |
| RSG         | „Riemenstartergenerator“ / belt starter alternator       |
| SOC         | State of charge                                          |
| SoH         | State of health                                          |
| STST        | Start-Stop                                               |
| STSW        | Start-Stop switch                                        |
| TCU         | Transmission control unit                                |
| TDC         | Top Dead Center                                          |
| TP(S)       | Throttle pressure sensor                                 |
| TWTC        | Three way catalyst temperature                           |
| VDC         | Vehicle Dynamic Control                                  |
| VS(S)       | Vehicle speed (sensor)                                   |
| VTG         | „variable Turbinengeometrie“ / variable turbine geometry |
| VTMC        | Vehicle Thermal Management Control Module                |
| WAP         | Water pump                                               |
| WOT         | Wide open throttle                                       |
| °KW         | „Kurbelwellenwinkel“ / °CA (crankshaft angle)            |

**Table 1: Acronyms / abbreviations**

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
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## 0. System Overview / Matrix Sensed and controlled Parameters

### 0.1 Schematic Figure of the engine hardware

## Schematic Figure of the engine Hardware

### Legende:

-  Elektroumschaltventil/  
electric switching valve
-  Steuerventil/  
control valve
-  Klappe/  
Flap
-  Positionsgeber Sensor/  
position sensor
-  Drucksensor/  
pressure sensor
-  Druck- und Temperatursensor/  
pressure and temperature sensor
-  Temperatursensor/  
temperature sensor
-  Drehzahlsensor/  
rotationspeed sensor
-  Lambdasonde/  
lambda probe
-  Klopfsensor/  
knock sensor
-  Heizungselement/  
heating element

LLK: LadeluftKühler / intercooler

HDP: HochDruckPumpe / high pressure pump

WAP: WAsserPumpe / water pump

KAT: KATalysator / catalyst

OPF: OttoPartikelFilter / gasoline particulate filter

KWAB: KühlWasserAusgleichsBehälter / Cooling water expansion tank

 Einspritzventil / injection valve

 Zündmodul / ignition coil

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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Schematic Figure of the engine Hardware

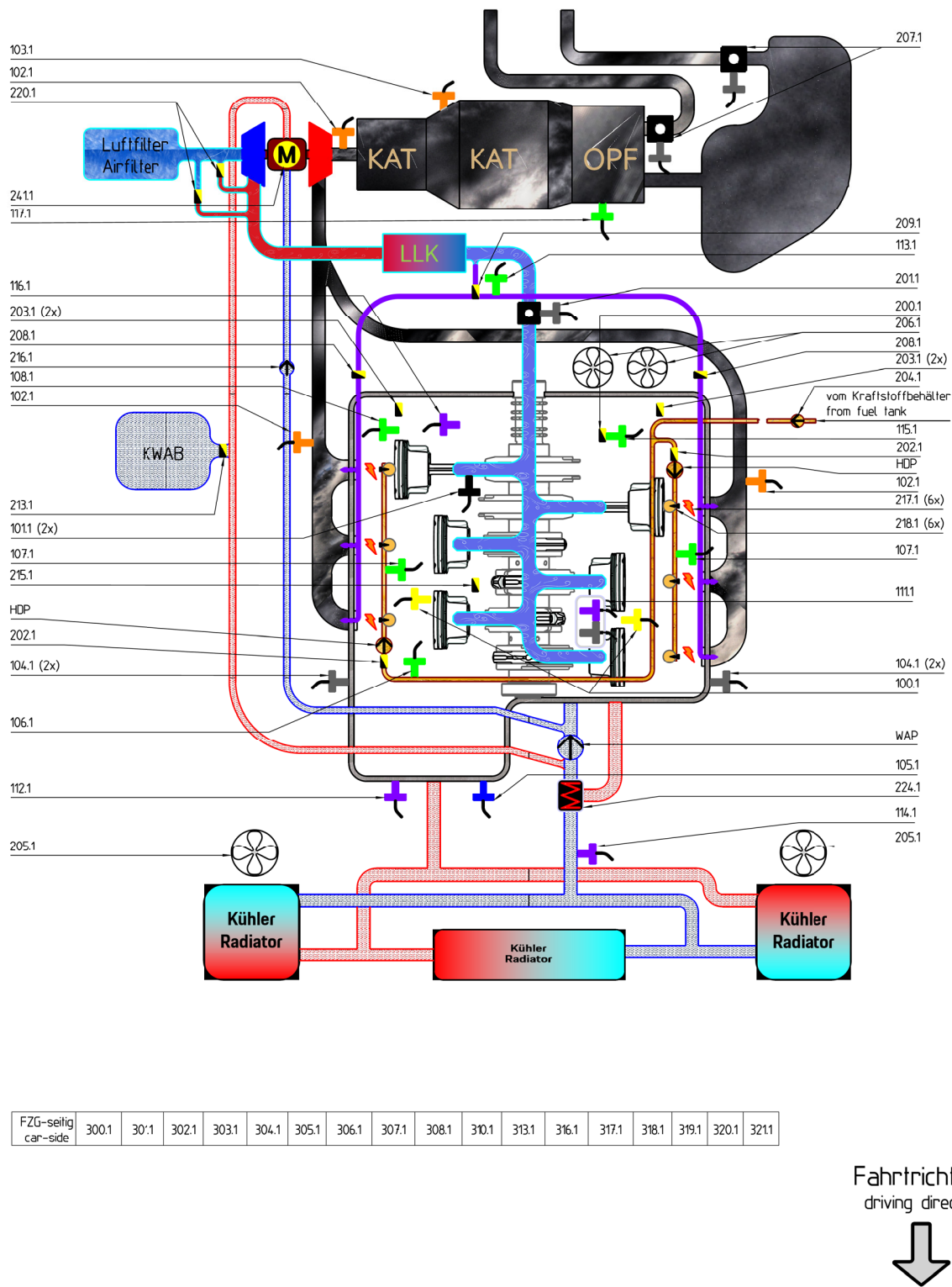


Figure 1: Schematic Figure of the engine hardware

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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## 0.2 Table of Sensors and Actuators

| Table of Sensors and Actuators - Sensors |                                                                              |        |        |            |
|------------------------------------------|------------------------------------------------------------------------------|--------|--------|------------|
| Position Number                          | Sensors                                                                      | Amount | Remark | Unit       |
| 100.1                                    | Knock Sensor                                                                 | 2      |        | Vs         |
| 101.1                                    | Air Pressure And Temperature Sensor (Intake Before And After Throttle Valve) | 2      |        | hPa and °C |
| 102.1                                    | O2-Sensor (1) / Wideband Lambda Sensor                                       | 3      |        | - (AFR)    |
| 103.1                                    | O2-Sensor (2) / Two Point Lambda Sensor                                      | 1      |        | mV         |
| 104.1                                    | Camshaft Position Sensor (Inlet And Outlet)                                  | 4      |        | °CrS       |
| 105.1                                    | Crankshaft Sensor                                                            | 1      |        | °CrS       |
| 106.1                                    | Fuel Pressure Sensor Low Pressure                                            | 1      |        | kPa        |
| 107.1                                    | Fuel Pressure Sensor High Pressure                                           | 2      |        | MPa        |
| 108.1                                    | Oil Pressure                                                                 | 1      |        | kPa        |
| 111.1                                    | Oil Level And Temperature Sensor                                             | 1      |        | mm and °C  |
| 112.1                                    | Engine Coolant Temperature Sensor (Cylinder Head)                            | 1      |        | °C         |
| 113.1                                    | Secondary Air Pressure Sensor                                                | 1      |        | hPa        |
| 114.1                                    | Engine Coolant Temperature Sensor (Radiator Outlet)                          | 1      |        | °C         |
| 115.1                                    | EVAP Purge Pressure Sensor                                                   | 1      |        | hPa        |
| 116.1                                    | Oil Temperature Sensor                                                       | 1      |        | °C         |
| 117.1                                    | Differential Pressure Sensor Gasoline Particulate Filter (GPF)               | 1      |        | hPa        |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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| Table of Sensors and Actuators - Actuators |                                      |        |        |             |
|--------------------------------------------|--------------------------------------|--------|--------|-------------|
| Position Number                            | Actuators                            | Amount | Remark | Unit        |
| 200.1                                      | EVAP Purge Valve                     | 1      |        | %           |
| 201.1                                      | Throttle Valve Position Sensor       | 1      |        | %           |
| 202.1                                      | Rail Pressure Control Valve          | 2      |        | %           |
| 203.1                                      | Camshaft Actuator (Inlet And Outlet) | 4      |        | °CrS        |
| 204.1                                      | Inline Fuel Pump                     | 1      |        | %           |
| 205.1                                      | Radiator Fan                         | 2      |        | %           |
| 206.1                                      | Engine Compartment Flushing Fan      | 2      |        | %           |
| 207.1                                      | Position Actuator Exhaust Flap       | 2      |        | %           |
| 208.1                                      | Secondary Air Valve                  | 2      |        | - (switch)  |
| 209.1                                      | Secondary Air Control Valve          | 1      |        |             |
| 213.1                                      | Recirculation Valve                  | 1      |        | %           |
| 215.1                                      | Oil Pressure Regulation Valve        | 1      |        | %           |
| 216.1                                      | Engine Off Coolant Pump              | 1      |        | %           |
| 217.1                                      | Ignition Coil                        | 6      |        | °CRK        |
| 218.1                                      | Fuel Injection Valves                | 6      |        | °CrS and ms |
| 220.1                                      | Overrun Air Valve                    | 2      |        | %           |
| 224.1                                      | Thermostat Heater                    | 1      |        | %           |
| 241.1                                      | Electric Exhaust Gas Turbocharger    | 1      | eATL   | -           |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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| Table of Sensors and Actuators - Car Side Sensors |                                            |        |          |            |
|---------------------------------------------------|--------------------------------------------|--------|----------|------------|
| Position Number                                   | Car Side Sensors                           | Amount | Remark   | Unit       |
| 300.1                                             | DME Relay                                  | 1      |          | - (switch) |
| 301.1                                             | LIN Bus 1                                  | 1      |          | -          |
| 302.1                                             | FlexRay                                    | 1      |          | -          |
| 303.1                                             | KI.30 Relay Radiator Fan                   | 2      |          | - (switch) |
| 304.1                                             | Motor Sub CAN1                             | 2      |          | -          |
| 305.1                                             | Battery Voltage (ECU Internal)             | 1      |          | mV         |
| 306.1                                             | Air Pressure Sensor (ECU Internal)         | 1      |          | hPa        |
| 307.1                                             | Accelerator Pedal Position Sensor          | 2      |          | %          |
| 308.1                                             | Brake Switch                               | 1      |          | - (switch) |
| 310.1                                             | Gearbox Oil Temperature Sensor Gear Wheels | 1      |          | °C         |
| 313.1                                             | P/N Signal                                 | 1      | PDK Only | - (switch) |
| 316.1                                             | Diagnostic Module For Tank Leakage         | 1      |          | -          |
| 317.1                                             | Shut-Off Valve for Transmission Cooling    | 1      |          | - (switch) |
| 318.1                                             | Start Requirements KI.50                   | 1      |          | - (switch) |
| 319.1                                             | Auxiliary Water Pump                       | 1      |          | %          |
| 320.1                                             | Shut-Off Valve For Split Cooling System    | 1      |          | - (switch) |
| 321.1                                             | Coolant Pump Front Axle Transmission       | 1      | 4WD Only | - (switch) |

**Table 2: Table of Sensors and Actuators**



|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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### 0.3 Overview Calculation Models

| List of major calculation models/parameters |                                                                         |                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                |                                                                                                                              |                              |
|---------------------------------------------|-------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| Number                                      | Calculation model                                                       | Purpose                                                                                                                                                                                    | Parameters in                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Parameters out                                                                                                                                                                                                 | Quality objective                                                                                                            | Value range                  |
| M1                                          | Exhaust temperature (Exhaust system temperature determination strategy) | Modelling exhaust gas and component temperatures at different locations in the exhaust system.                                                                                             | <ul style="list-style-type: none"> <li>Air Fuel Ratio of Upstream O2 Sensor</li> <li>Air Fuel Ratio Setpoint in the combustion chamber</li> <li>Ambient Air Temperature</li> <li>Catalyst Heating State</li> <li>Combustion Mode</li> <li>Cylinder Individual Fuel Cutoff State</li> <li>Engine Coolant Temperature</li> <li>Engine Downtime</li> <li>Engine Load</li> <li>Engine Speed</li> <li>Exhaust Gas Mass Flow</li> <li>Exhaust Pressure</li> <li>Fuel Cutoff State</li> <li>Ignition Angle Efficiency</li> <li>Intake Air Temperature</li> <li>Scavenging Rate</li> <li>Secondary Air Mass Flow</li> <li>Vehicle Speed</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>All exhaust gas and exhaust component temperatures and piston temperature</li> </ul>                                                                                    | +/- 30K steady state<br>+/- 100K on extreme transients                                                                       | used Range [-273 ... 1262°C] |
| M2                                          | Torque (ref. Torque Setpoint Strategy)                                  | Determination of engine torque                                                                                                                                                             | <ul style="list-style-type: none"> <li>Engine speed</li> <li>Engine Load</li> <li>Ignition Angle</li> <li>Camshaft Position (outlet)</li> <li>Camshaft Position (inlet)</li> <li>Air Fuel Ratio (Lambda) Setpoint</li> <li>Cylinder Individual Fuel Cutoff State</li> <li>Engine Coolant Temperature</li> <li>Engine Oil Temperature</li> <li>Ambient Air Pressure</li> <li>Manifold Absolute Pressure</li> <li>Combustion Mode</li> </ul> <ul style="list-style-type: none"> <li>Adjustment of Lead Torque Setpoint by <ul style="list-style-type: none"> <li>o overheating protection</li> <li>o overspeeding protection electrical Turbo Charger</li> <li>o knock control</li> <li>o preignition protection</li> <li>o regeneration strategy</li> <li>o engine speed limiter</li> </ul> </li> <li>external Adjustment of Lead Torque Setpoint by <ul style="list-style-type: none"> <li>o Transmission unit</li> <li>o Stability control unit</li> <li>o High Voltage System</li> <li>o Cruise Control</li> </ul> </li> <li>Adjustment of Set Torque Setpoint by <ul style="list-style-type: none"> <li>o non idle part load</li> <li>o idle speed controller</li> <li>o catalyst heating strategy</li> <li>o retain catalyst temperature</li> <li>o regeneration strategy</li> <li>o canister purge strategy</li> </ul> </li> <li>Engine Stress Number: <ul style="list-style-type: none"> <li>o Altitude/ ambient pressure</li> <li>o Intake Air Temperature</li> <li>o Cylinder Individual Ignition Angle Offset from knock control</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>Engine torque</li> </ul>                                                                                                                                                | +/- 10% from actual demanded torque                                                                                          | [-100 ... 800Nm]             |
| M3                                          | Air charge (ref. Cylinder Filling Control)                              | Determination of cylinder charge for engine operation.                                                                                                                                     | For further information see Cylinder Filling Control Strategy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | For further information see Cylinder Filling Control Strategy                                                                                                                                                  | +/- 10% steady state                                                                                                         | [0 ... 200%]                 |
| M4                                          | Soot Mass (Soot Mass Model Strategy)                                    | Modeling the soot mass and ash mass load of the particulate filter to describe the actual state of the gasoline particulate filter. This information will be used for protection measures. | <ul style="list-style-type: none"> <li>Air Fuel Ratio (Lambda)</li> <li>Catalyst Oxygen Storage Capacity</li> <li>Engine Coolant Temperature</li> <li>Engine Load</li> <li>Engine Speed</li> <li>Exhaust Gas Mass Flow</li> <li>Fuel Mass Flow</li> <li>Particulate Filter Temperature</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>Ash Mass Load in Particulate Filter</li> <li>Regenerated Soot Mass Flow</li> <li>Soot Density in Particulate Filter</li> <li>Soot Mass in Particulate Filter</li> </ul> | model estimation always above real soot mass considering vehicles spread, best case 0 ... +20%                               | [0...8000mg]                 |
| M5                                          | Catalyst oxygen storage capacity                                        | Modeling of oxygen storage capacity of the catalyst                                                                                                                                        | <ul style="list-style-type: none"> <li>Engine speed</li> <li>Catalyst temperature</li> <li>Air fuel ratio setpoint</li> <li>Engine load</li> <li>Air-fuel ratio from O2-sensor upstream</li> <li>Voltage of O2 sensor downstream</li> <li>Exhaust mass air flow</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>catalyst oxygen storage capacity (model)</li> </ul>                                                                                                                     | +/- 50mg or +/- 5%                                                                                                           | [0...1800mg]                 |
| M6                                          | Differential Pressure Based Soot And Ash Mass Determination Strategy    | Interpretation of a measured differential pressure value to determine a soot or ash loading                                                                                                | <ul style="list-style-type: none"> <li>Exhaust Gas Mass Flow</li> <li>Exhaust Gas Pressure</li> <li>Particulate Filter Differential Pressure</li> <li>Particulate Filter Temperature</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>Ash Mass</li> <li>Soot Mass</li> </ul>                                                                                                                                  | build a quotient between measured differential pressure and modeled differential pressure of an empty GPF, best case +/- 0,3 | [0,7 ... 5,0]                |

**Table 3: Calculation Models**

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

#### 0.4 Matrix Engine Parameters Sensed And Controlled

| Sensed Parameter                                     |                                  |              |        | Software Strategie                                           | Controlled Parameters           |                                 |                              |                                                |                         |                                                |                   |                                                |                                               |                                                   |                      |                              |                            |                                          |                      |                                              |                  |                                    |                      |                          |                        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
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| Engine Type                                          | Sensor / Model / CAN-Information | Abbreviation | Origin | Description                                                  | Conventional Combustion Engines |                                 |                              |                                                |                         |                                                |                   |                                                |                                               |                                                   |                      |                              |                            |                                          |                      |                                              |                  |                                    |                      |                          |                        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
|                                                      |                                  |              |        |                                                              | Torque Setpoint                 | Throttle Setpoint Determination | Charge Air Pressure Setpoint | Ignition Angle Setpoint / Basic Ignition Angle | Air/Fuel-Ratio Setpoint | Injection Timing (SOI / EOI / Mode / Duration) | Camshaft Setpoint | Fuel Pressure Setpoint (High Pressure Circuit) | Fuel Pressure Setpoint (Low Pressure Circuit) | Coolant Temperature Setpoint / Thermostat Control | Oil Pressure control | Canister Purge Valve Control | Secondary Air Pump Control | Idle speed setpoint / Idle speed control | Engine Speed Limiter | Setpoint for Charge Air Recirculation Valves | Catalyst Heating | Start/Stop Strategy, Engine Start* | Cooling Fan Control* | Radiator Shutter Control | Exhaust Flap Setpoint* |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |    |
| Sensed Parameters for Conventional Combustion Engine | accelerator pedal position       | APPS         | ECU    | define the driver's demand in terms of torque / power output | x                               | x                               | x                            | x                                              |                         |                                                |                   |                                                |                                               |                                                   | x                    |                              | x                          |                                          |                      |                                              |                  |                                    |                      |                          |                        |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | </ |

Table 4: Matrix Engine Parameters Sensed And Controlled

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## 1. Basic

### 1.1 Acceleration Deceleration Compensation Strategy

| Acceleration Deceleration Compensation Strategy |                                                                                                                                                                                                                                                                                                          | Remarks                                                                                                                                                                                                            |
|-------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                                         | Compensation of air-fuel ratio deviation caused by engine load dynamic during acceleration or deceleration or engine Start Stop mode to maintain desired air-fuel ratio.                                                                                                                                 |                                                                                                                                                                                                                    |
| Action                                          | Increase or decrease calculated fuel mass setpoint.                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                    |
| Parameter (I/O)                                 | <p>In:</p> <p>Ambient Air Pressure</p> <p>Engine Coolant Temperature</p> <p>Engine Load</p> <p>Engine Speed</p> <p>Intake Air Temperature</p> <p>Manifold Absolute Pressure</p> <p>Predicted Air Mass</p> <p>Start-Stop Function: Engine Start Request</p> <p>Out:</p> <p>Fuel Mass Correction Value</p> | <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> <p><b>Provided by:</b> Start-<br/>Stop Function<br/>Strategy</p> <p><b>Input for:</b> Gasoline<br/>Quantity Delivery<br/>Control Strategy</p> |
| Condition                                       | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active.                                                                                                                                                                                |                                                                                                                                                                                                                    |
| In-Use Frequency                                | High                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                    |
| Emission Impact                                 | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                    |                                                                                                                                                                                                                    |
| Justification                                   | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                                                                                                                 | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C                                                                         |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|             |                                                                              |  |
|-------------|------------------------------------------------------------------------------|--|
| Interaction | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy. |  |
|-------------|------------------------------------------------------------------------------|--|

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## 1.2 Air Fuel Ratio Adaption Strategy

| Air Fuel Ratio Adaption Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                          | Adaption of air fuel ratio (Lambda) control deviation due to component tolerances e.g. fuel injectors, intake system or fuel composition change (Ethanol content).                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Action                           | Adaption of air fuel ratio (Lambda) control deviation from stoichiometric operation by a fuel mass factor at part load.                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Parameter (I/O)                  | <p>In:</p> <p>Air Fuel Ratio (Lambda) Setpoint</p> <p>Air Fuel Ratio Controller Value</p> <p>Canister Purge State</p> <p>Correction Factor Of Fuel Mass Poststart</p> <p>Correction Factor Of Fuel Mass Warm-Up</p> <p>Engine Coolant Temperature</p> <p>Engine Load</p> <p>Engine Speed</p> <p>Injection Counter After Start</p> <p>Intake Air Temperature</p> <p>Lead Torque Setpoint</p> <p>Out:</p> <p>Fuel Mass Factor</p> <p>Request for Air Fuel Ratio Adaption</p> | <p><b>Provided by:</b> <a href="#">Air Fuel Ratio Control Strategy</a></p> <p><b>Provided by:</b> <a href="#">Air Fuel Ratio Control Strategy</a></p> <p><b>Provided by:</b> <a href="#">Canister Purge Strategy</a></p> <p><b>Provided by:</b> <a href="#">Engine Start And Warm Up Strategy</a></p> <p><b>Provided by:</b> <a href="#">Engine Start And Warm Up Strategy</a></p> <p><b>Provided by:</b> <a href="#">Cylinder Filling Control Strategy</a></p> <p><b>Provided by:</b> <a href="#">Torque Setpoint Strategy</a></p> <p><b>Input for:</b> <a href="#">Gasoline Quantity Delivery Control Strategy</a></p> |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

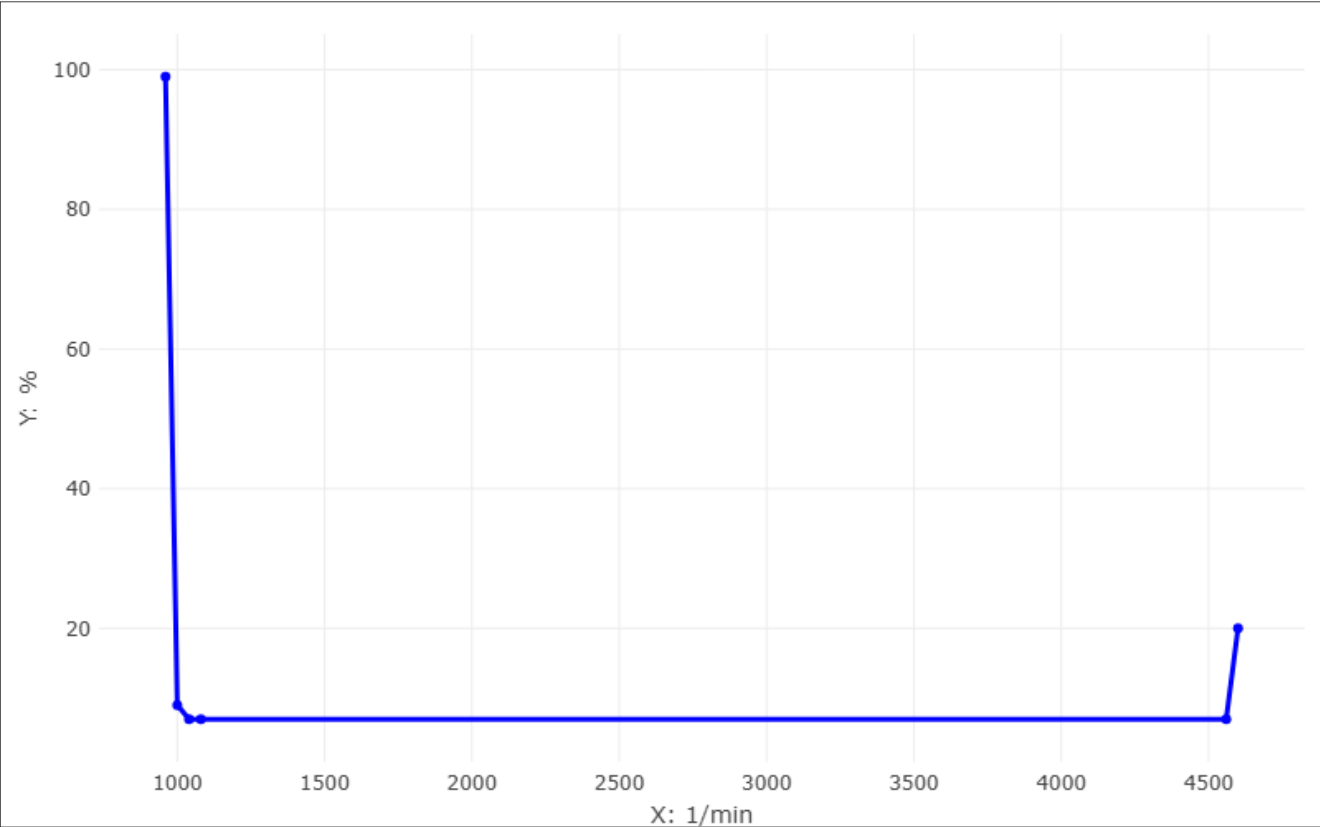
|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                            |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Condition        | <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>• Engine coolant temperature &gt; 60 °C</li> </ul> <p>and</p> <ul style="list-style-type: none"> <li>• Lambda control active</li> </ul> <p>and</p> <ul style="list-style-type: none"> <li>• Lambda setpoint within 0.8 ... 1.1</li> </ul> <p>and</p> <ul style="list-style-type: none"> <li>• Engine load and speed between <a href="#">Curve 1 [lower hysteresis threshold engine load for deactivation fuel mass factor adaption GDI-system]</a> and <a href="#">Curve 2 [upper threshold engine load for fuel mass factor adaption GDI-system]</a> for fuel mass factor adaption</li> </ul> <p>and</p> <ul style="list-style-type: none"> <li>• Injection count after start &gt; 6600 for key start and &gt; 600 for auto start (STST)</li> </ul> <p>and</p> <ul style="list-style-type: none"> <li>• Engine start and warmup finished</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>• Intake Air Temperature IATS &gt; 90 °C</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>• Canister purge active</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>• Full load is detected</li> </ul> | Deactivation during afterstart to not influence adaption value by afterstart enrichment factors                                            |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                            |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                            |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction      | <p>May overrule:</p> <ul style="list-style-type: none"> <li>• Canister Purge Strategy</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                            |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

**Curve 1 [lower hysteresis threshold engine load for deactivation fuel mass factor adaption GDI-system]**

x: engine speed [1/min]

y: engine load [%]

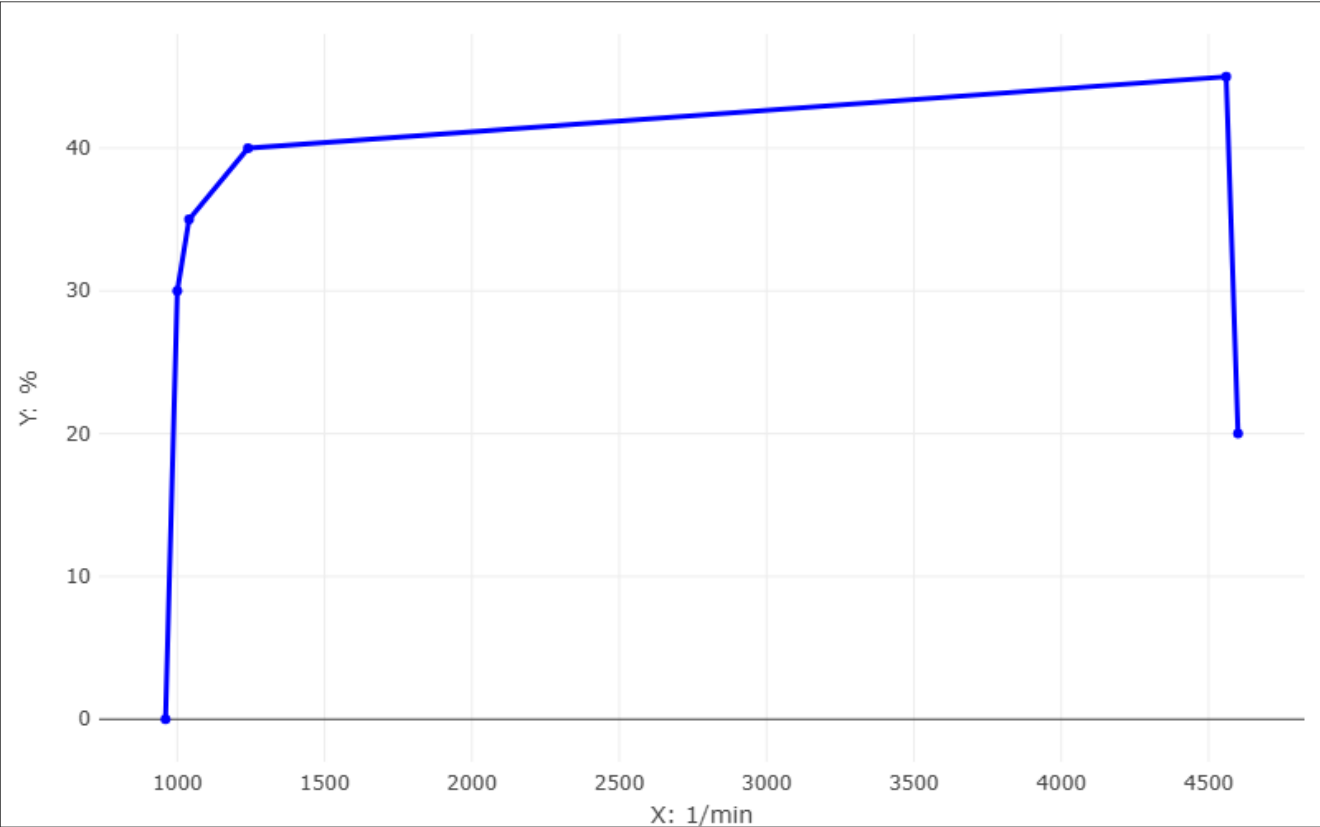


|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

**Curve 2 [upper threshold engine load for fuel mass factor adaption GDI-system]**

x: engine speed [1/min]

y: threshold engine load [%]







|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>Engine Coolant Temperature Engine Start</p> <p>Engine Load</p> <p>Engine Speed</p> <p>Exhaust Gas Mass Flow</p> <p>Fuel Cutoff State</p> <p>Intake Air Temperature</p> <p>O2 Sensor Operation Readiness</p> <p>O2-Sensor Pumping Voltage</p> <p>Oxygen Mass Flow Catalyst Upstream</p> <p>Secondary Air Mass Flow</p> <p>Secondary Air State</p> <p>Secondary Air Valve Activation</p> <p>Voltage of Downstream O2 Sensor</p> <p>Out:</p> <p>Air Fuel Ratio (Lambda) Setpoint</p> <p>Air Fuel Ratio Control State</p> | <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> <p><b>Provided by:</b> Fuel<br/>Cutoff Strategy</p> <p><b>Provided by:</b><br/>Oxygen Sensor<br/>Heating Strategy</p> <p><b>Provided by:</b><br/>Catalyst Heating<br/>Strategy</p> <p><b>Provided by:</b><br/>Catalyst Heating<br/>Strategy</p> <p><b>Provided by:</b><br/>Catalyst Heating<br/>Strategy,<br/>Secondary Air<br/>Diagnosis</p> <p><b>Input for:</b> Air Fuel<br/>Ratio Adaption<br/>Strategy,<br/>Catalyst Purge<br/>Strategy,<br/>Gasoline Quantity<br/>Delivery Control<br/>Strategy,<br/>Particulate Filter<br/>Regeneration<br/>Strategy</p> |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|  |                                 |                                                                                                                                               |
|--|---------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|
|  | Air Fuel Ratio Controller Value | <b>Input for:</b> Air Fuel<br>Ratio Adaption<br>Strategy,<br>Canister Purge<br>Strategy,<br>Gasoline Quantity<br>Delivery Control<br>Strategy |
|  | Factor Bank Compensation        |                                                                                                                                               |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                         |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Condition | <p><b>Enabling Conditions:</b><br/>Upstream and Downstream AFR control is enabled when sensor operation is reached<br/>and<br/>Threshold for integrated air mass flow after start is reached depending on engine start temperature</p> <ul style="list-style-type: none"> <li>• first start in driving cycle: integrated air mass flow above <a href="#">Curve 1 [integrated air mass flow until activation of lambda control loop during warm up]</a></li> <li>• follow start: integrated air mass flow above <a href="#">Curve 2 [integrated air mass flow until activation of lambda control loop during warm up after start-stop start]</a></li> <li>• hot start (engine start temperature is above 120 °C and intake air temperature is above 85.5 °C: integrated air mass flow above 30 g</li> </ul> <p>I-Part for Downstream AFR control is enabled when engine coolant temperature is above -0.04 °C</p> <p><b>Disabling Conditions:</b><br/>Interruption of Lambda control following fuel cutoff until integrated air mass &gt; Threshold<br/>Threshold depends on number of cylinders with fuel cutoff:</p> <ul style="list-style-type: none"> <li>• all cylinders: integrated air mass flow &gt; 12.02 g</li> <li>• not all cylinders: integrated air mass flow &gt; 13.01 g</li> </ul> <p>or<br/>Downstream Lambda control is disabled if air fuel ratio (lambda) setpoint upstream is not stoichiometric</p> <p>or<br/>Downstream Lambda control (P-Part / I-Part) is disabled if catalyst temperature model is below <a href="#">Curve 3 [minimum temperature primary control enable]</a>/<a href="#">Curve 4 [Minimum Catalyst Temperature for controller activation (I-share)]</a> (depending on catalyst age factor) or above 979.96 °C/979.96 °C</p> <p>or<br/>Downstream Lambda control (P-Part / I-Part) is disabled if engine speed is below 520 1/min / 900 1/min</p> <p>or<br/>Downstream Lambda control (P-Part / I-Part) is disabled if engine load is below <a href="#">Curve 5 [minimum engine load primary control enable (P-share)]</a> / <a href="#">Curve 6 [minimum engine load primary control enable (I-share)]</a></p> <p>or<br/>Catalyst Oxygen Balance Control is disabled if engine speed is below 1000 1/min</p> | <p>P-Part changes its value proportional to its control deviation. P-Part is used for quick response to an altered set point. I-Part is used for stationary accuracy of the controller. The control variable is integrated. I-Part is used for scaling down a stationary deviation.</p> |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|                  |                                                                                                                                                             |                                                                                                                                            |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
|                  | or<br>Catalyst Oxygen Balance Control is disabled if engine load is below <a href="#">Curve 7 [minimum engine load for Catalyst Oxygen Balance Control]</a> |                                                                                                                                            |
| In-Use Frequency | High                                                                                                                                                        | Base Emission Strategy                                                                                                                     |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                       |                                                                                                                                            |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                    | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                |                                                                                                                                            |

#### Curve 1 [integrated air mass flow until activation of lambda control loop during warm up]

x: engine coolant temperature [Grad C]

y: integrated air mass flow [g]

|    |       |        |       |       |       |
|----|-------|--------|-------|-------|-------|
| x: | -30   | -20.25 | -5.25 | 20.25 | 80.25 |
| y: | 76.39 | 60     | 43    | 30    | 23    |

#### Curve 2 [integrated air mass flow until activation of lambda control loop during warm up after start-stop start]

x: engine coolant temperature [Grad C]

y: integrated air mass flow [g]

|    |       |    |       |    |        |
|----|-------|----|-------|----|--------|
| x: | 20.25 | 30 | 50.25 | 90 | 110.25 |
| y: | 26    | 23 | 18    | 13 | 13     |

#### Curve 3 [minimum temperature primary control enable]

x: OSC correction factor [-]

y: temperature [deg C]

|    |        |        |
|----|--------|--------|
| x: | 0.3    | 0.65   |
| y: | 199.96 | 199.96 |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

#### Curve 4 [Minimum Catalyst Temperature for controller activation (I-share)]

x: Catalyst Oxygen Storage Capacity (Factor) [-]

y: Catalyst Temperature [deg C]

|    |        |        |
|----|--------|--------|
| x: | 0.3    | 0.65   |
| y: | 249.96 | 249.96 |

#### Curve 5 [minimum engine load primary control enable (P-share)]

x: engine speed [rpm]

y: engine load [%]

|    |     |      |      |      |      |      |      |      |
|----|-----|------|------|------|------|------|------|------|
| x: | 760 | 1000 | 1240 | 1520 | 2000 | 2520 | 3000 | 4000 |
| y: | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    |

#### Curve 6 [minimum engine load primary control enable (I-share)]

x: engine speed [rpm]

y: engine load [%]

|    |       |       |      |      |      |      |      |      |
|----|-------|-------|------|------|------|------|------|------|
| x: | 1000  | 1240  | 1520 | 1760 | 2000 | 2520 | 3000 | 4000 |
| y: | 13.01 | 13.01 | 15   | 18   | 18   | 18   | 18   | 18   |

#### Curve 7 [minimum engine load for Catalyst Oxygen Balance Control]

x: engine speed [rpm]

y: engine load [%]

|    |     |      |      |      |      |      |      |      |
|----|-----|------|------|------|------|------|------|------|
| x: | 800 | 1200 | 1500 | 1800 | 2100 | 2500 | 3600 | 4000 |
| y: | 18  | 18   | 18   | 18   | 18   | 18   | 18   | 18   |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

#### 1.4 Combustion Mode Strategy

| Combustion Mode Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                          | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                  | Optimizing the combustion in terms of fuel consumption, combustion stability and raw emissions.                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Action                   | Switching between different combustion modes (see Combustion Mode Strategy - Additional Information).                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Parameter (I/O)          | <p>In:</p> <p>Adjustment of Combustion Mode</p> <p>Engine Coolant Temperature</p> <p>Engine Load</p> <p>Engine Oil Temperature</p> <p>Engine Speed</p> <p>Ignition Angle Setpoint</p> <p>Minimal Possible Injection Time of Injection Valve</p> <p>Piston Temperature</p> <p>Out:</p> <p>Adjustment of Fuel Rail Pressure Setpoint</p> <p>Adjustment of Injection Timing Setpoint</p> <p>Combustion Mode</p> <p>Number of Injections</p> | <p><b>Provided by:</b><br/>Catalyst Heating Strategy,<br/>Engine Start And Warm Up Strategy,<br/>Particulate Filter Regeneration Strategy,<br/>Secondary Air Diagnosis</p> <p><b>Provided by:</b><br/>Cylinder Filling Control Strategy</p> <p><b>Provided by:</b><br/>Ignition Angle Setpoint Strategy</p> <p><b>Input for:</b> Gasoline High Pressure Regulation Strategy</p> <p><b>Input for:</b> Air Fuel Ratio Control Strategy,<br/>Engine Start And Warm Up Strategy,<br/>Ignition Angle Setpoint Strategy</p> <p><b>Input for:</b> Canister Purge Strategy</p> |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|                  |                                                                                                                                          |                                                                                                                                            |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Condition        | See Combustion Mode Strategy - Additional Information                                                                                    |                                                                                                                                            |
| In-Use Frequency | High                                                                                                                                     |                                                                                                                                            |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.    |                                                                                                                                            |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                                            |

**Additional Information:**

**See:**

[Table -5-](#)



|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

| Combustion mode                     | Remarks                                                        | Conditions                            |
|-------------------------------------|----------------------------------------------------------------|---------------------------------------|
| Engine Start                        | 2 injections at stroke and 1 injection by ignition             | first combustions during engine start |
| Catalyst Heating Operation          | Up to 4 injections at stroke and up to 1 injection by ignition | catalyst heating active               |
| Engine Warm-up and Normal Operation | Up to 5 injections at stroke                                   | No special combustion mode requested  |
| Cylinder balancing Diagnosis        | Up to 2 injections at stroke and 1 injection after ignition    | Cylinder balancing Diagnosis active   |
| GPF Heating Operation               | Up to 4 injections at stroke and up to 1 injection by ignition | GPF heating active                    |

**Table 5: Combustion Modes**

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

### 1.5 Cylinder Filling Control Strategy

| Cylinder Filling Control Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                           | Determination and control of cylinder charge for engine operation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Action                            | Control of demanded cylinder air charge.<br>Calculation of cylinder air charge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Parameter (I/O)                   | <p>In:</p> <p>Adjustment of Boost Pressure Setpoint</p> <p>Ambient Air Pressure</p> <p>Ambient Air Temperature</p> <p>Boost Pressure</p> <p>Camshaft Position (inlet)</p> <p>Camshaft Position (outlet)</p> <p>Canister Purge Air Flow</p> <p>Drive Mode</p> <p>Engine coolant temperature</p> <p>Engine Oil Temperature</p> <p>Engine Speed</p> <p>Exhaust Flap Position</p> <p>Exhaust Gas Temperature</p> <p>Fuel Cutoff State</p> <p>High Voltage Battery: Charge Current Limit</p> <p>High Voltage Battery: Discharge Current Limit</p> <p>Intake Air Temperature</p> <p>Lead Torque Setpoint</p> <p>Manifold Absolute Pressure</p> | <p><b>Provided by:</b><br/>Catalyst Heating Strategy,<br/>Secondary Air Diagnosis</p> <p><b>Provided by:</b><br/>Canister Purge Strategy</p> <p><b>Provided by:</b> Drive Mode Selection Strategy</p> <p><b>Provided by:</b> Fuel Cutoff Strategy</p> <p><b>Provided by:</b> HV Battery Current Limitation Strategy</p> <p><b>Provided by:</b> HV Battery Current Limitation Strategy</p> <p><b>Provided by:</b> Torque Setpoint Strategy</p> |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|  |                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                            |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | Particulate Filter Differential Pressure<br>Secondary Air Mass Flow<br><br>Throttle Valve Position<br>Torque Limitation<br><br>Out:<br>Air Mass Flow Throttle<br><br>E-Boost Speed Setpoint | <b>Provided by:</b><br>Catalyst Heating<br>Strategy<br><br><b>Provided by:</b> Engine<br>Start And Warm Up<br>Strategy,<br>Overheating<br>Protection Strategy,<br>Preignition<br>Protection Strategy<br><br><b>Input for:</b> Air Fuel<br>Ratio Control<br>Strategy,<br>Canister Purge<br>Strategy,<br>Diagnosis Of<br>Recirculation Valve |
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| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
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|  |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | Engine Load | <b>Input for:</b><br>Acceleration<br>Deceleration<br>Compensation<br>Strategy,<br>Air Fuel Ratio<br>Adaption Strategy,<br>Air Fuel Ratio<br>Control Strategy,<br>Camshaft Reference<br>Position Offset<br>Diagnosis,<br>Canister Purge<br>Strategy,<br>Catalyst Heating<br>Strategy,<br>Catalyst Purge<br>Strategy,<br>Combustion Mode<br>Strategy,<br>Diagnosis Of<br>Recirculation Valve,<br>Engine Start And<br>Warm Up Strategy,<br>Fuel Cutoff<br>Strategy,<br>Gasoline High<br>Pressure Regulation<br>Strategy,<br>Gasoline Quantity<br>Delivery Control<br>Strategy,<br>Idle Control<br>Strategy,<br>Ignition Angle<br>Setpoint Strategy,<br>Knock Control<br>Strategy,<br>Oil Pressure Control<br>Strategy,<br>Overheating<br>Protection Strategy,<br>Particulate Filter<br>Regeneration<br>Strategy,<br>Preignition<br>Protection Strategy,<br>Torque Setpoint<br>Strategy,<br>Variable Valve<br>Timing Strategy |
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|                  |                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  | <p>Engine Load Gradient</p> <p>Engine Load Maximum</p> <p>Engine Load Setpoint</p> <p>Exhaust Gas Mass Flow</p> <p>Exhaust Pressure</p> <p>Recirculation Valve Position Setpoint</p> <p>Scavenging Rate</p> <p>Throttle Valve Position Setpoint</p> | <p><b>Input for:</b> Ignition Angle Setpoint Strategy, Oil Pressure Control Strategy</p> <p><b>Input for:</b> Air Fuel Ratio Control Strategy, Catalyst Heating Strategy, Catalyst Purge Strategy, Combined O2-Sensor And Catalyst Diagnosis, Dewpoint Detection Strategy, Oxygen Sensor Heating Strategy, Particulate Filter Regeneration Strategy</p> <p><b>Input for:</b> Catalyst Heating Strategy</p> <p><b>Input for:</b> Diagnosis Of Recirculation Valve</p> <p><b>Input for:</b> Canister Purge Strategy</p> <p><b>Input for:</b> Idle Control Strategy</p> |
| Condition        | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active.                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| In-Use Frequency | High                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|               |                                                                                                                                          |                                                                                                                                            |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Justification | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction   | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                                            |

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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## 1.6 Engine Start And Warm Up Strategy

| Engine Start And Warm Up Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Remarks                                                                                                                                                                                                                                                 |
|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                           | Ensure stable engine operation and fast engine warm up at cold engine coolant temperature.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                         |
| Action                            | <p>Depending on engine operation during start, poststart and warm-up condition a variety of the following modules may be used:</p> <ul style="list-style-type: none"> <li>• Request Air fuel ratio setpoint &lt; stoichiometric</li> <li>• Enrichment of fuel mass by the start, poststart and warm-up correction factor</li> <li>• Increase of engine idle speed setpoint</li> <li>• Adjustment of ignition angle setpoint</li> <li>• Adjustment of camshaft position setpoint</li> <li>• Adjustment of combustion mode</li> <li>• Adjustment of throttle position setpoint</li> <li>• Limitation of engine torque</li> <li>• Limitation of engine speed</li> </ul> |                                                                                                                                                                                                                                                         |
| Parameter (I/O)                   | <p>In:</p> <p>12V Battery: Voltage</p> <p>Accelerator Pedal Position</p> <p>Ambient Air Pressure</p> <p>Catalyst Heating State</p> <p>Combustion Mode</p> <p>Engine Coolant Temperature</p> <p>Engine Coolant Temperature Engine Start</p> <p>Engine Downtime</p> <p>Engine Load</p> <p>Engine Oil Temperature</p> <p>Engine Speed</p> <p>Fuel Rail Pressure</p> <p>High Voltage Battery: Discharge Current Limit</p> <p>Injection Counter After Start</p> <p>Injection Counter Start</p>                                                                                                                                                                            | <p><b>Provided by:</b><br/>Catalyst Heating Strategy</p> <p><b>Provided by:</b><br/>Combustion Mode Strategy</p> <p><b>Provided by:</b><br/>Cylinder Filling Control Strategy</p> <p><b>Provided by:</b> HV<br/>Battery Current Limitation Strategy</p> |

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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>Intake Air Temperature</p> <p>Integrated Air Mass Flow After Start</p> <p>O2 Sensor Operation Readiness</p> <p>Transmission Information: Total Gear Ratio</p> <p>Out:</p> <p>Adjustment of Air Fuel Ratio (Lambda) Setpoint</p> <p>Adjustment of Camshaft Position Setpoint (inlet)</p> <p>Adjustment of Camshaft Position Setpoint (outlet)</p> <p>Adjustment of Combustion Mode</p> <p>Adjustment of Cylinder Filling</p> <p>Adjustment of Engine Idle Speed Setpoint</p> <p>Adjustment of Engine Speed Maximum</p> <p>Adjustment of Fuel Rail Pressure Setpoint</p> <p>Adjustment of Ignition Angle Setpoint</p> <p>Adjustment of Injection Timing Setpoint</p> <p>Adjustment of Throttle Valve Position Setpoint</p> <p>Correction Factor Of Fuel Mass Poststart</p> <p>Correction Factor Of Fuel Mass Start</p> | <p><b>Provided by:</b><br/>Oxygen Sensor<br/>Heating Strategy</p> <p><b>Input for:</b> Air Fuel<br/>Ratio Control<br/>Strategy</p> <p><b>Input for:</b> Variable<br/>Valve Timing<br/>Strategy</p> <p><b>Input for:</b> Variable<br/>Valve Timing<br/>Strategy</p> <p><b>Input for:</b><br/>Combustion Mode<br/>Strategy</p> <p><b>Input for:</b> Idle<br/>Control Strategy</p> <p><b>Input for:</b> Engine<br/>Speed Limiter<br/>Strategy</p> <p><b>Input for:</b> Gasoline<br/>High Pressure<br/>Regulation Strategy</p> <p><b>Input for:</b> Ignition<br/>Angle Setpoint<br/>Strategy</p> <p><b>Input for:</b> Air Fuel<br/>Ratio Adaption<br/>Strategy,<br/>Gasoline Quantity<br/>Delivery Control<br/>Strategy</p> <p><b>Input for:</b> Gasoline<br/>Quantity Delivery<br/>Control Strategy</p> |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



|               |                  |                                                             |               |
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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                             |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  | <p>Correction Factor Of Fuel Mass Warm-Up</p> <p>Torque Limitation</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p><b>Input for:</b> Air Fuel Ratio Adaption Strategy, Gasoline Quantity Delivery Control Strategy</p> <p><b>Input for:</b> Cylinder Filling Control Strategy, Torque Setpoint Strategy</p> |
| Condition        | <p>Start and poststart - Enabling conditions:<br/>Always active during every engine start and poststart</p> <p>Warm-up - Enabling conditions:<br/>Engine Coolant Temperature <math>\leq 69.96</math> °C<br/>AND<br/>Factor for warm up enrichment <math>&gt; 0</math> in <a href="#">Map 1 [Map Warm-up Correction Factor]</a></p> <p>Start - Disabling conditions:<br/>Number Of Injections at start depending on Engine Coolant Temperature Engine Start <math>\geq</math> <a href="#">Curve 1 [End of Start Calculation Based on Engine Coolant Temperature Engine Start]</a><br/>AND<br/>Engine Speed threshold at start depending on Engine Coolant Temperature Engine Start and Ambient Air Pressure <math>&gt;</math> <a href="#">Map 2 [End of Start Calculation Based on Engine Coolant Temperature Engine Start and Ambient Air Pressure]</a></p> <p>Warm-up - Disabling conditions:<br/>Engine Coolant Temperature <math>&gt; 69.96</math> °C<br/>AND<br/>Factor for warm up enrichment <math>= 0</math> in <a href="#">Map 1 [Map Warm-up Correction Factor]</a><br/>AND<br/>Factor for warm up enrichment depending on Engine Coolant Temperature Engine Start and Integrated Air Mass Flow After Start <math>= 0</math> in <a href="#">Map 3 [Map Weighting Warm-up Factor]</a></p> |                                                                                                                                                                                             |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                             |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                             |

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|               |                                                                                                                                          |                                                                                                                                            |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Justification | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction   | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                                            |

#### Additional Information:

##### Engine Start And Warm Up Strategy - Additional Information

The aim of the function is to ensure the stable operation of the engine and to minimize the emissions at every engine operating point during warm-up of the engine.

During the warm-up of the engine, there are losses of fuel or air/fuel-mixture because of the physical boundary conditions. These are wetting of components in the combustion chamber or the poor evaporation behavior of the fuel at low temperatures. These losses are compensated by the described factors. Through these, the injected fuel quantity is precontrolled to achieve the air/fuel mixture setpoint ( $\lambda=1$ ) as exactly as possible to reduce the operation of the lambda control to a minimum.

When the engine is cold the operation with parameters for a warm engine is not reliable possible and requires adjustments. These can be one or more of those described now: increase of the idle speed, different camshaft setpoints, different injection timing, different ignition angle, adjustment of throttle valve position, enrichment of fuel mass by the start/poststart/warm-up correction factor or adjustment of the air-fuel-ratio setpoint (less than one).

##### Injection Counter Start

The Injection Counter Start counts the injections at the start. An individual amount of fuel can be counted for each injection at the start. The start is finished when a calibrated Number Of Injections and a calibrated Engine Speed are reached.

Example: Engine start at -20.04 °C at sea level

# Number Of Injections = 6 injection at start

# Engine Speed = 1200 1/min

# The end of is reached after 6 injections and an Engine Speed of 1200 1/min

##### NENGNRINJ.nrInjStrtEnd\_GT

Number Of Injections at start depending on Engine Coolant Temperature Engine Start [Curve 1 \[End of Start Calculation Based on Engine Coolant Temperature Engine Start\]](#)

##### NENGNRINJ.nStrtEnd\_GM

Engine Speed threshold at start depending on Engine Coolant Temperature Engine Start (x-axis) and Ambient Air Pressure (y-axis) [Map 2 \[End of Start Calculation Based on Engine Coolant Temperature Engine Start and Ambient Air Pressure\]](#)

##### Engine Downtime

Depending on the Engine Coolant Temperature Engine Start and the Engine Downtime, which is calculated from the Engine Off Timer, the Poststart/Warm-Up Factor can be corrected in the case of a repeat start.

|               |                  |                                                             |               |
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Example: Engine start at -20.25 °C after a Engine Downtime of 10 sec

# Engine Downtime = 10 sec

# Engine Coolant Temperature Engine Start = -20.25 °C

# Factor Poststart/Warm-Up = 1 (injected fuel quantity is corrected by Correction Factor = 1 For Poststart/Warm-Up)

### KFKNSTWST

Deactivation of Correction Factor Of Fuel Mass Warm-Up based on Engine Coolant Temperature Engine Start (x-axis) and Engine Downtime (y-axis)

[Map 4 \[Map Weighting of the Post-start Factor when Restarting\]](#)

### Integrated Air Mass Flow After Start

The Integrated Air Mass Flow After Start is the input for the weighting of the Correction Factor Of Fuel Mass Warm-Up.

Example: Engine start at -20.25 °C

# Engine Coolant Temperature Engine Start: -20.25 °C

# Integrated Air Mass Flow After Start: 500.3 g

# After engine start at -20.25 °C and an Integrated Air Mass Flow After Start from 500.3 g, the weighting of the Correction Factor Of Fuel Mass Warm-Up = 1

### EngStrt\_facWghtWrmUp\_GM

Warm-up enrichment deactivation depending on Engine Coolant Temperature Engine Start (y-axis) and Integrated Air Mass Flow After Start (x-axis)

[Map 3 \[Map Weighting Warm-up Factor\]](#)

### Map 1 [Map Warm-up Correction Factor]

x: Engine Coolant Temperature Engine Start [Grad C]

y: Engine Load [%]

z: Factor Warm Up Correction [-]

| y:     | x: | -30  | -20.25 | -10.5 | 0    | 20.25 | 30   | 60   | 90 |
|--------|----|------|--------|-------|------|-------|------|------|----|
| 15     |    | 0.11 | 0.1    | 0.1   | 0.09 | 0.06  | 0.05 | 0.01 | 0  |
| 19.99  |    | 0.11 | 0.1    | 0.1   | 0.09 | 0.06  | 0.05 | 0.01 | 0  |
| 40.01  |    | 0.16 | 0.15   | 0.15  | 0.13 | 0.1   | 0.08 | 0.02 | 0  |
| 60     |    | 0.2  | 0.19   | 0.19  | 0.17 | 0.14  | 0.11 | 0.02 | 0  |
| 79.99  |    | 0.23 | 0.23   | 0.23  | 0.2  | 0.16  | 0.13 | 0.02 | 0  |
| 100.01 |    | 0.27 | 0.26   | 0.25  | 0.24 | 0.19  | 0.15 | 0.02 | 0  |
| 120    |    | 0.3  | 0.29   | 0.27  | 0.27 | 0.22  | 0.17 | 0.02 | 0  |
| 140.02 |    | 0.34 | 0.33   | 0.31  | 0.3  | 0.24  | 0.2  | 0.03 | 0  |
| 160.01 |    | 0.37 | 0.36   | 0.34  | 0.34 | 0.27  | 0.23 | 0.05 | 0  |
| 180    |    | 0.4  | 0.39   | 0.37  | 0.36 | 0.29  | 0.25 | 0.05 | 0  |

|               |                  |                                                             |               |
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| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

### Curve 1 [End of Start Calculation Based on Engine Coolant Temperature Engine Start]

x: Engine Coolant Temperature Engine Start [deg C]

y: Number Of Injections At Start [-]

| x: | -30.04 | -25.04 | -20.04 | -10.04 | -0.04 | 10.06 | 20.06 | 40.06 | 60.06 | 80.06 | 100.06 | 120.06 |
|----|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|--------|--------|
| y: | 6      | 6      | 6      | 6      | 6     | 6     | 6     | 6     | 6     | 6     | 6      | 6      |

### Map 2 [End of Start Calculation Based on Engine Coolant Temperature Engine Start and Ambient Air Pressure]

x: Engine Coolant Temperature Engine Start [deg C]

y: Ambient Air Pressure [hPa]

z: Engine Speed Threshold At Start [rpm]

| y:   | x:   | -30.04 | -25.04 | -20.04 | -10.04 | -0.04 | 10.06 | 20.06 | 40.06 | 60.06 | 80.06 | 100.06 | 120.06 |
|------|------|--------|--------|--------|--------|-------|-------|-------|-------|-------|-------|--------|--------|
| 400  | 1300 | 1300   | 1200   | 1000   | 825    | 800   | 800   | 800   | 800   | 800   | 800   | 800    | 800    |
| 500  | 1300 | 1300   | 1200   | 1000   | 825    | 800   | 800   | 800   | 800   | 800   | 800   | 800    | 800    |
| 600  | 1300 | 1300   | 1200   | 1000   | 825    | 800   | 800   | 800   | 800   | 800   | 800   | 800    | 800    |
| 700  | 1300 | 1300   | 1200   | 1000   | 825    | 800   | 800   | 800   | 800   | 800   | 800   | 800    | 800    |
| 800  | 1300 | 1300   | 1200   | 1000   | 825    | 800   | 800   | 800   | 800   | 800   | 800   | 800    | 800    |
| 900  | 1300 | 1300   | 1200   | 1000   | 825    | 800   | 800   | 800   | 800   | 800   | 800   | 800    | 800    |
| 950  | 1300 | 1300   | 1200   | 1000   | 825    | 800   | 800   | 800   | 800   | 800   | 800   | 800    | 800    |
| 1000 | 1300 | 1300   | 1200   | 1000   | 825    | 800   | 800   | 800   | 800   | 800   | 800   | 800    | 800    |

### Map 3 [Map Weighting Warm-up Factor]

x: Integrated Air Mass at Start [kg]

y: Engine Start Temperature [Grad C]

z: Factor For Warm Up Enrichment [-]

| y:     | x:  | 0    | 0.5  | 1    | 3.5  | 6 | 10 |
|--------|-----|------|------|------|------|---|----|
| -30    | 1   | 1    | 1    | 1    | 0.6  | 0 |    |
| -20.25 | 1   | 1    | 1    | 0.9  | 0.5  | 0 |    |
| -10.5  | 1   | 1    | 0.96 | 0.8  | 0.4  | 0 |    |
| 0      | 1   | 0.98 | 0.9  | 0.7  | 0.3  | 0 |    |
| 20.25  | 1   | 0.93 | 0.81 | 0.6  | 0.2  | 0 |    |
| 30     | 1   | 0.85 | 0.7  | 0.45 | 0.11 | 0 |    |
| 60     | 0.5 | 0.43 | 0.35 | 0.23 | 0.05 | 0 |    |
| 90     | 0   | 0    | 0    | 0    | 0    | 0 |    |

|               |                  |                                                             |               |
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**Map 4 [Map Weighting of the Post-start Factor when Restarting]**

x: Engine Start Temperature [Grad C]

y: Engine Shutdown Time [-]

z: Post-start Factor when Restarting [-]

| y:  | x: | -30 | -20.25 | -10.5 | 0 | 10.5 | 20.25 | 40.5 | 90 |
|-----|----|-----|--------|-------|---|------|-------|------|----|
| 5   |    | 1   | 1      | 1     | 1 | 1    | 1     | 1    | 1  |
| 10  |    | 1   | 1      | 1     | 1 | 1    | 1     | 1    | 1  |
| 30  |    | 1   | 1      | 1     | 1 | 1    | 1     | 1    | 1  |
| 60  |    | 1   | 1      | 1     | 1 | 1    | 1     | 1    | 1  |
| 100 |    | 1   | 1      | 1     | 1 | 1    | 1     | 1    | 1  |
| 150 |    | 1   | 1      | 1     | 1 | 1    | 1     | 1    | 1  |
| 300 |    | 1   | 1      | 1     | 1 | 1    | 1     | 1    | 1  |
| 500 |    | 1   | 1      | 1     | 1 | 1    | 1     | 1    | 1  |

|               |                  |                                                             |               |
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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## 1.7 Fuel Cutoff Strategy

| Fuel Cutoff Strategy |                                                                                                                                                                                                                                                                                                                                     | Remarks                                                                                                                                                                                                                                                                                                                                                                |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose              | Coordination of fuel cutoff request.<br>Fuel cutoff is required for immediate torque reduction and to reduce fuel consumption during overrun.                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                        |
| Action               | Full fuel injector shut off during overrun.<br>Cylinder individual fuel injector shut off for immediate torque reduction.<br>Cylinder individual fuel injector shut off requested by other strategies.                                                                                                                              | Causes of immediate torque reduction may include (project specific): overrun incl. exhaust sound character, torque intervention (chassis, transmission), engine speed limiter, launch control, engine speed control, fast negative torque transient.                                                                                                                   |
| Parameter (I/O)      | <p>In:</p> <p>Accelerator Pedal Position</p> <p>Brake Pressure</p> <p>Canister Load</p> <p>Catalyst Heating State</p> <p>Energy Consumption of Auxiliary Loads</p> <p>Engine Coolant Temperature</p> <p>Engine Idle Speed Setpoint</p> <p>Engine Load</p> <p>Engine Speed</p> <p>Engine Start State</p> <p>Exhaust Temperatures</p> | <p><b>Provided by:</b><br/><a href="#">Canister Purge Strategy</a></p> <p><b>Provided by:</b><br/><a href="#">Catalyst Heating Strategy</a></p> <p><b>Provided by:</b> <a href="#">Air Conditioning Strategy</a></p> <p><b>Provided by:</b> <a href="#">Idle Control Strategy</a></p> <p><b>Provided by:</b><br/><a href="#">Cylinder Filling Control Strategy</a></p> |

|               |                  |                                                             |               |
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| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

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|  | <p>External Torque Request</p> <p>Fuel Rail Pressure</p> <p>Intake Air Temperature</p> <p>Lead Torque Setpoint</p> <p>Request for Cylinder Individual Fuel Cutoff</p> <p>Request for Fuel Cutoff</p> <p>Request for Fuel Cutoff Inhibition</p> <p>Set Torque Setpoint</p> <p>Time After Engine Start</p> <p>Transmission Information: Current Gear</p> <p>Transmission Information: Overrun Support</p> <p>Vehicle Speed</p> <p>Out:</p> <p>Cylinder Individual Fuel Cutoff State</p> | <p>e.g. TCU, ESP (incl. brake recuperation), 4WD, ACC, Auxiliary Loads, driver assistance systems</p> <p><b>Provided by:</b> <a href="#">Torque Setpoint Strategy</a></p> <p><b>Provided by:</b> <a href="#">Particulate Filter Regeneration Strategy</a></p> <p><b>Provided by:</b> <a href="#">Canister Purge Strategy, Catalyst Heating Strategy, Overheating Protection Strategy</a></p> <p><b>Provided by:</b> <a href="#">Torque Setpoint Strategy</a></p> |
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| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
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|  | Fuel Cutoff State | <b>Input for:</b> Air Fuel<br>Ratio Control<br>Strategy,<br>Camshaft Reference<br>Position Offset<br>Diagnosis,<br>Canister Purge<br>Strategy,<br>Catalyst Purge<br>Strategy,<br>Cylinder Filling<br>Control Strategy,<br>Gasoline High<br>Pressure Regulation<br>Strategy,<br>Gasoline Quantity<br>Delivery Control<br>Strategy,<br>Idle Control<br>Strategy,<br>Particulate Filter<br>Regeneration<br>Strategy |
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| Condition | <p><b>Enabling conditions for overrun [AND]:</b></p> <ul style="list-style-type: none"> <li>• Acceleration pedal position = 0%</li> <li>• No increasing external torque request</li> <li>• Engine speed above threshold <a href="#">Map 1</a>, depending on engine coolant temperature and gear. Threshold may be increased / decreased depending on brake pressure, auxiliary loads, transmission type, request for fuel cutoff / inhibition, engine speed gradient, intake air temperature, overrun support</li> <li>• Time after key start is above threshold <a href="#">Curve 1</a>, depending on engine coolant temperature</li> <li>• Time after stop start is above threshold <a href="#">Curve 2</a>, depending on engine coolant temperature</li> <li>• Fuel rail pressure &lt; 25 MPa (20 MPa only after previous disabling)</li> <li>• Canister load &lt; 9, depending on engine speed and gear</li> </ul> <p><b>Disabling conditions for overrun [OR]:</b></p> <ul style="list-style-type: none"> <li>• Request for fuel cutoff inhibition</li> <li>• Fuel rail pressure &gt; 25 MPa</li> <li>• Canister load &gt; 14, depending on engine speed and gear</li> <li>• If driver releases the pedal often for short times</li> </ul> <p><b>Enabling conditions for fuel cutoff to achieve immediate torque reduction (only used if fast torque reduction cannot be achieved by other means):</b></p> <p>Engine speed intervention (if applicable) [OR]:</p> <ul style="list-style-type: none"> <li>• Gear shift</li> <li>• Engine speed limitation</li> <li>• Launch control</li> <li>• Coasting exit</li> <li>• Engine starts</li> </ul> <p>Active torque intervention from (if applicable) [OR]:</p> <ul style="list-style-type: none"> <li>• ESP</li> <li>• All wheel drive</li> <li>• TCU (only allowed if catalyst temperature &gt; catalyst light off temperature AND <a href="#">Map 2=1</a>)</li> </ul> <p>Cylinder individual fuel cutoff to achieve immediate torque reduction:</p> <ul style="list-style-type: none"> <li>• Very high dynamic request during negative load change</li> </ul> <p><b>Disabling conditions for fuel cutoff to achieve immediate torque intervention:</b></p> <ul style="list-style-type: none"> <li>• Request for fuel cutoff inhibition (except for ESP and AWD interventions)</li> </ul> |  |
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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

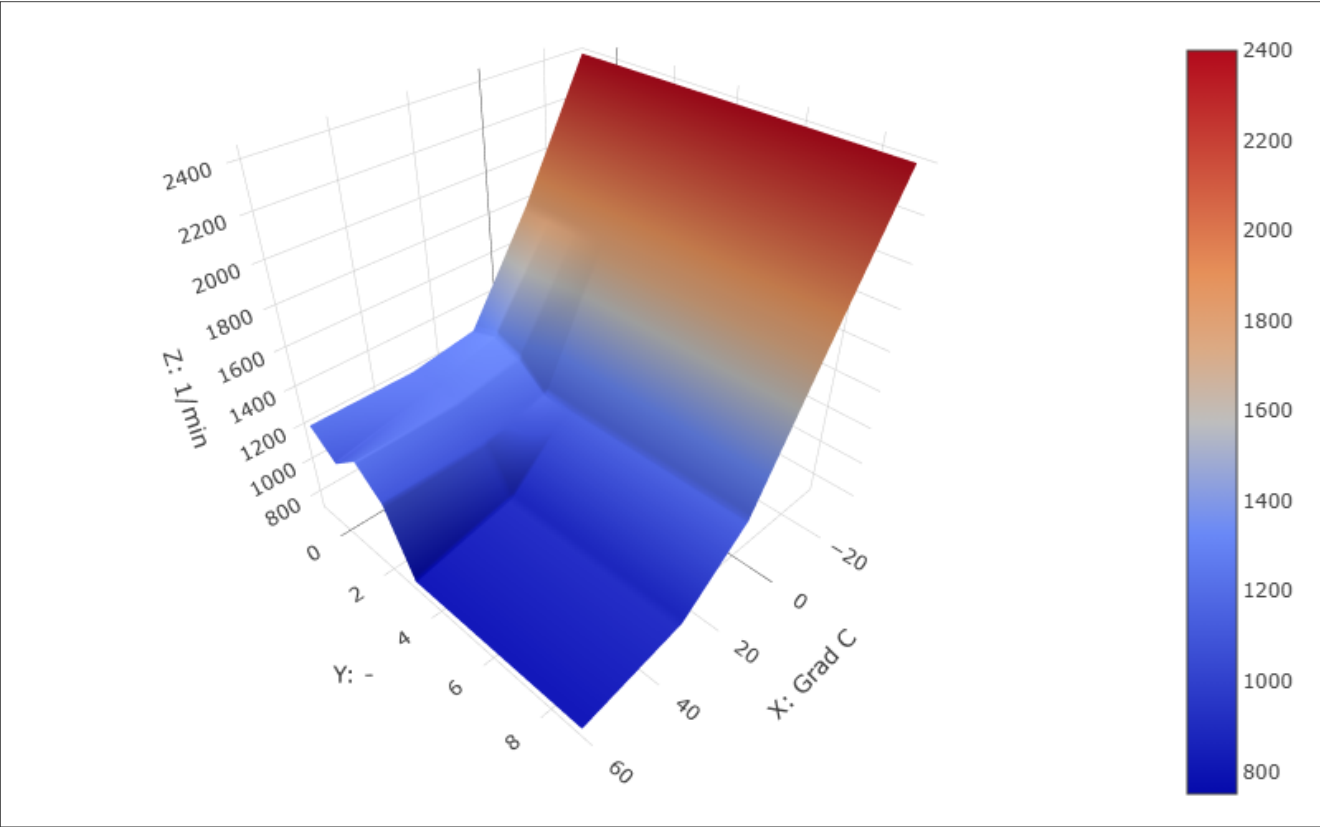
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| In-Use Frequency | High                                                                                                                                     | <p>Not all features for cylinder individual fuel cutoff may be demonstrated in the test procedures.</p> <p>The frequency depends on: type of drivetrain, component limits (temperatures), project-specific torque reduction during gearshift (sporty vs. comfortable), driver behavior.</p> <p>Other features may not be activated due to test procedure operating conditions, e.g. torque intervention by ESP, AWD, launch control, engine speed limiter.</p> |
| Emission Impact  | Low                                                                                                                                      | <p>Possible increased of NOx emissions.</p> <p>Emission limits fulfilled under all conditions.</p>                                                                                                                                                                                                                                                                                                                                                             |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | <p>Including test cycles:</p> <p>BRA: FTP75, HwFET, RDE</p> <p>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C</p> <p>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C</p>                                                                                                                                                                                                                                                                                                  |

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|             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
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| Interaction | <p>May overrule:</p> <ul style="list-style-type: none"><li>• Canister Purge Strategy</li><li>• Catalyst Heating Strategy</li><li>• Catalyst Purge Strategy</li><li>• Knock Control Strategy</li><li>• Particulate Filter Regeneration Strategy</li><li>• Preignition Protection Strategy</li></ul> <p>May be overruled by:</p> <ul style="list-style-type: none"><li>• Catalyst Heating Strategy</li><li>• Overheating Protection Strategy</li><li>• Particulate Filter Regeneration Strategy</li><li>• Preignition Protection Strategy</li></ul> |  |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

Map 1

|                                        |
|----------------------------------------|
| x: Engine coolant temperature [Grad C] |
| y: Current gear [-]                    |
| z: Engine speed [1/min]                |

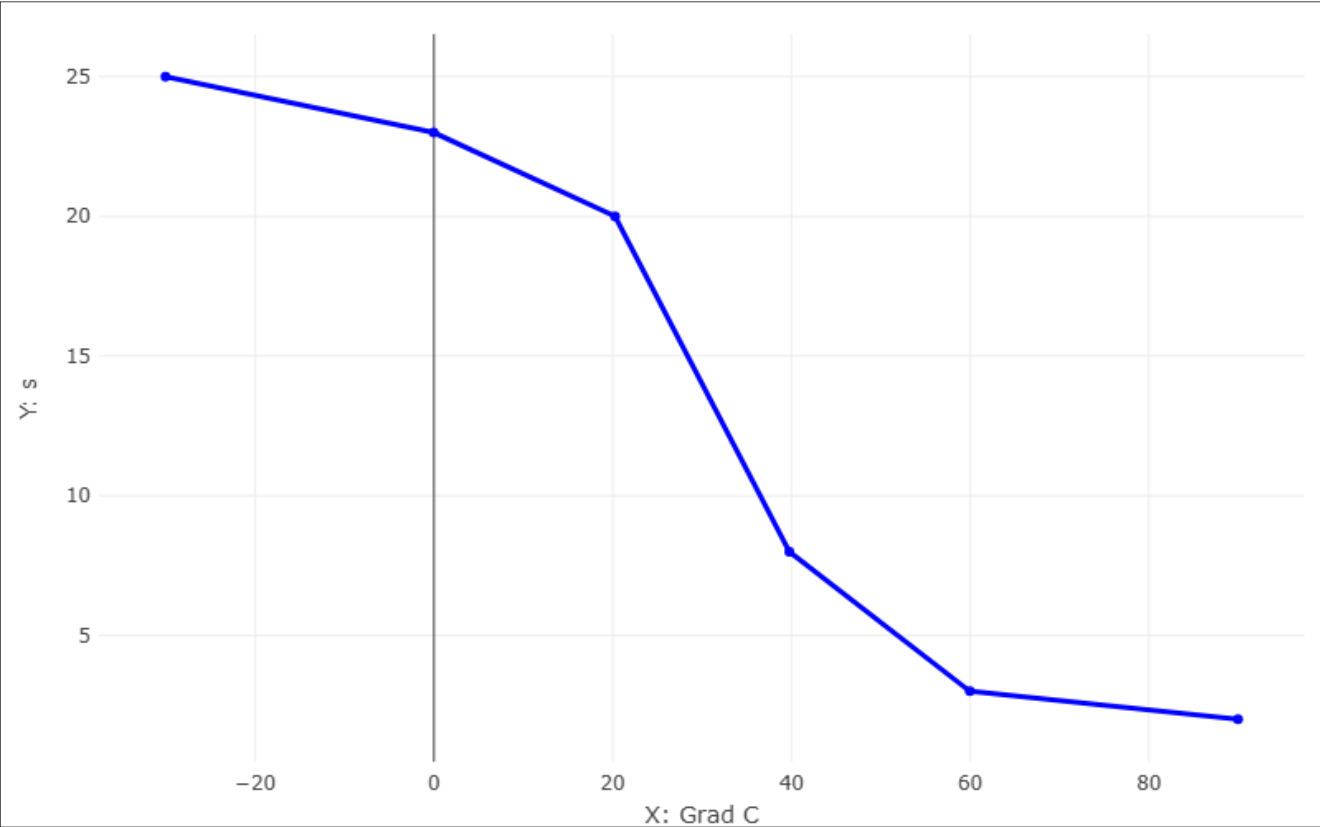


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**Curve 1**

x: Engine coolant temperature [Grad C]

y: Time after key start [s]

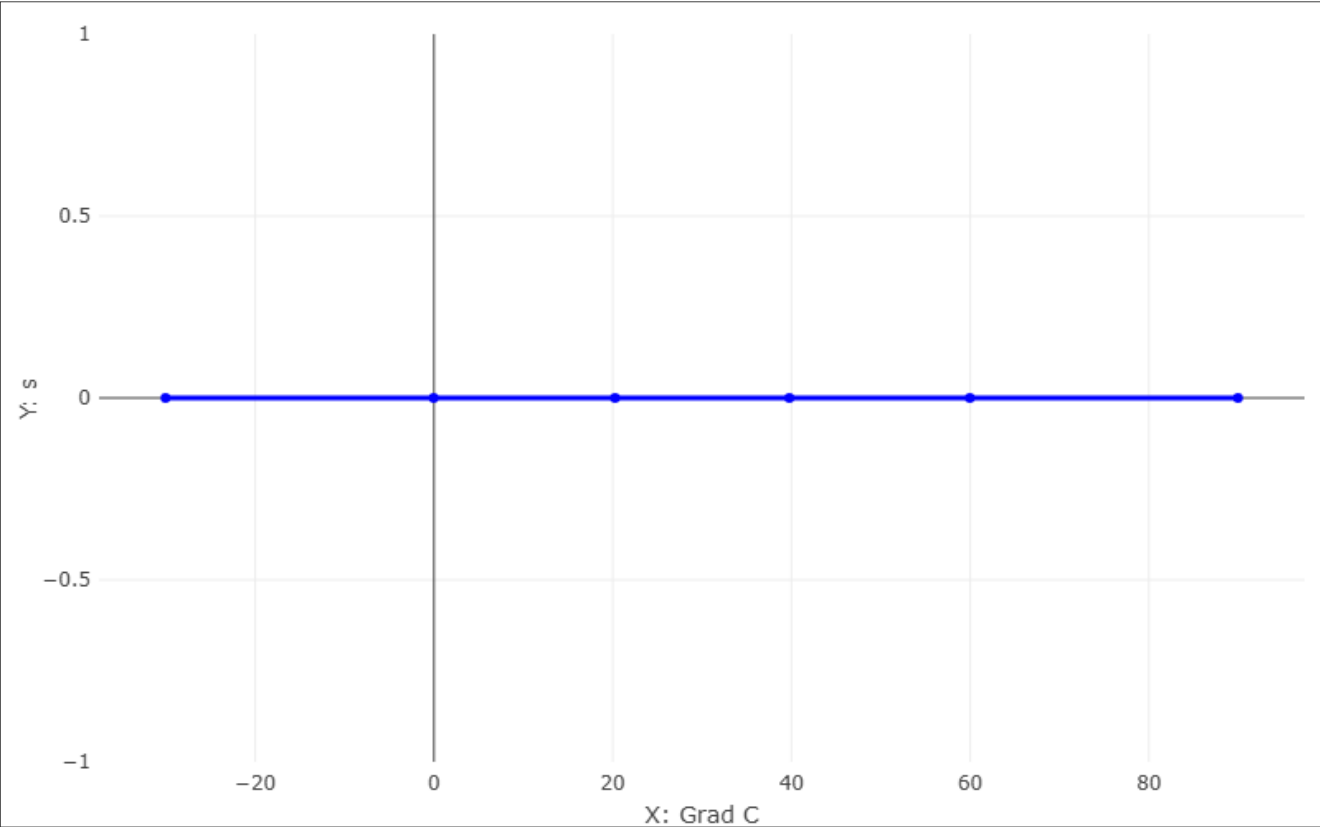


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Curve 2

x: Engine coolant temperature [Grad C]

y: Time after stop start [s]



Map 2

x: Torque [Nm]

y: Engine speed [U/min]

z: State [-]

| y:   | x: | 0 | 50 | 200 | 300 |
|------|----|---|----|-----|-----|
| 2800 |    | 0 | 0  | 0   | 0   |
| 2801 |    | 1 | 1  | 1   | 1   |
| 3000 |    | 1 | 1  | 1   | 1   |
| 4000 |    | 1 | 1  | 1   | 1   |

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### 1.8 Gasoline High Pressure Regulation Strategy

| Gasoline High Pressure Regulation Strategy |                                                                                                                                                                                                                                                                                                                            | Remarks                                                                                                                                                                                                                                                                                 |
|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                                    | The high pressure fuel pump (fixed on the engine) provides the fuel pressure for operating the engine.                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                         |
| Action                                     | Adjustment of required high fuel pressure to run the engine.<br>Under normal driving conditions the high fuel pressure is adjusted up to 200 bar depending on load and engine speed.                                                                                                                                       |                                                                                                                                                                                                                                                                                         |
| Parameter (I/O)                            | <p>In:</p> <p>12V Battery: Voltage</p> <p>Adjustment of Fuel Rail Pressure Setpoint</p> <p>Engine Coolant Temperature</p> <p>Engine Fuel Temperature</p> <p>Engine Load</p> <p>Engine Speed</p> <p>Fuel Cutoff State</p> <p>Fuel Low Pressure</p> <p>Fuel Rail Pressure</p> <p>Out:</p> <p>Fuel Rail Pressure Setpoint</p> | <p><b>Provided by:</b><br/>Catalyst Heating Strategy,<br/>Combustion Mode Strategy,<br/>Engine Start And Warm Up Strategy,<br/>High Pressure Fuel Sensor Diagnosis</p> <p><b>Provided by:</b><br/>Cylinder Filling Control Strategy</p> <p><b>Provided by:</b> Fuel Cutoff Strategy</p> |
| Condition                                  | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active.                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                         |
| In-Use Frequency                           | High                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                         |
| Emission Impact                            | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                         |

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|---------------|------------------|-------------------------------------------------------------|---------------|
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|               |                                                                                                                                          |                                                                                                                                            |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Justification | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction   | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                                            |

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### 1.9 Gasoline Low Pressure Regulation Strategy

| Gasoline Low Pressure Regulation Strategy |                                                                                                                                                                                                                                                                                                                                                              | Remarks                |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Purpose                                   | The low pressure fuel pump (integrated in the fuel tank) provides the fuel pressure for operating the engine.                                                                                                                                                                                                                                                |                        |
| Action                                    | Adjustment of required low fuel pressure to run the high pressure fuel pump. Under normal driving conditions the low fuel pressure is adjusted between 300 kPa and 700 kPa, depending on modeled fuel temperature and engine speed.                                                                                                                          |                        |
| Parameter (I/O)                           | In:<br>12V Battery: Voltage<br>Ambient Air Pressure<br>Ambient Air Temperature<br>Engine Coolant Temperature<br>Engine Downtime<br>Engine Fuel Temperature<br>Engine Speed<br>Exhaust Gas Temperature<br>Fuel low pressure<br>Fuel Rail Pressure<br>Fuel Tank State<br>Time after Engine Start<br>Vehicle Speed<br>Out:<br>Low Pressure Fuel Pump Duty Cycle |                        |
| Condition                                 | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active.                                                                                                                                                                                                                                    |                        |
| In-Use Frequency                          | High                                                                                                                                                                                                                                                                                                                                                         | Base Emission Strategy |
| Emission Impact                           | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                                                        |                        |



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|               |                                                                                                                                          |                                                                                                                                            |
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| Justification | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction   | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                                            |

**Additional Information:**

Time after Engine Start is used to increase the set value of the gasoline low pressure regulation for a short time after engine start (<20 seconds) to avoid the formation of gas cavities.

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### 1.10 Gasoline Quantity Delivery Control Strategy

| Gasoline Quantity Delivery Control Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                                     | The fuel quantity has to be controlled to guarantee a desired air fuel ratio.                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Action                                      | Depending on several influencing components and modules between fuel tank and combustion chamber the proportion of fuel is calculated and injected: <ul style="list-style-type: none"> <li>• The injection time is calculated</li> <li>• The injector is activated</li> <li>• The injector is adapted to ensure the accuracy of minimal fuel mass quantities.</li> </ul>                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Parameter (I/O)                             | In:<br>12V Battery: Voltage<br>Air Fuel Ratio (Lambda) Setpoint<br><br>Air Fuel Ratio Controller Value<br><br>Airbag Signal<br>Correction Factor Of Fuel Mass Poststart<br><br>Correction Factor Of Fuel Mass Start<br><br>Correction Factor Of Fuel Mass Warm-Up<br><br>Cylinder Individual Fuel Mass Correction Factor<br>Engine Coolant Temperature<br>Engine Fuel Temperature<br>Engine Load<br><br>Engine Speed<br>Fuel Cutoff State<br><br>Fuel Mass Correction Value | <b>Provided by:</b> Air Fuel Ratio Control Strategy<br><br><b>Provided by:</b> Air Fuel Ratio Control Strategy<br><br><b>Provided by:</b> Engine Start And Warm Up Strategy<br><br><b>Provided by:</b> Engine Start And Warm Up Strategy<br><br><b>Provided by:</b> Engine Start And Warm Up Strategy<br><br><b>Provided by:</b> Cylinder Filling Control Strategy<br><br><b>Provided by:</b> Fuel Cutoff Strategy<br><br><b>Provided by:</b> Acceleration Deceleration Compensation Strategy |

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|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  | <p>Fuel Mass Factor</p> <p>Fuel Mass from Canister Purge</p> <p>Fuel Mass Offset</p> <p>Fuel Rail Pressure</p> <p>Out:</p> <p>Fuel Mass Flow</p> <p>Injection Time</p> <p>Number of Injections</p>     | <p><b>Provided by:</b> Air<br/>Fuel Ratio Adaption<br/>Strategy</p> <p><b>Provided by:</b><br/>Canister Purge<br/>Strategy</p> <p><b>Input for:</b> Cooling<br/>Fan Control<br/>Strategy,<br/>Engine<br/>Compartment<br/>Cooling Fan Control<br/>Strategy</p> <p><b>Input for:</b> Canister<br/>Purge Strategy<br/>additional injection<br/>pulse when<br/>adaption for<br/>minimal fuel mass<br/>is active</p> |
| Condition        | <p>Enabling conditions:<br/>Always active during engine running</p> <p>Disabling conditions:<br/>Deactivated by Airbag signal in case of crash (State of Airbag)<br/>OR<br/>Fuel Cutoff activation</p> |                                                                                                                                                                                                                                                                                                                                                                                                                 |
| In-Use Frequency | High                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                               | <p>Including test cycles:<br/>BRA: FTP75, HwFET, RDE<br/>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br/>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C</p>                                                                                                                                                                                                                                                            |

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| Interaction | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy. |  |
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### 1.11 Idle Control Strategy

| Idle Control Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Remarks                                                                                                                                                                                                                                                                                                                                              |
|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose               | Tune a stable engine idle speed including the influence due to all auxiliary loads.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                      |
| Action                | Adjustment of lead and set torque setpoint.<br>Adjustment of electric engine torque setpoint<br>Calculation and coordination of idle speed setpoint.                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                      |
| Parameter (I/O)       | <p>In:</p> <p>Accelerator Pedal Position</p> <p>Adjustment of Engine Idle Speed Setpoint</p><br><p>Adjustment of Engine Idle Speed Setpoint from TCU</p> <p>Ambient Air Pressure</p> <p>Ambient Air Temperature</p> <p>Brake Light Switch</p> <p>Brake Pressure</p> <p>Catalyst Heating State</p><br><p>Clutch State</p> <p>Convertible Roof Position</p> <p>Cruise Control State</p> <p>Drive Mode</p><br><p>Electric Engine Torque Maximum</p> <p>Electric Engine Torque Minimum</p> <p>Electric Engine Torque Setpoint</p><br><p>Engine Coolant Temperature</p> | <p><b>Provided by:</b> Air Conditioning Strategy, Canister Purge Strategy, Catalyst Heating Strategy, Engine Start And Warm Up Strategy, Load Point Shifting Strategy</p><br><p><b>Provided by:</b> Catalyst Heating Strategy</p><br><p><b>Provided by:</b> Drive Mode Selection Strategy</p><br><p><b>Provided by:</b> Torque Setpoint Strategy</p> |

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|  | <p>Engine Load</p> <p>Engine Oil Temperature</p> <p>Engine Speed</p> <p>Fuel Cutoff State</p> <p>Intake Air Temperature</p> <p>Relative Evaporation Fuel Mass Flow</p> <p>Throttle Valve Position Setpoint</p> <p>Time After Engine Start</p> <p>Transmission Information: Current Gear</p> <p>Transmission Information: Overrun Support</p> <p>Vehicle Speed</p> <p>Vehicle Speed Limiter State</p> <p>Out:</p> <p>Adjustment of Electric Engine Torque Setpoint</p> <p>Adjustment of Lead Torque Setpoint</p> <p>Adjustment of Set Torque Setpoint</p> <p>Engine Idle Speed Setpoint</p> <p>Engine Idle State</p> <p>Torque Loss Adaption</p> | <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> <p><b>Provided by:</b> Fuel<br/>Cutoff Strategy</p> <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> <p><b>Input for:</b> Torque<br/>Setpoint Strategy</p> <p><b>Input for:</b> Torque<br/>Setpoint Strategy</p> <p><b>Input for:</b> Torque<br/>Setpoint Strategy</p> <p><b>Input for:</b> Fuel<br/>Cutoff Strategy,<br/>Regeneration While<br/>Decelerating<br/>Strategy</p> <p><b>Input for:</b> Canister<br/>Purge Strategy,<br/>Catalyst Heating<br/>Strategy,<br/>Variable Valve<br/>Timing Strategy</p> |
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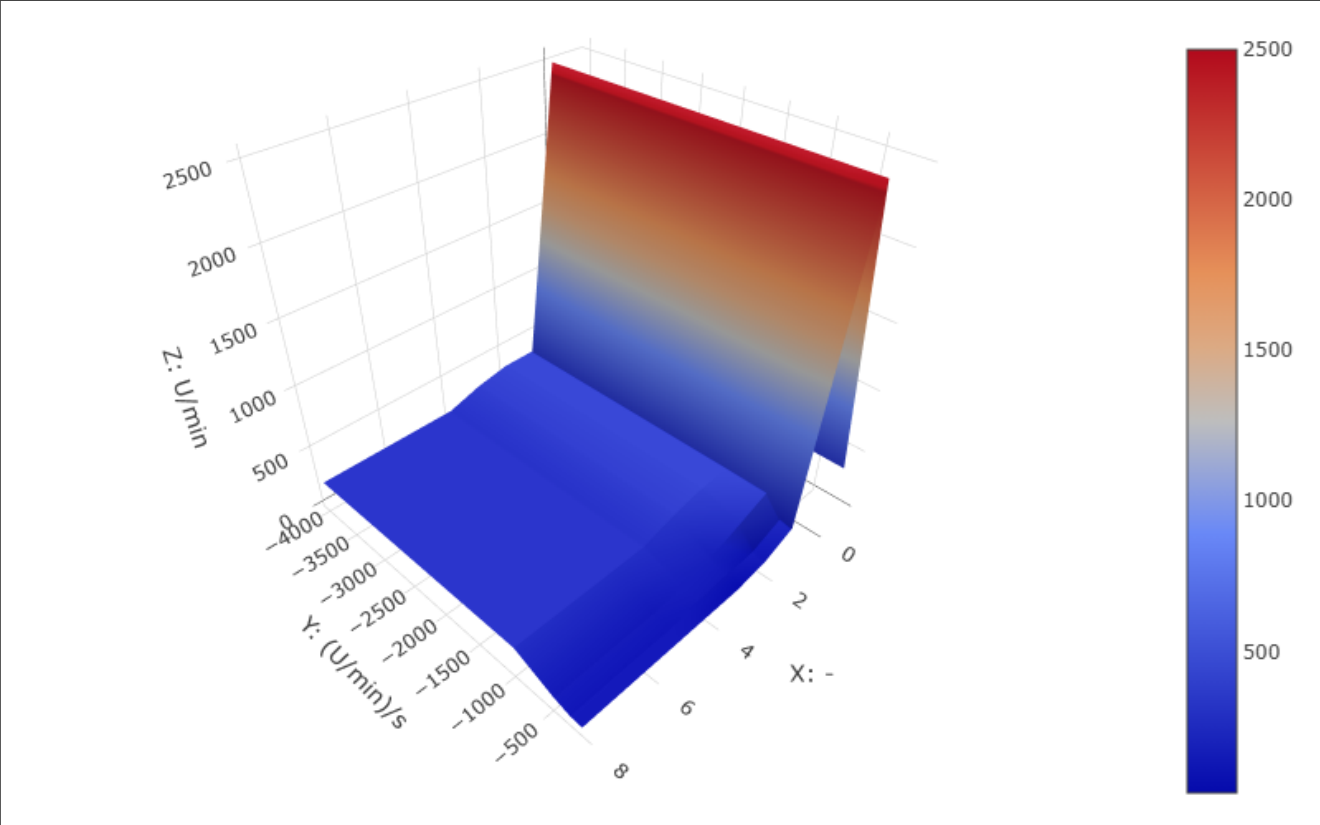
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|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                            |
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| Condition        | <p><b>Target idle speed:</b></p> <ul style="list-style-type: none"> <li>• <b>Clutch open:</b> 700 1/min - 1500 1/min</li> <li>• <b>Clutch closed:</b> 700 1/min - 1500 1/min</li> </ul> <p>Depending on Convertible Roof Top Position it can be necessary to adjust the target idle speed to prevent noticeable NVH-Effects (Noise, Vibration, Harshness)</p> <p><b>Enabling conditions for idle control [AND]:</b></p> <ul style="list-style-type: none"> <li>• Acceleration pedal position = 0 %</li> <li>• No driver assistance systems torque request</li> <li>• Fuel Cut Off not active</li> <li>• Engine speed &lt; engine idle speed setpoint + 16383.5 1/min when clutch is open <b>OR</b> engine speed &lt; engine idle speed setpoint + <b>Map 1</b> dependent on current gear and engine speed gradient when clutch is closed. This threshold may be increased / decreased depending on overrun support.</li> </ul> <p><b>Disabling conditions for idle control [OR]:</b></p> <ul style="list-style-type: none"> <li>• Accelerator pedal position &gt; 0% <b>AND</b> Engine speed &gt; target idle speed - 5 1/min</li> <li>• Engine speed &gt; engine idle speed setpoint + 16533.5 1/min when clutch is open</li> <li>• Engine speed &gt; engine idle speed setpoint + <b>Map 1</b> dependent on current gear and engine speed gradient + 150 1/min when clutch is closed. This threshold may be increased / decreased depending on overrun support.</li> </ul> |                                                                                                                                            |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Base Emission Strategy                                                                                                                     |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                            |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                            |

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**Map 1**

- x: Current gear [-]
- y: Engine speed gradient [(U/min)/s]
- z: Offset engine speed added to static idle speed when grip at clutch [U/min]





|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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### 1.12 Ignition Angle Setpoint Strategy

| Ignition Angle Setpoint Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                        | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                          | Adjustment of ignition angle to operate the engine under all conditions.                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Action                           | Choose ignition angle setpoint from basic maps based on the current engine operating point.<br>In addition the ignition angle is corrected by:<br>- Engine Coolant Temperature<br>- Manifold Air Temperature<br>- Set Torque Setpoint                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Parameter (I/O)                  | <p>In:</p> <p>Adjustment of Ignition Angle Setpoint</p> <p>Camshaft Position (inlet)<br/>Camshaft Position (outlet)<br/>Combustion Mode</p> <p>Cylinder Individual Ignition Angle Offset</p> <p>Cylinder Individual Pre-Control Value<br/>Engine Coolant Temperature<br/>Engine Load</p> <p>Engine Load Gradient</p> <p>Engine Speed<br/>Intake Air Temperature<br/>Set Torque Setpoint</p> <p>Out:</p> <p>Ignition Angle Setpoint</p> | <p><b>Provided by:</b><br/>Catalyst Heating Strategy,<br/>Engine Start And Warm Up Strategy,<br/>Particulate Filter Regeneration Strategy</p> <p><b>Provided by:</b><br/>Combustion Mode Strategy</p> <p><b>Provided by:</b> Knock Control Strategy</p> <p><b>Provided by:</b><br/>Cylinder Filling Control Strategy</p> <p><b>Provided by:</b><br/>Cylinder Filling Control Strategy</p> <p><b>Provided by:</b> Torque Setpoint Strategy</p> <p><b>Input for:</b> Catalyst Heating Strategy,<br/>Combustion Mode Strategy</p> |

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|                  |                                                                                                                                          |                        |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| Condition        | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active.                |                        |
| In-Use Frequency | High                                                                                                                                     | Base Emission Strategy |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.    |                        |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. |                        |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                        |

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### 1.13 Oil Pressure Control Strategy

| Oil Pressure Control Strategy |                                                                                                                                                                                                                                                                                                  | Remarks                                                                                                                                                  |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                       | Improving fuel consumption<br>Safe engine operation and lubrication under all conditions                                                                                                                                                                                                         |                                                                                                                                                          |
| Action                        | Control of oil pressure pump to set map-controlled oil pressure.                                                                                                                                                                                                                                 |                                                                                                                                                          |
| Parameter (I/O)               | In:<br>12V Battery: Voltage<br>Ambient Air Pressure<br>Engine Load<br><br>Engine Load Gradient<br><br>Engine Oil Pressure<br>Engine Oil Temperature<br>Engine Speed<br>Engine Speed Gradient<br>Lateral Acceleration<br>Time After Engine Start<br>Out:<br>Oil Pressure Control Valve Duty Cycle | <b>Provided by:</b><br><a href="#">Cylinder Filling Control Strategy</a><br><br><b>Provided by:</b><br><a href="#">Cylinder Filling Control Strategy</a> |
| Condition                     | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active.                                                                                                                                                                        |                                                                                                                                                          |
| In-Use Frequency              | High                                                                                                                                                                                                                                                                                             |                                                                                                                                                          |
| Emission Impact               | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                            |                                                                                                                                                          |
| Justification                 | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                                                                                                         | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C               |

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|             |                                                                              |  |
|-------------|------------------------------------------------------------------------------|--|
| Interaction | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy. |  |
|-------------|------------------------------------------------------------------------------|--|

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|---------------|------------------|-------------------------------------------------------------|---------------|
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### 1.14 Oxygen Sensor Heating Strategy

| Oxygen Sensor Heating Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                               | Remarks                                                                                                                                                                                                                                                  |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                        | Ensure operation of oxygen sensors.                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                          |
| Action                         | Oxygen sensor heating is activated after start for oxygen sensors to reach closed or open loop heating operation.                                                                                                                                                                                                                                                                                                             | Each oxygen sensor has an individual dewpoint and oxygen sensor heating.                                                                                                                                                                                 |
| Parameter (I/O)                | <p>In:</p> <p>12V Battery: Voltage</p> <p>Dewpoint Detected</p> <p>Engine Speed</p> <p>Exhaust Gas Mass Flow</p> <p>Exhaust Gas Temperature</p> <p>Internal Current of O2 Sensor</p> <p>Out:</p> <p>O2 Sensor Heating Voltage</p> <p>O2 Sensor Operation Readiness</p>                                                                                                                                                        | <p><b>Provided by:</b><br/>Dewpoint Detection Strategy</p> <p><b>Provided by:</b><br/>Cylinder Filling Control Strategy</p> <p><b>Input for:</b> Air Fuel Ratio Control Strategy,<br/>Catalyst Purge Strategy,<br/>Engine Start And Warm Up Strategy</p> |
| Condition                      | <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>Dewpoint detected</li> </ul> <p>Disabling conditions:</p> <p>Heating of wide band lambda sensor:</p> <ul style="list-style-type: none"> <li>Battery voltage &gt; 17 V</li> </ul> <p>Heating of two point lambda sensor:</p> <ul style="list-style-type: none"> <li>Battery voltage &gt; 16.5 V OR</li> <li>Exhaust gas temperature &gt; 1050 °C</li> </ul> |                                                                                                                                                                                                                                                          |
| In-Use Frequency               | High                                                                                                                                                                                                                                                                                                                                                                                                                          | Continuously                                                                                                                                                                                                                                             |

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|---------------|------------------|-------------------------------------------------------------|---------------|
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|                 |                                                                                                                                          |                                                                                                                                            |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Emission Impact | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.    |                                                                                                                                            |
| Justification   | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction     | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                                            |

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|---------------|------------------|-------------------------------------------------------------|---------------|
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### 1.15 Torque Setpoint Strategy

| Torque Setpoint Strategy |                                                                                                                                                                                                                                                                                                                                                                                                               | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                  | Coordination of combustion and electric engine torque setpoint according to internal and external requests.                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Action                   | <p>Adjust engine torque via air flow, ignition angle or fuel cutoff for all or individual cylinders.</p> <p>Adjust electric engine torque and torque distribution between combustion engine and electric engine.</p> <p>Calculation of engine stress number for external systems, e.g. transmission, to show reduced engine performance due to altitude, high intake air temperature or bad fuel quality.</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Parameter (I/O)          | <p>In:</p> <p>Accelerator Pedal Position</p> <p>Adjustment of Electric Engine Torque Setpoint</p> <p>Adjustment of Lead Torque Setpoint</p> <p>Adjustment of Set Torque Setpoint</p> <p>Ambient Air Pressure</p> <p>Drive Mode</p> <p>Engine Load</p> <p>Engine Speed</p>                                                                                                                                     | <p><b>Provided by:</b> Hybrid Operating Strategy, Idle Control Strategy, Load Point Shifting Strategy</p> <p><b>Provided by:</b> Drive Mode Selection Strategy, Engine Speed Limiter Strategy, Idle Control Strategy, Particulate Filter Regeneration Strategy</p> <p><b>Provided by:</b> Engine Speed Limiter Strategy, Idle Control Strategy</p> <p><b>Provided by:</b> Drive Mode Selection Strategy</p> <p><b>Provided by:</b> Cylinder Filling Control Strategy</p> |

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|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  | <p>External Torque Request</p> <p>Intake Air Temperature</p> <p>Request for Engine Drag</p> <p>Road Gradient</p> <p>Torque Limitation</p> <p>Transmission Information: Current Gear</p> <p>Transmission Information: Shift Lever Position</p> <p>Vehicle Speed</p> <p>Out:</p> <p>Electric Engine Torque Setpoint</p> <p>Engine Stress Number</p> <p>Lead Torque Setpoint</p> <p>Set Torque Setpoint</p> | <p>e.g. TCU, ESP (incl. brake recuperation), PCCP (Smart Brake), 4WD, ACC, Auxiliary Loads, driver assistance systems</p> <p><b>Provided by:</b> Engine Start And Warm Up Strategy, Overheating Protection Strategy, Preignition Protection Strategy</p> <p><b>Input for:</b> Idle Control Strategy</p> <p><b>Input for:</b> Air Fuel Ratio Adaption Strategy, Cylinder Filling Control Strategy, Fuel Cutoff Strategy, Variable Valve Timing Strategy</p> <p><b>Input for:</b> Cooling System Operation Management Strategy, Fuel Cutoff Strategy, Ignition Angle Setpoint Strategy</p> |
| Condition        | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active.                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |



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|---------------|------------------|-------------------------------------------------------------|---------------|
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|                 |                                                                                                                                          |                                                                                                                                            |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Emission Impact | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.    |                                                                                                                                            |
| Justification   | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction     | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                                            |

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### 1.16 Variable Valve Timing Strategy

| Variable Valve Timing Strategy |                                                                                                                                                                                                                                                                                                                                                            | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                        | The variable valve timing is a substantial engine feature for: <ul style="list-style-type: none"> <li>• Reducing engine out emissions</li> <li>• Optimizing full load performance</li> <li>• Optimizing fuel consumption</li> <li>• Reducing engine roughness</li> </ul>                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Action                         | Adjust the inlet and outlet camshaft position continuously between retard and advanced position.                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Parameter (I/O)                | <p>In:</p> <p>Adjustment of Camshaft Position Setpoint (inlet)</p> <p>Adjustment of Camshaft Position Setpoint (outlet)</p> <p>Ambient Air Pressure</p> <p>Camshaft Position (inlet)</p> <p>Camshaft Position (outlet)</p> <p>Engine Coolant Temperature</p> <p>Engine Idle State</p> <p>Engine Load</p> <p>Engine Oil Temperature</p> <p>Engine Speed</p> | <p><b>Provided by:</b><br/>Camshaft Reference<br/>Position Offset<br/>Diagnosis,<br/>Catalyst Heating<br/>Strategy,<br/>Engine Start And<br/>Warm Up Strategy,<br/>Particulate Filter<br/>Regeneration<br/>Strategy</p> <p><b>Provided by:</b><br/>Camshaft Reference<br/>Position Offset<br/>Diagnosis,<br/>Catalyst Heating<br/>Strategy,<br/>Engine Start And<br/>Warm Up Strategy,<br/>Particulate Filter<br/>Regeneration<br/>Strategy</p> <p><b>Provided by:</b> Idle<br/>Control Strategy</p> <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> |

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|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  | <p>Lead Torque Setpoint</p> <p>Out:</p> <p>Camshaft Position Setpoint (inlet)</p> <p>Camshaft Position Setpoint (outlet)</p>                                                                        | <p><b>Provided by:</b> <a href="#">Torque Setpoint Strategy</a></p> <p><b>Input for:</b> <a href="#">Camshaft Reference Position Offset Diagnosis</a></p> <p><b>Input for:</b> <a href="#">Camshaft Reference Position Offset Diagnosis</a></p> |
| Condition        | <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>• Engine oil temperature &gt; -10.04 °C</li> </ul> <p>Disabling conditions:</p> <p>If enabling conditions are not fulfilled.</p> | Due to temperature dependent oil viscosity the variable valve timing is enabled and disabled.                                                                                                                                                   |
| In-Use Frequency | High                                                                                                                                                                                                |                                                                                                                                                                                                                                                 |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                               |                                                                                                                                                                                                                                                 |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                            | <p>Including test cycles:</p> <p>BRA: FTP75, HwFET, RDE</p> <p>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C</p> <p>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C</p>                                                                                   |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                        |                                                                                                                                                                                                                                                 |

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## 2. Protection

### 2.1 Dewpoint Detection Strategy

| Dewpoint Detection Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                             | Remarks                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                     | Component protection:<br>Protection of oxygen sensor elements against water splash.                                                                                                                                                                                                                                                                                                                                         | Dew point free oxygen sensor used in this Project: wide band lambda sensor; two point lambda sensor                                                                                                                                                                                                                                                                              |
| Action                      | <p>Determine dew point in exhaust system to release full heating of oxygen sensors.</p> <p>This is achieved by evaluation of the accumulated amount of heat in the exhaust system.<br/>Catalyst heating is causing a fast dew point exceedance.</p> <p>In case the dew point has not been reached before the engine is stopped the threshold of accumulated amount of heat will be increased for the next engine start.</p> | <p>The exhaust system must be free of liquid water to heat the sensors in order to avoid damage of sensor elements.</p> <p>Dew point free oxygen sensor elements allow heating release already with remaining liquid. In that case dew point detected information is set earlier only to avoid heating release with large accumulations of liquid present in exhaust system.</p> |
| Parameter (I/O)             | <p>In:</p> <p>Ambient Air Temperature</p> <p>Catalyst Heating State</p> <p>Engine Coolant Temperature</p> <p>Exhaust Gas Mass Flow</p> <p>Exhaust Gas Temperature</p> <p>Out:</p> <p>Dewpoint Detected</p>                                                                                                                                                                                                                  | <p><b>Provided by:</b><br/><a href="#">Catalyst Heating Strategy</a></p> <p><b>Provided by:</b><br/><a href="#">Cylinder Filling Control Strategy</a></p> <p><b>Input for:</b> <a href="#">Canister Purge Strategy</a>,<br/><a href="#">Oxygen Sensor Heating Strategy</a></p>                                                                                                   |

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|                  |                                                                                                                                          |                                                                                                                                            |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Condition        | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active.                |                                                                                                                                            |
| In-Use Frequency | High                                                                                                                                     |                                                                                                                                            |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.    |                                                                                                                                            |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                                            |

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## 2.2 Engine Speed Limiter Strategy

| Engine Speed Limiter Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Remarks                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                       | The engine speed is limited to avoid an engine and gearbox damage due to overspeed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                         |
| Action                        | The engine speed is limited to the maximum allowed engine speed by reducing torque.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                         |
| Parameter (I/O)               | <p>In:</p> <p>Adjustment of Engine Speed Maximum</p> <p>Clutch State</p> <p>Drive Mode</p> <p>Driver Torque Request</p> <p>Electric Engine Speed Maximum</p> <p>Engine Coolant Temperature</p> <p>Engine Oil Temperature</p> <p>Engine Speed</p> <p>Gearbox State</p> <p>Soot Mass in Particulate Filter</p> <p>Transmission Information: Engaged Gear</p> <p>Transmission Information: Engine Speed Maximum</p> <p>Transmission Information: Shift Lever Position</p> <p>Transmission Information: Total Gear Ratio</p> <p>Vehicle Speed</p> <p>Out:</p> <p>Adjustment of Lead Torque Setpoint</p> <p>Adjustment of Set Torque Setpoint</p> <p>Engine Speed Maximum</p> | <p><b>Provided by:</b> Catalyst Heating Strategy, Engine Start And Warm Up Strategy</p> <p><b>Provided by:</b> Drive Mode Selection Strategy</p> <p><b>Provided by:</b> Power Electronics Overheating Protection Strategy</p> <p><b>Input for:</b> Torque Setpoint Strategy</p> <p><b>Input for:</b> Torque Setpoint Strategy</p> <p><b>Input for:</b> Load Point Shifting Strategy</p> |

|               |                  |                                                             |               |
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|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                           |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
| Condition        | <p>Continuously monitored but only activated when operating near engine speed limit or state of gearbox request preparation for launch control.</p> <p>General engine speed limit: 7500 1/min</p> <p>Exception:</p> <ul style="list-style-type: none"> <li>• Reduction due to engine oil temperature &amp; engine coolant temperature</li> <li>• Cold start limitation</li> </ul> <p><b>Enabling Conditions:</b><br/> MAX(Engine Speed, Predicted Engine Speed) &gt;= Maximum engine speed<br/> – Curve 1 [engine speed for offset value to activate speed control], dependent on engaged gear</p> <p><b>Disabling Conditions:</b><br/> MAX(Engine Speed, Predicted Engine Speed) &lt; Maximum engine speed<br/> – Curve 1 [engine speed for offset value to activate speed control], dependent on engaged gear<br/> – Hysteresis (180 1/min - 800 1/min), dependent on engaged gear and maximum engine speed</p> |                                                           |
| In-Use Frequency | Low                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                           |
| Emission Impact  | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <a href="#">Fuel Cutoff Strategy</a>                      |
| Justification    | A1 = The need for the device is justified in terms of protecting the engine against damage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | See Engine Speed Limiter Strategy– Additional Information |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                           |

#### Additional Information:

The maximum engine speed is a central design specification for the engine. Main assemblies of the engine such as e.g. the crank drive is designed for the maximum speed. Limiting of this maximum permissible speed is necessary, as irreparable engine damage may occur even if it is briefly exceeded (for example, in case of overspeeding, seizure may occur at the connecting rod bearing due to insufficient oil supply).

#### Curve 1 [engine speed for offset value to activate speed control]

x: Selected Gear [-]

y: Engine Speed [U/min]

| x: | -1 | 0   | 1 | 2 | 3 | 4 | 5 | 6 |
|----|----|-----|---|---|---|---|---|---|
| y: | 0  | 100 | 0 | 0 | 0 | 0 | 0 | 0 |

|               |                  |                                                             |               |
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### 2.3 Knock Control Strategy

| Knock Control Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Remarks                                                                                                                     |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
| Purpose                | Protection of engine components to avoid damage due to knocking combustions, which can occur in conjunction with low octane fuels, hot ambient temperatures and higher engine loads; while leading along ignition angle on optimal operating point.                                                                                                                                                                                                           |                                                                                                                             |
| Action                 | In case of knocking the ignition is temporarily retarded. Knock control works cylinder individual.                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                             |
| Parameter (I/O)        | In:<br>Engine Coolant Temperature<br>Engine Load<br><br>Engine Speed<br>Knock Sensor Signal<br>Out:<br>Cylinder Individual Ignition Angle Offset<br><br>Knock Control State                                                                                                                                                                                                                                                                                   | <b>Provided by:</b><br>Cylinder Filling<br>Control Strategy<br><br><b>Input for:</b> Ignition<br>Angle Setpoint<br>Strategy |
| Condition              | Enabling conditions:<br>• Engine load above threshold trace (Curve 1), depending on engine speed<br>AND<br>• Coolant temperature above 35.26 °C<br>AND<br>• Occur of knocking combustion events detected by structure-borne sound sensor (knock sensor)<br>Disabling conditions:<br>• Engine load under threshold trace (Curve 1), depending on engine speed<br>OR<br>• No knocking combustion events detected by structure-borne sound sensor (knock sensor) |                                                                                                                             |
| In-Use Frequency       | Low<br>if fuel is used, for which the engine is designed and calibrated<br><br>if low octane fuel is used, or/and high ambient temperature:<br>medium                                                                                                                                                                                                                                                                                                         |                                                                                                                             |



|               |                  |                                                             |               |
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|                 |                                                                                                                                                                                         |  |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Emission Impact | Low<br>if fuel is used, for which the engine is designed and calibrated:<br>No impact<br><br>if low octane fuel is used, caused by less efficient ignition timing:<br>medium CO2 impact |  |
| Justification   | A1 = The need for the device is justified in terms of protecting the engine against damage.                                                                                             |  |
| Interaction     | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                            |  |

Additional Information:

See:

[Figure -2-](#)

[Figure -3-](#)

Curve 1

x: Engine speed [rpm]

y: Engine load [%]

| x: | 500 | 800 | 1000 | 1250  | 1500  | 2000  | 2500  | 3000  | 4000  | 5000  | 6000 | 7000 | 8000 |
|----|-----|-----|------|-------|-------|-------|-------|-------|-------|-------|------|------|------|
| y: | 30  | 30  | 30   | 34.99 | 34.99 | 34.99 | 34.99 | 34.99 | 34.99 | 49.99 | 60   | 60   | 60   |

|               |                  |                                                             |               |
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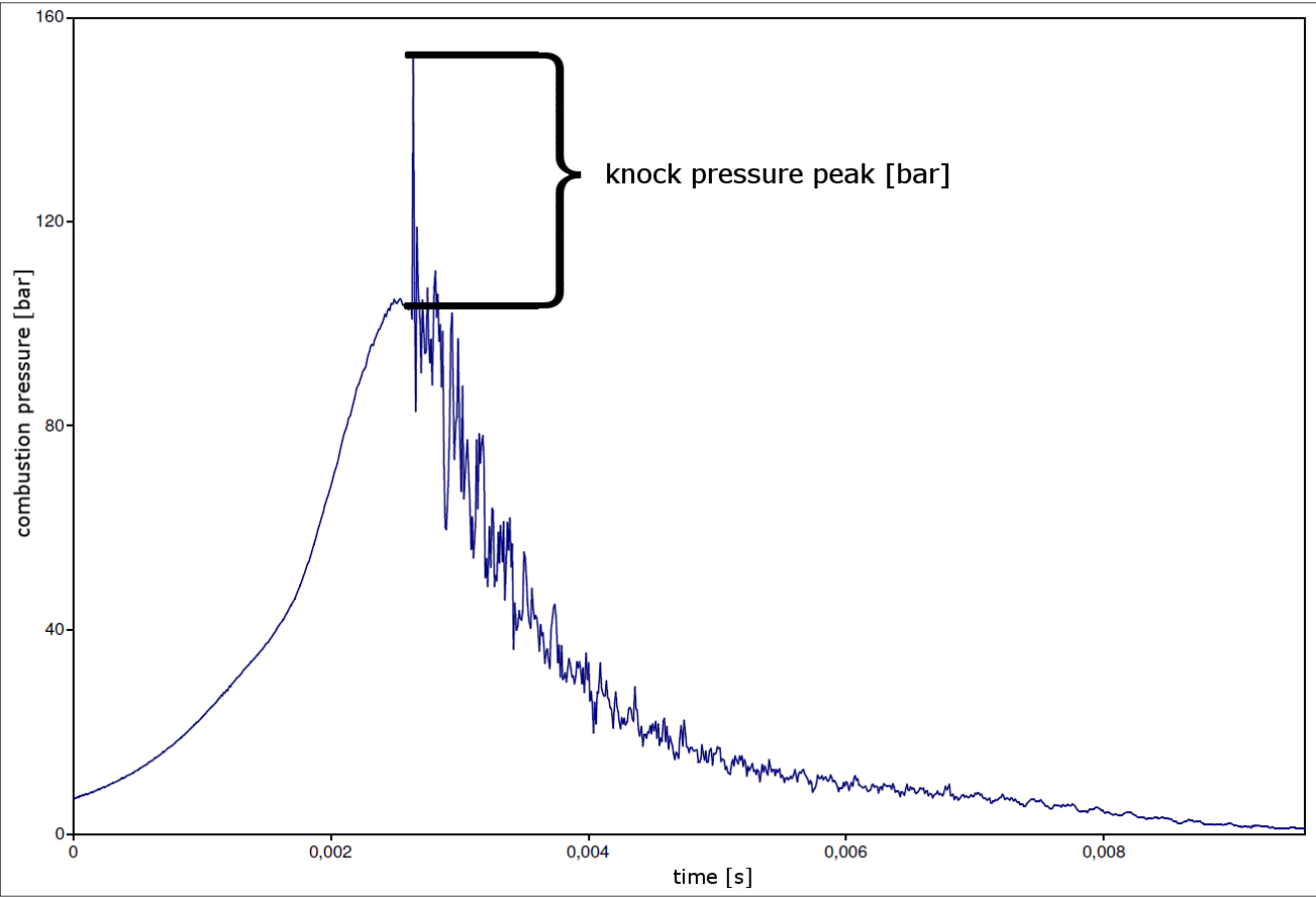


**Figure 2: example of knocking combustion**

|               |                  |                                                             |               |
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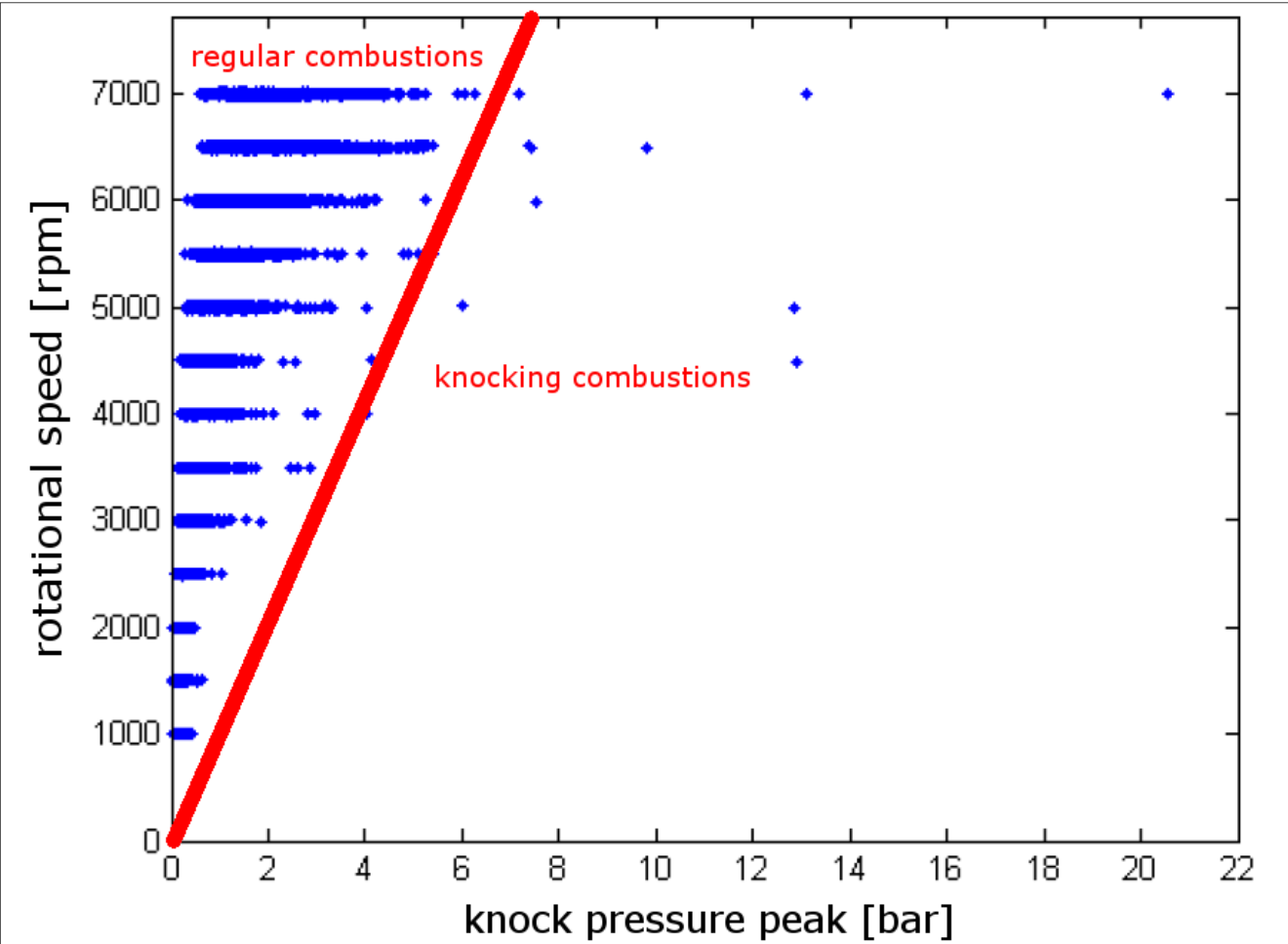


Figure 3: example of knocking combustions to avoid

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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## 2.4 Preignition Protection Strategy

| Preignition Protection Strategy |                                                                                                                                                                                                                                                                                                                                      | Remarks                                                                                                                                                      |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                         | Protect the engine in case of preignition events.                                                                                                                                                                                                                                                                                    |                                                                                                                                                              |
| Action                          | In case of 3 detected preignitions (active until ignition switch):<br>- torque reduction<br>The action is only active as long as described.                                                                                                                                                                                          |                                                                                                                                                              |
| Parameter (I/O)                 | In:<br><br>Engine Coolant Temperature<br>Engine Load<br><br>Engine Speed<br>Knock Sensor Signal<br>Out:<br>Preignition State<br>Torque Limitation                                                                                                                                                                                    | <b>Provided by:</b><br>Cylinder Filling<br>Control Strategy<br><br><b>Input for:</b> Cylinder<br>Filling Control<br>Strategy,<br>Torque Setpoint<br>Strategy |
| Condition                       | Enabling conditions:<br>- engine load above threshold trace <a href="#">Curve 1</a> , depending on engine speed<br>AND<br>- coolant temperature above 42.26 deg C<br>AND<br>- preignition events (minimum 3)<br><br>Disabling conditions:<br>- engine load under threshold trace <a href="#">Curve 1</a> , depending on engine speed |                                                                                                                                                              |
| In-Use Frequency                | Low                                                                                                                                                                                                                                                                                                                                  | Only if preignition is detected.<br>Continuously monitored.                                                                                                  |
| Emission Impact                 | Medium<br>if preignition is detected (under enabling conditions).                                                                                                                                                                                                                                                                    |                                                                                                                                                              |
| Justification                   | A1 = The need for the device is justified in terms of protecting the engine against damage.                                                                                                                                                                                                                                          | <b>See:</b><br><a href="#">Figure -4-</a>                                                                                                                    |

|               |                  |                                                             |               |
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|             |                                                                              |  |
|-------------|------------------------------------------------------------------------------|--|
| Interaction | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy. |  |
|-------------|------------------------------------------------------------------------------|--|

Curve 1

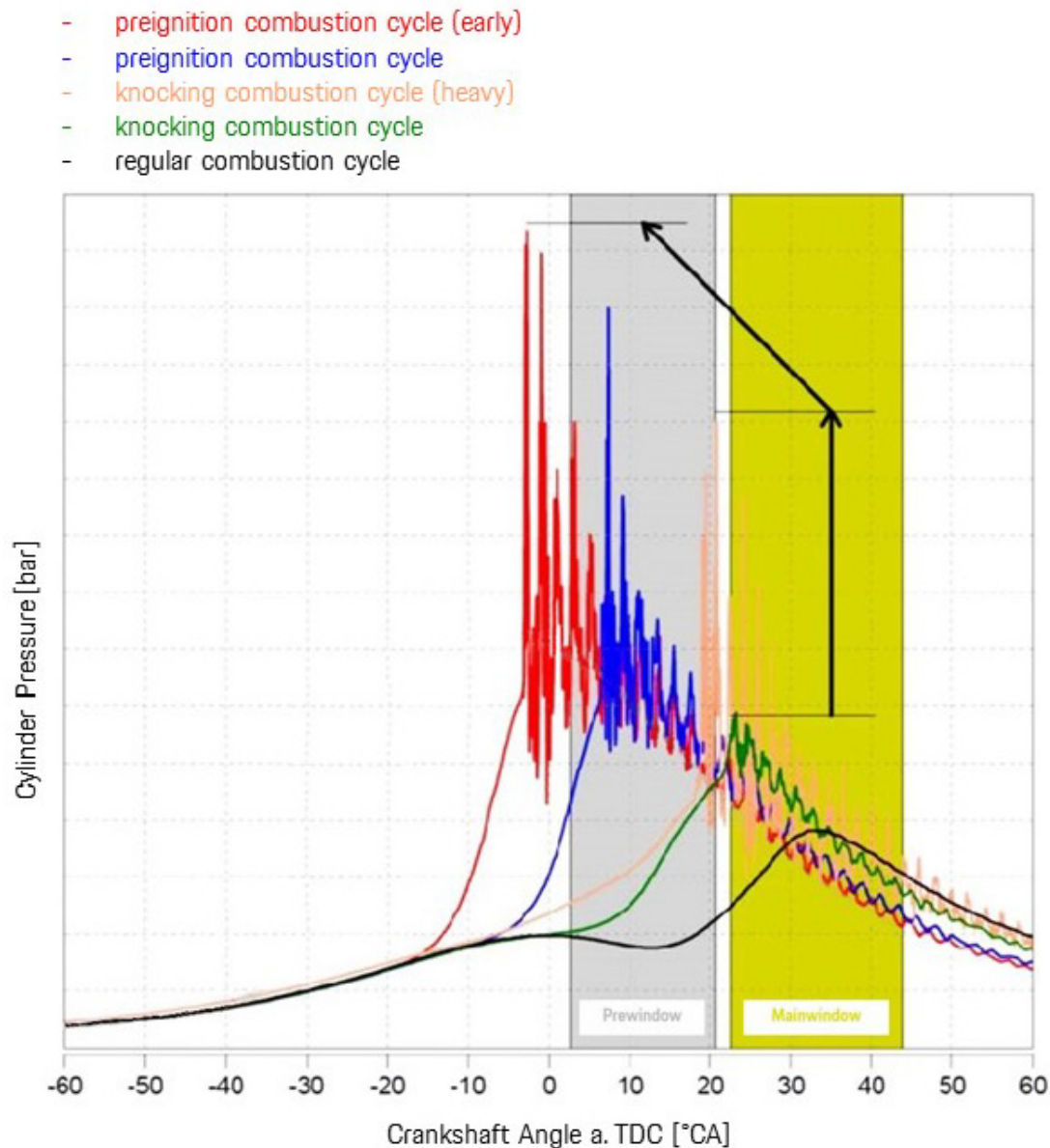
x: Engine Speed [rpm]

y: Engine Load [%]

|    |     |      |      |      |      |      |      |      |      |        |        |
|----|-----|------|------|------|------|------|------|------|------|--------|--------|
| x: | 900 | 1000 | 1500 | 2000 | 2500 | 3000 | 3500 | 4000 | 4500 | 5000   | 5500   |
| y: | 90  | 90   | 90   | 90   | 90   | 90   | 90   | 105  | 120  | 152.02 | 160.01 |

|    |        |         |
|----|--------|---------|
| x: | 5900   | 6000    |
| y: | 167.02 | 1535.98 |

|               |                  |                                                             |               |
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In the image, different in-cylinder pressures can be seen which can be identified as different types of a combustion cycle:

- Black as a regular, average combustion cycle
- Green and orange are regular knocking combustion cycles → controlled by “Knock control strategy”
- Red and blue are preignition combustion cycles, detected by the prewindow

A preignition is an uncontrolled combustion process which is promoted by very poor fuel quality: The air-fuel mixture ignites in advance of the ignition spark and can't be influenced by the ignition timing.

As it ignites itself very early, it leads to very high in-cylinder pressure and can cause heavy engine damage within very few combustion cycles.

Usually the engine pistons are the limiting component regarding excessive in-cylinder pressure.

**Figure 4: additional justification for preignition strategy**

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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### 3. Emission Reduction

#### 3.1 Canister Purge Strategy

| Canister Purge Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Remarks                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                 | Purge of evaporated HC-emissions from fuel tank / carbon canister.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                      |
| Action                  | <p>Control of the canister purge valve in terms of combustion stability and driving behavior.</p> <p>Determination of the carbon canister load.</p> <p>In case of high canister load, the following actions can be active to avoid a canister breakthrough by increasing the purge flow:</p> <ul style="list-style-type: none"> <li>• Engine torque reserve</li> <li>• Engine Idle Speed Setpoint (with influence on gear shifting strategy depending on transmission type)</li> <li>• Engine start/stop inhibition</li> <li>• Minimum Engine Speed (with influence on gear shifting strategy depending on transmission type)</li> <li>• Fuel cut off inhibition (May vary depending on transmission type for technical reasons.)</li> </ul> |                                                                                                                                                                                                                                                                                                                                                                      |
| Parameter (I/O)         | <p>In:</p> <p>12V Battery: Voltage</p> <p>Air Fuel Ratio (Lambda)</p> <p>Air Fuel Ratio Controller Value</p> <p>Air Mass Flow Throttle</p> <p>Ambient Air Pressure</p> <p>Ambient Air Temperature</p> <p>Canister Purge Diagnosis State</p> <p>Catalyst Heating State</p> <p>Dewpoint Detected</p> <p>Engine Coolant Temperature</p> <p>Engine Idle State</p>                                                                                                                                                                                                                                                                                                                                                                                | <p><b>Provided by:</b> <a href="#">Air Fuel Ratio Control Strategy</a></p> <p><b>Provided by:</b> <a href="#">Cylinder Filling Control Strategy</a></p> <p><b>Provided by:</b> <a href="#">Catalyst Heating Strategy</a></p> <p><b>Provided by:</b> <a href="#">Dewpoint Detection Strategy</a></p> <p><b>Provided by:</b> <a href="#">Idle Control Strategy</a></p> |

|               |                  |                                                             |               |
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|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>Engine Load</p> <p>Engine Off Time</p> <p>Engine Off Time State</p> <p>Engine Speed</p> <p>Engine Start End State</p> <p>Fuel Cutoff State</p> <p>Injection Timing</p> <p>Intake Air Temperature</p> <p>Manifold Absolute Pressure</p> <p>Minimal Possible Injection Time of Injector</p> <p>Number of Injections</p> <p>Relative Evaporation Fuel Mass Flow</p> <p>Relative Fuel Mass</p> <p>Scavenging Rate</p> <p>Terminal 15 State</p> <p>Time after Engine Start</p> <p>Vehicle Speed</p> <p>Out:</p> <p>Adjustment of Desired Minimum Engine Speed</p> <p>Adjustment of Engine Idle Speed Setpoint</p> <p>Canister Load</p> <p>Canister Purge Air Flow</p> <p>Canister Purge State</p> <p>Canister Purge Valve State</p> <p>Fuel Mass from Canister Purge</p> | <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> <p><b>Provided by:</b> Fuel<br/>Cutoff Strategy</p> <p><b>Provided by:</b><br/>Combustion Mode<br/>Strategy,<br/>Gasoline Quantity<br/>Delivery Control<br/>Strategy</p> <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> <p><b>Input for:</b> Idle<br/>Control Strategy</p> <p><b>Input for:</b> Fuel<br/>Cutoff Strategy</p> <p><b>Input for:</b> Cylinder<br/>Filling Control<br/>Strategy</p> <p><b>Input for:</b> Air Fuel<br/>Ratio Adaption<br/>Strategy</p> <p><b>Input for:</b> Gasoline<br/>Quantity Delivery<br/>Control Strategy</p> |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



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|  |                                                         |                                                                |
|--|---------------------------------------------------------|----------------------------------------------------------------|
|  | Request for Fuel Cutoff Inhibition                      | <b>Input for:</b> <a href="#">Fuel Cutoff Strategy</a>         |
|  | Request for Start-Stop Function: Engine Stop Inhibition | <b>Input for:</b> <a href="#">Start-Stop Function Strategy</a> |
|  | Request for Torque Reserve                              |                                                                |

|               |                  |                                                             |               |
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|           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                              |
|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| Condition | <p><b>Enabling conditions (main purge function):</b></p> <ul style="list-style-type: none"> <li>- Engine coolant temperature &gt; 35.25 °C</li> </ul> <p>AND</p> <ul style="list-style-type: none"> <li>- Air-fuel ratio control active</li> </ul> <p>AND</p> <ul style="list-style-type: none"> <li>- Intake manifold air temperature &gt; -0.04 °C</li> </ul> <p>AND</p> <ul style="list-style-type: none"> <li>- Catalyst heating not active</li> </ul> <p>AND</p> <ul style="list-style-type: none"> <li>- Time after start &gt; 10 s (after start/stop start &gt; 3 s )</li> </ul> <p>AND</p> <ul style="list-style-type: none"> <li>- Battery voltage between 7000 mV and 16000 mV</li> </ul> <p><b>Disabling conditions (main purge function):</b></p> <ul style="list-style-type: none"> <li>- Interruption during air-fuel ratio adaption</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>- Interruption during fuel cutoff</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>- Diagnose inhibition (e.g. Combined O2-Sensor And Catalyst Diagnoses, Canister Purge Diagnosis)</li> </ul> <p><b>Enabling conditions (actions in case of high canister load*):</b></p> <ul style="list-style-type: none"> <li>• Engine Torque Reserve:<br/>Map 1 multiplied with Curve 1 (Engine Torque Reserve values are indicated as relative torque: indicated torque*100/1000Nm)</li> <li>• Engine Idle Speed Setpoint (950 1/min) (with influence on gear shifting strategy depending on transmission type):<br/>Canister load &gt; 16</li> <li>• Engine Start/Stop Inhibition:<br/>Canister load &gt; 15</li> <li>• Minimum Engine Speed Map 2 (with influence on gear shifting strategy depending on transmission type):<br/>Canister load &gt; 13</li> <li>• Fuel cut off inhibition:<br/>Canister load &gt; 14 (Threshold may vary depending on transmission type for technical reasons. Value above 37.5 means there is no fuel cut off inhibition)</li> </ul> <p><b>Disabling conditions (actions in case of high canister load*):</b></p> <ul style="list-style-type: none"> <li>• Engine Torque Reserve:<br/>Map 1 multiplied with Curve 1 (Engine Torque Reserve values are indicated as relative torque: indicated torque*100/1000Nm)</li> <li>• Engine Idle Speed Setpoint (950 1/min) (with influence on gear</li> </ul> | <p>*Critical canister load adaption (canister breakthrough) is around 25</p> |
|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|

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|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                  |
|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  | <p>shifting strategy depending on transmission type):<br/>Canister load &lt; 12</p> <ul style="list-style-type: none"> <li>• Engine Start/Stop Inhibition:<br/>Canister load &lt; 9</li> <li>• Minimum Engine Speed <a href="#">Map 2</a> (with influence on gear shifting strategy depending on transmission type):<br/>Canister load &lt; 13</li> <li>• Fuel cut off inhibition:<br/>Canister load &lt; 9 (Threshold may vary depending on transmission type for technical reasons. Value above 37.5 means there is no fuel cut off inhibition)</li> </ul> |                                                                                                                                                                                                                                                                                                                                                  |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>High In Use-frequency is only valid for the main purge function. Actions in case of high canister load are only active under high carbon canister load. Typically, this does not happen during the "Including Test cycles" specified under Justification.</p>                                                                                 |
| Emission Impact  | <p>This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.</p>                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>No emission impact under normal driving conditions with low carbon canister load.</p> <p>When driving with high carbon canister load, the fuel mass from EVAP Purge System is sometimes modeled inadequate. This can result in increased NOx emissions.</p> <p>The measures at critical canister load can result in higher GHG emissions.</p> |

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|               |                                                                                                                                                                                                  |                                                                                                                                            |
|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Justification | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                         | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction   | May be overruled by:<br>- Catalyst Heating Strategy<br>- Air Fuel Ratio Adaption Strategy<br>- Fuel Cutoff Strategy<br>- Canister Purge Diagnosis<br>- Combined O2-Sensor and Catalyst Diagnosis |                                                                                                                                            |

### Map 1

x: Canister Load [-]

y: Engine Torque [%]

z: Engine Torque Reserve [%]

| y:    | x: | 16   | 16.5 | 17 |
|-------|----|------|------|----|
| 3.13  | 0  | 3.13 | 4.3  |    |
| 8.98  | 0  | 3.13 | 4.3  |    |
| 10.94 | 0  | 2.73 | 3.91 |    |
| 14.06 | 0  | 1.56 | 1.95 |    |
| 19.92 | 0  | 0    | 0    |    |

### Curve 1

x: Engine Speed [rpm]

y: Factor [-]

| x: | 600 | 1080 | 1120 | 2000 | 3000 |
|----|-----|------|------|------|------|
| y: | 1   | 1    | 0    | 0    | 0    |

|               |                  |                                                             |               |
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**Map 2**

x: Canister Load [-]

y: Vehicle Speed [km/h]

z: Setpoint Minimum Engine Speed [rpm]

| y:  | x: | 0    | 11   | 15   | 16   | 17   | 18   | 19   | 20 |
|-----|----|------|------|------|------|------|------|------|----|
| 0   | 0  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
| 10  | 0  | 1200 | 1200 | 1200 | 1250 | 1265 | 1285 | 1300 |    |
| 25  | 0  | 1350 | 1350 | 1350 | 1400 | 1415 | 1435 | 1450 |    |
| 50  | 0  | 1585 | 1585 | 1585 | 1635 | 1650 | 1670 | 1685 |    |
| 75  | 0  | 1850 | 1850 | 1850 | 1900 | 1915 | 1935 | 1950 |    |
| 100 | 0  | 2000 | 2000 | 2000 | 2050 | 2065 | 2085 | 2100 |    |
| 125 | 0  | 2450 | 2450 | 2450 | 2450 | 2450 | 2450 | 2450 |    |
| 150 | 0  | 2450 | 2450 | 2450 | 2450 | 2450 | 2450 | 2450 |    |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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### 3.2 Catalyst Heating Strategy

| Catalyst Heating Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Remarks                                                                                                                                                                                      |
|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                   | Increase and retain of catalyst temperature for accelerated catalyst light-off to speed up emission reduction.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                              |
| Action                    | <p>Depending on engine operation conditions a variety of the following actions will be used:</p> <ul style="list-style-type: none"> <li>- Increased engine idle speed setpoint</li> <li>- Combustion engine load shift (raised or decreased) by retarded ignition angle / increased torque reserve</li> <li>- Adjustment of electric motor torque setpoint</li> <li>- Request for fuel cut-off inhibition</li> <li>- Request for start-stop function: engine stop inhibition</li> <li>- Cylinder filling limitation</li> <li>- Adjustment of engine speed maximum</li> <li>- Adjustment of air fuel ratio (lambda) setpoint</li> <li>- Adjustment of combustion mode</li> <li>- Adjustment of fuel rail pressure setpoint</li> <li>- Adjustment of Camshaft position setpoint</li> <li>- Secondary air activation</li> <li>- Adjustment of secondary air mass flow setpoint</li> <li>- Adjustment of boost pressure setpoint</li> </ul> |                                                                                                                                                                                              |
| Parameter (I/O)           | <p>In:</p> <p>Air Mass Flow</p> <p>Ambient Air Pressure</p> <p>Ambient Air Temperature</p> <p>Catalyst Oxygen Storage Capacity</p><br><p>Catalyst Temperature</p> <p>Clutch P/N-Signal</p> <p>Driver Torque Request</p> <p>Engine Coolant Temperature</p> <p>Engine Idle State</p><br><p>Engine Load</p><br><p>Engine Oil Temperature</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p><b>Provided by:</b><br/>Combined O2-Sensor And Catalyst Diagnosis</p><br><p><b>Provided by:</b> Idle Control Strategy</p><br><p><b>Provided by:</b> Cylinder Filling Control Strategy</p> |

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|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>Engine Speed</p> <p>Exhaust Gas Mass Flow</p> <p>Exhaust Pressure</p> <p>High Voltage Battery: Discharge Current Limit</p> <p>High Voltage Battery: State of Charge</p> <p>High Voltage Battery: Temperature</p> <p>Ignition Angle Setpoint</p> <p>Intake Air Temperature</p> <p>Transmission Information: Gear Position</p> <p>Vehicle Speed</p> <p>Out:</p> <p>Adjustment of Air Fuel Ratio (Lambda) Setpoint</p> <p>Adjustment of Boost Pressure Setpoint</p> <p>Adjustment of Camshaft Position Setpoint (inlet)</p> <p>Adjustment of Camshaft Position Setpoint (outlet)</p> <p>Adjustment of Combustion Mode</p> <p>Adjustment of Cylinder Filling</p> <p>Adjustment of Engine Idle Speed Setpoint</p> <p>Adjustment of Engine Speed Maximum</p> <p>Adjustment of Fuel Rail Pressure Setpoint</p> | <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> <p><b>Provided by:</b> HV<br/>Battery Current<br/>Limitation Strategy</p> <p><b>Provided by:</b><br/>Ignition Angle<br/>Setpoint Strategy</p> <p><b>Input for:</b> Air Fuel<br/>Ratio Control<br/>Strategy</p> <p><b>Input for:</b> Cylinder<br/>Filling Control<br/>Strategy</p> <p><b>Input for:</b> Variable<br/>Valve Timing<br/>Strategy</p> <p><b>Input for:</b> Variable<br/>Valve Timing<br/>Strategy</p> <p><b>Input for:</b><br/>Combustion Mode<br/>Strategy</p> <p><b>Input for:</b> Idle<br/>Control Strategy</p> <p><b>Input for:</b> Engine<br/>Speed Limiter<br/>Strategy</p> <p><b>Input for:</b> Gasoline<br/>High Pressure<br/>Regulation Strategy</p> |
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|  |                                                         |                                                                                                                                                                                                                                                                                                                  |
|--|---------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | Adjustment of Ignition Angle Setpoint                   | <b>Input for:</b> Ignition Angle Setpoint Strategy                                                                                                                                                                                                                                                               |
|  | Adjustment of Strategic Electric Torque                 | <b>Input for:</b> Load Point Shifting Strategy                                                                                                                                                                                                                                                                   |
|  | Catalyst Heating State                                  | <b>Input for:</b> Camshaft Reference Position Offset Diagnosis, Canister Purge Strategy, Catalyst Purge Strategy, Dewpoint Detection Strategy, Engine Start And Warm Up Strategy, Front O2-Sensor Signal Offset Diagnosis, Fuel Cutoff Strategy, Idle Control Strategy, Particulate Filter Regeneration Strategy |
|  | Request for Fuel Cutoff Inhibition                      | <b>Input for:</b> Fuel Cutoff Strategy                                                                                                                                                                                                                                                                           |
|  | Request for Start-Stop Function: Engine Stop Inhibition | <b>Input for:</b> Start-Stop Function Strategy                                                                                                                                                                                                                                                                   |
|  | Secondary Air Mass Flow                                 | <b>Input for:</b> Air Fuel Ratio Control Strategy, Cylinder Filling Control Strategy                                                                                                                                                                                                                             |
|  | Secondary Air Pump Activation                           |                                                                                                                                                                                                                                                                                                                  |
|  | Secondary Air State                                     | <b>Input for:</b> Air Fuel Ratio Control Strategy, Secondary Air Diagnosis                                                                                                                                                                                                                                       |
|  | Secondary Air Valve Activation                          | <b>Input for:</b> Air Fuel Ratio Control Strategy                                                                                                                                                                                                                                                                |



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|           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Condition | <p><b>Enabling conditions for catalyst heating:</b></p> <ul style="list-style-type: none"> <li>- Catalyst temperature depending on catalyst age &lt; <a href="#">Curve 1 [Temperature threshold for catalyst heating]</a></li> </ul> <p><b>Enabling conditions for Re-Entry:</b></p> <ul style="list-style-type: none"> <li>- Catalyst temperature depending on catalyst age &lt; <a href="#">Curve 2 [Temperature threshold for Re-Entry catalyst heating]</a></li> </ul> <p><b>Disabling conditions for catalyst heating:</b></p> <p>Disabling if one of following condition(s) is/are fulfilled :</p> <ul style="list-style-type: none"> <li>- Catalyst temperature above light-off temperature depending on catalyst age <a href="#">Curve 1 [Temperature threshold for catalyst heating]</a> + 120 K</li> <li>- Catalyst temperature above light-off temperature for retain catalyst heating depending on catalyst age <a href="#">Curve 2 [Temperature threshold for Re-Entry catalyst heating]</a> + 30 K</li> </ul> <p><b>Enabling conditions for secondary air system:</b></p> <ul style="list-style-type: none"> <li>- Catalyst heating is activated (coldstart - not retain catalyst heating)</li> <li>- Same enabling conditions like catalyst heating (see above)</li> </ul> <p><b>Disabling conditions for secondary air system:</b></p> <ul style="list-style-type: none"> <li>- Same disabling conditions like coldstart catalyst heating (see above)</li> <li>- Exhaust pressure &gt; 1750 hPa</li> </ul> |  |
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|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                            |
|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
|                  | <p><b>Enabling conditions for the serial mode operation into the adjustment of electric motor torque setpoint :</b></p> <ul style="list-style-type: none"> <li>- Catalyst heating is activated (coldstart - not retain catalyst heating)</li> <li>- Same enabling conditions like catalyst heating (see above)</li> <li>- The Limit of the battery are overruled : In case of a for a customer non representative low SoC or with a cold high voltage battery temperature, a so-called serial operation mode is use : The electric machine delivers directly the power for the eATL in order to ensure a secondary air flow. This optimized compromise leads to a light increase of the emissions : <a href="#">Map 1</a> Below a critical State of Charge of the High Voltage Battery, the charging of the battery by the combustion must be allowed : <a href="#">Curve 3</a></li> </ul> |                                                                                                                                            |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                            |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                            |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction      | <p>May overrule:</p> <ul style="list-style-type: none"> <li>- Fuel Cut-Off Strategy</li> <li>- Catalyst Purge Strategy (not ar re-entry catalyst heating)</li> <li>- Canister Purge Strategy</li> <li>- Particulate Filter Regeneration Strategy</li> <li>- Start-Stop Function Strategy</li> </ul> <p>May be overruled by:</p> <ul style="list-style-type: none"> <li>- Fuel Cut-Off Strategy</li> </ul> <p>Please refer to parameter (I/O) and condition sections of this strategy.</p>                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                            |

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### Curve 1 [Temperature threshold for catalyst heating]

x: Catalyst age [-]

y: Catalyst temperature [deg C]

|    |        |        |        |        |
|----|--------|--------|--------|--------|
| x: | 0.2    | 0.5    | 0.7    | 1      |
| y: | 280.16 | 280.16 | 280.16 | 280.16 |

### Curve 2 [Temperature threshold for Re-Entry catalyst heating]

x: Catalyst age [-]

y: Catalyst temperature [deg C]

|    |        |        |        |        |
|----|--------|--------|--------|--------|
| x: | 0.2    | 0.5    | 0.7    | 1      |
| y: | 369.96 | 369.96 | 369.96 | 369.96 |

### Map 1

x: [%]

y: [A]

z: [W]

|      |      |      |      |      |      |      |      |      |    |
|------|------|------|------|------|------|------|------|------|----|
| y:   | x:   | 10   | 15   | 20   | 25   | 30   | 50   | 70   | 95 |
| -120 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
| -60  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
| -45  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0  |
| -42  | 1152 | 1152 | 736  | 0    | 0    | 0    | 0    | 0    | 0  |
| -37  | 2016 | 2016 | 2016 | 992  | 0    | 0    | 0    | 0    | 0  |
| -32  | 2496 | 2496 | 2496 | 2016 | 2016 | 2016 | 1504 | 1248 |    |
| -25  | 3008 | 3008 | 3008 | 3008 | 3008 | 3008 | 3008 | 3008 |    |
| 0    | 4000 | 4000 | 4000 | 4000 | 4000 | 4000 | 4000 | 4000 |    |

### Curve 3

x: [%]

y: [Nm]

|    |     |    |    |    |    |    |
|----|-----|----|----|----|----|----|
| x: | 9   | 11 | 42 | 46 | 70 | 85 |
| y: | -55 | 0  | 0  | 0  | 0  | 0  |

|               |                  |                                                             |               |
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### 3.3 Catalyst Purge Strategy

| Catalyst Purge Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                 | Fast purging of oxygen stored in catalyst during fuel cut off phase or lean mixture to avoid NOx emissions.                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Action                  | Temporarily enrichment of Air Fuel Ratio (Lambda).                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Parameter (I/O)         | <p>In:</p> <p>Air Fuel Ratio (Lambda)</p> <p>Air Fuel Ratio (Lambda) Setpoint</p> <p>Catalyst Heating State</p> <p>Catalyst Oxygen Storage Capacity</p> <p>Catalyst Temperature</p> <p>Engine Coolant Temperature</p> <p>Engine Load</p> <p>Engine Speed</p> <p>Exhaust Gas Mass Flow</p> <p>Fuel Cutoff State</p> <p>O2 Sensor Operation Readiness</p> <p>Voltage of Downstream O2 Sensor</p> <p>Out:</p> <p>Adjustment of Air Fuel Ratio (Lambda) Setpoint</p> | <p><b>Provided by:</b> <a href="#">Air Fuel Ratio Control Strategy</a></p> <p><b>Provided by:</b> <a href="#">Catalyst Heating Strategy</a></p> <p><b>Provided by:</b> <a href="#">Combined O2-Sensor And Catalyst Diagnosis</a></p> <p><b>Provided by:</b> <a href="#">Cylinder Filling Control Strategy</a></p> <p><b>Provided by:</b> <a href="#">Cylinder Filling Control Strategy</a></p> <p><b>Provided by:</b> <a href="#">Fuel Cutoff Strategy</a></p> <p><b>Provided by:</b> <a href="#">Oxygen Sensor Heating Strategy</a></p> <p><b>Input for:</b> <a href="#">Air Fuel Ratio Control Strategy</a></p> |

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|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Condition        | <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>• Reaching lean threshold voltage of O2 sensor 2 (downstream of catalyst) &lt;0.11 V</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>• Integrated oxygen mass stored during fuel cut off phase and lean mixture &gt;Map 1 [Minimum O2 Filling for Catalyst Purge Activation]</li> </ul> <p>and</p> <ul style="list-style-type: none"> <li>• catalyst heating inactive</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>• Reaching rich threshold voltage of O2 sensor 2 (downstream of catalyst) &gt; Map 2 [Catalyst Purge is disabled when O2 downstream Sensor voltage is higher than Rich Threshold], dependent on Exhaust Gas Mass Flow and Catalyst Oxygen Storage Capacity</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>• Reaching threshold of modeled mass of stored oxygen &lt;= 0</li> </ul> |  |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| Interaction      | <p>May be overruled by:</p> <ul style="list-style-type: none"> <li>• Catalyst Heating Strategy</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |

#### Map 1 [Minimum O2 Filling for Catalyst Purge Activation]

x: Catalyst Temperature [deg C]

y: Catalyst Aging [-]

z: Minimum O2 Threshold [mg]

| y:   | x: | 99.96 | 199.96 | 299.96 | 399.96 | 499.96 | 599.96 | 699.96 | 799.96 |
|------|----|-------|--------|--------|--------|--------|--------|--------|--------|
| 0    |    | 280   | 280    | 280    | 280    | 280    | 280    | 280    | 280    |
| 0.15 |    | 280   | 280    | 280    | 280    | 280    | 280    | 280    | 280    |
| 0.3  |    | 280   | 280    | 280    | 280    | 280    | 280    | 280    | 280    |
| 0.45 |    | 280   | 280    | 280    | 280    | 280    | 280    | 280    | 280    |
| 0.6  |    | 280   | 280    | 280    | 280    | 280    | 280    | 280    | 280    |
| 0.75 |    | 280   | 280    | 280    | 280    | 280    | 280    | 280    | 280    |
| 0.9  |    | 280   | 280    | 280    | 280    | 280    | 280    | 280    | 280    |
| 1    |    | 280   | 280    | 280    | 280    | 280    | 280    | 280    | 280    |

|               |                  |                                                             |               |
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**Map 2 [Catalyst Purge is disabled when O2 downstream Sensor voltage is higher than Rich Threshold]**

x: Exhaust Gas Mass Flow [kg/h]

y: Catalyst Oxygen Storage Capacity [-]

z: O2 downstream Sensor rich voltage threshold [V]

| y:  | x: | 0   | 1   | 2   | 3   | 4   |
|-----|----|-----|-----|-----|-----|-----|
| 0   |    | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| 0.5 |    | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| 1   |    | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| 1.5 |    | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| 2   |    | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |

|               |                  |                                                             |               |
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### 3.4 Particulate Filter Regeneration Strategy

| Particulate Filter Regeneration Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Remarks                                                                                                                                                                                                                      |
|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                                  | <p>In the case of minimal passive regeneration behavior the soot loading can increase. Therefore active regeneration strategies are designed to support the soot burn-off process and to protect the Gasoline Particulate Filter (GPF).</p> <p>Furthermore exists a strategy for workshop regeneration.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                              |
| Action                                   | <p>Depending on the soot loading of the gasoline particulate filter, a variety of regeneration measures will be coordinated and initiated.</p> <p><b>Regeneration</b><br/>The measures include:</p> <ul style="list-style-type: none"> <li>• increase of the GPF temperature at low engine load by torque reserve and specification of a minimum engine speed</li> <li>• GPF protection by reducing fuel cut off at high GPF temperature and high soot loading (detected by soot model or difference pressure) or by torque reduction at reaching a high differential pressure value.</li> </ul> <p><b>Workshop Regeneration</b><br/>The measures include:</p> <ul style="list-style-type: none"> <li>• Increase of the GPF temperature at low engine load by torque reserve and min. engine speed and exothermic reaction caused by an single cylinder deactivation with rich Lambda ratio on the remaining active cylinders.</li> <li>• Higher oxygen flow through the GPF by cylinder deactivation</li> </ul> |                                                                                                                                                                                                                              |
| Parameter (I/O)                          | <p>In:</p> <p>Air Fuel Ratio (Lambda) Setpoint</p> <p>Ash Load</p> <p>Ash Mass Load in Particulate Filter</p> <p>Catalyst Heating State</p> <p>Catalyst Temperature</p> <p>Engine Coolant Temperature</p> <p>Engine Load</p> <p>Engine Speed</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p><b>Provided by:</b> <a href="#">Air Fuel Ratio Control Strategy</a></p> <p><b>Provided by:</b> <a href="#">Catalyst Heating Strategy</a></p> <p><b>Provided by:</b> <a href="#">Cylinder Filling Control Strategy</a></p> |

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|---------------|------------------|-------------------------------------------------------------|---------------|
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|  |                                                   |                                                                                |
|--|---------------------------------------------------|--------------------------------------------------------------------------------|
|  | Exhaust Gas Mass Flow                             | <b>Provided by:</b><br>Cylinder Filling<br>Control Strategy                    |
|  | Fuel Cutoff State                                 | <b>Provided by:</b> Fuel<br>Cutoff Strategy                                    |
|  | Particulate Filter Temperature                    |                                                                                |
|  | Soot Density in Particulate Filter                |                                                                                |
|  | Soot Load                                         |                                                                                |
|  | Vehicle Speed                                     |                                                                                |
|  | Out:                                              |                                                                                |
|  | Adjustment of Air Fuel Ratio (Lambda) Setpoint    | <b>Input for:</b> Air Fuel<br>Ratio Control<br>Strategy                        |
|  | Adjustment of Camshaft Position Setpoint (inlet)  | <b>Input for:</b> Variable<br>Valve Timing<br>Strategy                         |
|  | Adjustment of Camshaft Position Setpoint (outlet) | <b>Input for:</b> Variable<br>Valve Timing<br>Strategy                         |
|  | Adjustment of Combustion Mode                     | <b>Input for:</b><br>Combustion Mode<br>Strategy                               |
|  | Adjustment of Ignition Angle Setpoint             | <b>Input for:</b> Ignition<br>Angle Setpoint<br>Strategy                       |
|  | Adjustment of Lead Torque Setpoint                | <b>Input for:</b> Torque<br>Setpoint Strategy                                  |
|  | Desired Minimum Engine Speed                      | higher shifting-<br>recommendations<br>suggested in driver<br>instrument panel |
|  | Enabling Notifications In Driver Instrument Panel |                                                                                |
|  | Particulate Filter Regeneration State             | <b>Input for:</b> Engine<br>Compartment<br>Cooling Fan Control<br>Strategy     |
|  | Request for Fuel Cutoff                           | <b>Input for:</b> Fuel<br>Cutoff Strategy                                      |



|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Condition | <p><b>Enabling Conditions for gasoline particulate filter regeneration:</b><br/> Begin of the supporting soot burning measures are depending on the soot load density of the gasoline particulate filter.<br/> For further details, see the regeneration strategy table (Table A).</p> <p><b>Disabling conditions for gasoline particulate filter regeneration:</b><br/> Active catalyst heating<br/> or<br/> Accumulated regenerated soot mass (threshold depending on the active regeneration level <a href="#">Curve 1</a>, see Particulate Filter Regeneration Strategy - Additional Information: Table A)<br/> or<br/> Engine coolant temperature &lt; -0.04 deg C (Hysteresis: re-enabling at -0.04 deg C - 5 K)<br/> or<br/> Ramp-out of the GPF-heating demand factor selected by the minimum of <a href="#">Curve 2</a> (GPF temperature at regeneration level 3), <a href="#">Curve 3</a> (GPF temperature at regeneration level 4), <a href="#">Map 1</a> (manifold exhaust gas temperature) or <a href="#">Curve 4</a> (minimal difference temperature causing component protection)<br/> or<br/> Component protection is active due to exhaust gas temperatures<br/> or<br/> In the event of a misfire, the heating measures are blocked</p> <p><b>Enabling Conditions for protection measures:</b><br/> 1. Fuel cut off limitation: To ensure that the GPF temperature is not reaching a critical temperature level, the fuel cut off duration will be limited. Hereby depends the limitation on the soot loading density and on the GPF temperature. (Maximum temperature value of substrate is specified by supplier, see Particulate Filter Regeneration Strategy - Additional Information: Table B)<br/> 2. Torque reduction: By reaching a critical differential pressure level over GPF. (Maximum allowed pressure drop with aged fiber mat is specified by supplier, see Particulate Filter Regeneration Strategy - Additional Information: Table B)</p> <p><b>Disabling conditions for particulate filter protection measures:</b><br/> 1. Fuel cut off limitation: Gasoline Particulate Filter Temperature &lt; 550 °C .<br/> 2. The differential pressure over GPF will be observed constantly, a torque reduction will just be forced in case of reaching a critical differential pressure level.</p> |  |
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|                  |                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------|---------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| In-Use Frequency | Low                                                                                         | <p>Regeneration:<br/>Many engine starts by ambient conditions below 0°C followed by a cautious driving style with a short driving cycle provoke on the one hand a higher soot formation and on the other hand a poor passive GPF regeneration behavior. This leads to an accumulation of soot in the GPF and to a piecewise raising of the regeneration level.</p> <p>Workshop<br/>Regeneration:<br/>If the driver reaches regeneration level 4 and does not follow the driving instructions described in the manual, level 5 will be requested.<br/>Due to very high soot mass and high exothermic potential in level 5, the particulate filter may only become regenerated via external tester request in the workshop.</p> |
| Emission Impact  | High                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Justification    | A1 = The need for the device is justified in terms of protecting the engine against damage. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

|               |                  |                                                             |               |
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|             |                                                                                                                                                                                                      |  |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Interaction | <p><u>May be overruled by:</u><br/>Catalyst Heating Strategy</p> <p><u>May overrule:</u><br/>Fuel Cutoff Strategy<br/>Cylinder Imbalance Diagnosis<br/>Combined O2-Sensor and Catalyst Diagnosis</p> |  |
|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

### Additional Information:

Appendix

### See:

[Table -6-](#)

[Table -7-](#)

### Curve 1

x: Active regeneration level [-]

y: Accumulated regenerated soot mass [mg]

|    |   |     |     |     |      |
|----|---|-----|-----|-----|------|
| x: | 0 | 1   | 2   | 3   | 4    |
| y: | 0 | 200 | 600 | 750 | 3400 |

### Curve 2

x: GPF temperature [deg C]

y: GPF-heating demand factor [-]

|    |        |        |        |        |        |        |        |        |
|----|--------|--------|--------|--------|--------|--------|--------|--------|
| x: | 649.96 | 679.96 | 699.96 | 719.96 | 739.96 | 749.96 | 759.96 | 819.96 |
| y: | 1      | 0.4    | 0      | 0      | 0      | 0      | 0      | 0      |

### Curve 3

x: GPF temperature [deg C]

y: GPF-heating demand factor [-]

|    |        |        |        |        |        |        |        |        |
|----|--------|--------|--------|--------|--------|--------|--------|--------|
| x: | 649.96 | 679.96 | 699.96 | 719.96 | 739.96 | 749.96 | 759.96 | 819.96 |
| y: | 1      | 1      | 1      | 1      | 1      | 1      | 1      | 0      |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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**Map 1**

|                                                         |
|---------------------------------------------------------|
| x: Manifold exhaust gas temperature [deg C]             |
| y: Gardient of manifold exhaust gas temperature [deg/s] |
| z: GPF-heating demand factor [-]                        |

|    |    |        |        |        |        |        |
|----|----|--------|--------|--------|--------|--------|
| y: | x: | 499.96 | 549.96 | 599.96 | 649.96 | 699.96 |
| 0  | 1  | 1      | 1      | 1      | 1      | 1      |
| 10 | 1  | 1      | 1      | 1      | 1      | 1      |
| 20 | 1  | 1      | 1      | 1      | 1      | 1      |
| 30 | 1  | 1      | 1      | 1      | 1      | 1      |

**Curve 4**

|                                                                    |
|--------------------------------------------------------------------|
| x: Minimal difference temperature causing component protection [K] |
| y: GPF-heating demand factor [-]                                   |

|    |   |     |     |     |     |
|----|---|-----|-----|-----|-----|
| x: | 0 | 50  | 100 | 150 | 300 |
| y: | 0 | 0.4 | 0.8 | 1   | 1   |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

### GPF – regeneration strategy 992PA

| [-]                                       | Level<br>[-] | Soot load<br>density<br>[g/l] | Regeneration Measure                                                                               | Component Protection                                                                                    | Display<br>Concept                                                                                                                                                          | Other Measure                |                         |
|-------------------------------------------|--------------|-------------------------------|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-------------------------|
| regeneration strategy during customer use | 0            | 0                             | No measures active                                                                                 | Fuel cut off limitation and/or<br>engine torque reduction                                               |                                                                                                                                                                             |                              | CO2-Impact<br>↓         |
|                                           | 1            | > 0,3                         | No measures active                                                                                 | Fuel cut off limitation and/or<br>engine torque reduction                                               |                                                                                                                                                                             |                              |                         |
|                                           | 2            | > 0,75                        | No measures active                                                                                 | Fuel cut off limitation and/or<br>engine torque reduction                                               |                                                                                                                                                                             |                              |                         |
|                                           | 3            | > 1,45                        | GPF- Heating<br>Level 1    Minimum Engine<br>Speed Level 1    Camshaft<br>setpoint                 | Fuel cut off limitation and/or<br>engine torque reduction                                               |                                                                                                                                                                             | Inhibition<br>AFIM diagnosis |                         |
|                                           | 4            | > 2,12                        | GPF- Heating<br>Level 2    Minimum Engine<br>Speed Level 2    Camshaft setpoint<br>Combustion mode | Fuel cut off limitation and/or<br>engine torque reduction                                               |                                                                                        | Inhibition<br>AFIM diagnosis |                         |
| Workshop                                  | 5            | > 3,0                         | Minimum Engine<br>Speed Level 2                                                                    | Fuel cut off limitation and/or<br>engine torque reduction    Pre-controlled engine torque<br>limitation |   | Inhibition<br>diagnosis      | regen. via<br>scan tool |
|                                           | 6            | > 3,5                         | Minimum Engine<br>Speed Level 2                                                                    | Fuel cut off limitation and/or<br>engine torque reduction    Pre-controlled engine torque<br>limitation |   | Inhibition<br>diagnosis      | max. GPF<br>load        |
|                                           |              |                               |                                                                                                    |                                                                                                         |                                                                                                                                                                             |                              |                         |
|                                           |              |                               | Regeneration Measure                                                                               | Component Protection                                                                                    | Display<br>Concept                                                                                                                                                          | Other Measure                |                         |
| Workshop                                  |              |                               | GPF- Heating<br>Level 2    Camshaft<br>setpoint    Idle Speed<br>Setpoint                          | Fuel cut off limitation and/or<br>engine torque reduction    Pre-controlled engine torque<br>limitation |   | Inhibition<br>diagnosis      |                         |
|                                           |              |                               | Inhibition<br>Start-Stop    Combustion<br>mode    Lambda > 1                                       | *Pre-controlled engine torque limitation<br>maybe active due to request in Level 5.                     | *Display is activated<br>due to request in<br>Level 5.                                                                                                                      |                              |                         |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

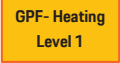
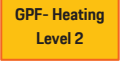
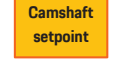
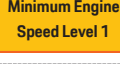
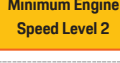
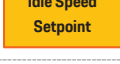
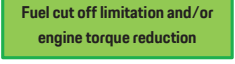
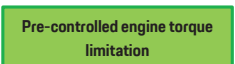
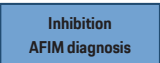
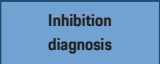
| Boundary conditions                                                                 | comment                                                                                                                                                                                                                                              |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | Particulate filter heating stage 1 → increasing and maintaining of exhaust temperature to desired regeneration temperature                                                                                                                           |
|    | Particulate filter heating stage 2 → increasing and maintaining of exhaust temperature to desired regeneration temperature                                                                                                                           |
|    | Camshaft setpoint → stabilize combustion to generate a higher driving comfort during GPF-heating measures                                                                                                                                            |
|    | Combustion mode → stabilize combustion to generate a higher driving comfort during GPF-heating measures                                                                                                                                              |
|    | Increasing minimum engine speed stage 1 → increase shift-point for more oxygen by fuel cut-off                                                                                                                                                       |
|    | Increasing minimum engine speed stage 2 → increase shift-point for more oxygen by fuel cut-off                                                                                                                                                       |
|   | Increasing idle speed set point during workshop regeneration → increasing particulate filter temperature by higher exhaust gas mass flow and increased robustness against misfire                                                                    |
|  | Inhibition Start-Stop → increasing and maintaining of exhaust temperature                                                                                                                                                                            |
|  | Fuel cut off reduction → limitation of exothermal reaction in particulate filter → particulate filter protection<br>Engine torque reduction → limitation of differential pressure (max.500hPa) at particulate filter → particulate filter protection |
|  | Limitation of engine torque → avoid uncontrolled regeneration → protection of exhaust system                                                                                                                                                         |
|  | Determination of Air-Fuel-Imbalance diagnosis is not possible because of torque reserve used for active heating measurements                                                                                                                         |
|  | Inhibition of lean lambda set point → avoid uncontrolled regeneration → protection of particulate filter                                                                                                                                             |
|  | Deactivation of 1 cylinder per bank the other with rich air/fuel ratio → global lean air/fuel ratio before catalyst during workshop regeneration                                                                                                     |
|  | Activation of OPF-light in instrument cluster → particulate filter regeneration required                                                                                                                                                             |
|  | Limitation of engine load → avoid uncontrolled regeneration → protection of exhaust system                                                                                                                                                           |
|  | Activation of MIL-light in instrument cluster → max. particulate filter load exceeded → regeneration via scan tool                                                                                                                                   |

**Table 6: Table A: Regeneration measures depending on soot load density & individual regeneration measures**

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## GPF – mechanical boundary conditions 992PA S/GTS

| description                                       | criteria of design                         | measured                         | comment                                                                                                                                                                  |
|---------------------------------------------------|--------------------------------------------|----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| manufacturer substrate                            | Corning                                    |                                  |                                                                                                                                                                          |
| dimensions                                        | D163 x 110mm                               |                                  |                                                                                                                                                                          |
| cells / wall thickness                            | 200 / 8mil                                 |                                  |                                                                                                                                                                          |
| coating                                           | none                                       |                                  |                                                                                                                                                                          |
| cylindricity                                      | 1.56                                       | is checked 100% in<br>production | production deviation<br>(depending on diameter<br>and length)                                                                                                            |
| fiber mat                                         | 3M Interam 1650<br>HTG2178g/m <sup>2</sup> | is checked 100% in<br>production | limitation by the isostatic<br>compression strength of<br>the substrat                                                                                                   |
| fiber mat length                                  | 100mm                                      |                                  | fiber mat must be shorter<br>than the substrate due to<br>production                                                                                                     |
| max. mass substrate                               | 830g+/- 10%                                | is checked 100% in<br>production | production tolerances<br>substrate + coating                                                                                                                             |
| max. temperature substrate                        | 1050 °C                                    |                                  | max. in regeneration<br>occurring temperature<br>under normal conditions                                                                                                 |
| max. temperature canning                          | 600°C                                      | 563°C                            | max. temperature on the<br>canning surface measured<br>during normal<br>operation/regeneration                                                                           |
| max. acceleration                                 | 30g                                        | <10g                             | double safety as a design<br>criterion because of lying<br>position of substrate                                                                                         |
| number of heating-up cycles                       | 1000 cycles                                |                                  | design of fiber mat in<br>100% relaxed state                                                                                                                             |
| max. allowed pressure drop with<br>aged fiber mat | 500mbar                                    |                                  | max. possible back<br>pressure, that the system<br>will endure without<br>damage over lifetime.<br>Exceeding back pressure<br>may cause slipping off of<br>the substrate |

**Table 7: Table B: GPF- design layout (criteria)**

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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#### 4. Emission CO2

### 4.1 Air Conditioning Strategy

| Air Conditioning Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Remarks                                                                                                                                                                                                                  |
|---------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                   | Providing ideal thermal comfort to the passenger's cabin, prevent from fogging of windows, interact with engine control unit concerning heating requests and start-stop vetos. Therefore, it controls refrigeration circuit components such as compressor, cooling fan, valves and temperatures of its components as well as heat sources like electric heaters (window, panel, air, water) and heat pump operation mode.                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                          |
| Action                    | Control of cooling and heating performance. Communication with energy/battery and thermal management as well as engine control unit to provide optimum comfort, performance, noise, vibration, harshness, air quality and efficiency.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                          |
| Parameter (I/O)           | <p>In:</p> <p>Additional Air Conditioning User Models</p> <p>Additional Heater State</p> <p>Additional Heater System Model</p> <p>Air Conditioning Circuit State</p> <p>Air Conditioning Compressor Speed</p><br><p>Air Conditioning Operating Time</p> <p>Air Conditioning Refrigerant Pressure</p><br><p>Air Conditioning Refrigerant Temperature</p> <p>Air Conditioning User Settings</p> <p>Ambient Air Quality</p> <p>Ambient Air Temperature</p> <p>Ambient Particulate Concentration</p> <p>Blower Motor Voltage</p> <p>Chiller Temperature</p> <p>Coding Value for HVAC</p> <p>Coolant Temperature Heat Exchanger Inlet</p> <p>Discharge Temperatures</p> <p>Drive Mode</p><br><p>Drive Readiness State</p> | <p><b>Provided by:</b> <a href="#">Air Conditioning Strategy</a></p><br><p><b>Provided by:</b> <a href="#">Air Conditioning Strategy</a></p><br><p><b>Provided by:</b> <a href="#">Drive Mode Selection Strategy</a></p> |



|               |                  |                                                             |               |
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|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                 |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|
|  | <p>Electric Power Consumption Maximum</p> <p>Engine Coolant Temperature</p> <p>Engine Speed</p> <p>Engine State</p> <p>Evaporator Temperature</p> <p>GPS Position</p> <p>Heat Register Air Temperature</p> <p>Hot Lamp State</p><br><p>HVAC Air Flow Model</p> <p>HVAC Discharge Temperatures Model</p> <p>HVAC Energy Requirement Model</p> <p>HVAC Evaporator Temperature Model</p> <p>HVAC Flap Positions</p> <p>HVAC Fog Risk Model</p> <p>HVAC Intake Air Humidity</p> <p>HVAC Intake Air Temperature</p> <p>HVAC Thermomanagement Model</p> <p>Interior Air CO2-Level</p> <p>Interior Air Temperature</p> <p>Interior Particulate Concentration</p> <p>Interior Wind Shield Humidity</p> <p>Interior Wind Shield Temperature</p> <p>Light Intensity</p> <p>Predictive and environmental data (e.g. navigation data, speed limits, road slope etc.)</p> <p>Rain Intensity</p> <p>Rear Window Heater State</p> <p>Request for Air Conditioning Limitation</p> <p>Request for Battery Cooling</p> <p>Request for Preconditioning</p> <p>Seat Heater State</p> <p>Seat Occupancy State</p> <p>Seat Ventilation State</p> <p>Solar Intensity</p> <p>Stand Time</p> <p>Sun Roof Roller Blind State</p> | <p><b>Provided by:</b><br/>Cooling Fan Control<br/>Strategy</p> |
|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------|



|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                         |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  | <p>Energy Consumption of Auxiliary Loads</p> <p>Evaporator Inlet Air Temperature</p> <p>Evaporator Power</p> <p>Interior Temperature Deviation</p> <p>Request for Additional Heater</p> <p>Request for Air Conditioning Compressor Clutch</p> <p>Request for Alternator Voltage Setpoint</p> <p>Request for Start-Stop Function: Engine Start Request</p> <p>Request for Start-Stop Function: Engine Stop Inhibition</p>                                                                                                                                                                                | <p><b>Input for:</b> Fuel Cutoff Strategy, Load Point Shifting Strategy</p> <p><b>Input for:</b> Start-Stop Function Strategy</p> <p><b>Input for:</b> Start-Stop Function Strategy</p> |
| Condition        | <p>Enabling condition:</p> <ul style="list-style-type: none"> <li>• HVAC Control Module state = active (terminal 15 = active)</li> </ul> <p>and</p> <ul style="list-style-type: none"> <li>• HVAC OFF inactive (user setting)</li> </ul> <p>Disabling condition:</p> <ul style="list-style-type: none"> <li>• HVAC Control Module state = inactive (terminal 15 = inactive)</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>• HVAC OFF active (user setting)</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>• Hot Lamp State = active (only cabin cooling disabled)</li> </ul> |                                                                                                                                                                                         |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | This strategy/ functionality is not available on chassis dyno because of the prescribed vehicle condition during drive cycle testing                                                    |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                         |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                | AC off during regular test cycle, only active during:<br>BRA: RDE<br>KOR: SC03, FTP75@-7°C<br>NAR: SC03, FTP75@-7°C                                                                     |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                         |



|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|  |                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                    |
|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>Actuation of Electronically Controlled Thermostat</p> <p>Actuation of Gearbox Cooling Valve</p> <p>Actuation of Gearbox Heating Valve</p> <p>Request for High Temperature Coolant Circuit Degassing</p><br><p>Request for High Voltage Battery Heating</p><br><p>Request for Low Temperature Coolant Circuit Degassing</p> | <p><b>Input for:</b> <a href="#">HV System Cooling Strategy</a></p><br><p><b>Input for:</b> <a href="#">HV Battery Heating Strategy</a></p><br><p><b>Input for:</b> <a href="#">HV System Cooling Strategy</a></p> |
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|           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Condition | <p><b><u>Engine coolant temperature setpoint</u></b><br/> Standard Coolant Temperature (Cylinder Head) Setpoint: 105°C (mechanical opening of thermostat valve)<br/> Enabling conditions of Engine Coolant Temperature Setpoint adaption ( to 85°C - 95°C Setpoint ) for engine protection:</p> <ul style="list-style-type: none"> <li>• Engine Coolant Temperature Setpoint depending on Drive Mode <a href="#">Curve 1</a></li> <li>• Engine Coolant Temperature Setpoint depending on Vehicle Speed and Ambient Air Temperature <a href="#">Map 1</a></li> <li>• Engine Coolant Temperature Setpoint depending on Engine Oil Temperature &gt; threshold <a href="#">Curve 2</a></li> <li>• Engine Coolant Temperature Setpoint depending on Filtered engine power (based on Engine Speed and Set Torque Setpoint) &gt; threshold 215 kW : <a href="#">Map 2 [Heat Control Setpoints Depending on Selected Drive Mode Sport and Actual Engine Power]</a></li> <li>• Engine Coolant Temperature Setpoint depending on Transmission Information: Thermal State of Gearbox = 3 ("Hotmode" / Emergency) :</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>• If enabling conditions are not fulfilled</li> </ul> <p><b><u>Electrical coolant pump turbo charger</u></b><br/> Enabling conditions while engine off:</p> <ul style="list-style-type: none"> <li>• Coolant pump is activated for cooling down the turbo charger. The activation time of the coolant pump depends on the power integral (based on Engine Speed and Set Torque Setpoint) in the driving cycle before <a href="#">Curve 3</a></li> </ul> <p>Disabling conditions while engine off:</p> <ul style="list-style-type: none"> <li>• When the activation time is over</li> </ul> <p>Enabling conditions while engine running :</p> <ul style="list-style-type: none"> <li>• Engine Coolant Temperature Sensor Cylinder Head &gt; threshold 110.96 deg C incl. hysteresis<br/>and</li> <li>• Engine speed &lt; threshold 2000 rpm incl. hysteresis</li> </ul> <p>Disabling conditions while engine running:</p> <ul style="list-style-type: none"> <li>• If enabling conditions are not fulfilled</li> </ul> <p><b><u>Gearbox heating/cooling valve</u></b><br/> Enabling conditions ( open valve )<br/> <b>Heating:</b></p> |  |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

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|---------------|------------------|-------------------------------------------------------------|---------------|
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|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  | <ul style="list-style-type: none"> <li>• Engine Coolant Temperature Sensor Cylinder Head depending on Engine Coolant Temperature Setpoint and Request for Cabin Heating &gt; threshold <a href="#">Map 3</a> ( heating ), incl. hysteresis and</li> <li>• Engine Oil Temperature &gt; threshold -1000.04 deg C ( heating ), incl. hysteresis</li> </ul> <p><b>Cooling:</b></p> <ul style="list-style-type: none"> <li>• Gearbox Oil Temperature &gt; threshold 89.96 deg C ( cooling ), incl. hysteresis and</li> <li>• Engine Coolant Temperature Sensor Cylinder Head is at least 1.46 deg C lower than the gearbox oil temperature</li> </ul> <p>Disabling conditions ( close valve )</p> <ul style="list-style-type: none"> <li>• Gearbox Oil Temperature &gt; threshold 79.96 deg C ( heating completed), incl. hysteresis</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>• Gearbox Oil Temperature &lt; threshold 85.96 deg C (cooling completed), incl. hysteresis</li> </ul> <p><b>Expansion tank valve:</b></p> <p><b>High voltage battery heating:</b> (debounce time 5 s)</p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>• High Voltage Battery: Temperature between -50.04 deg C and 14.96 deg C and</li> <li>• Engine Coolant Temperature Sensor Cylinder Head depending on Request for Cabin Heating and High Voltage Battery: State of Charge &gt; threshold <a href="#">Map 4</a> incl. hysteresis</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>• If enabling conditions are not fulfilled</li> </ul> <p><b>Request for low temperature system degassing:</b></p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>• Engine Coolant Temperature Sensor Cylinder Head &lt; threshold 39.96 deg C incl. hysteresis and</li> <li>• Time after Terminal 15 Switch On &lt; threshold 180 s and</li> <li>• no request for high voltage battery heating is active</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>• If enabling conditions are not fulfilled</li> </ul> <p><b>Request for high temperature system degassing:</b></p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>• Engine Coolant Temperature Sensor Cylinder Head depending on Request for Cabin Heating and Engine Coolant Temperature Setpoint &gt; threshold <a href="#">Map 5</a> incl.</li> </ul> |  |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

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|                  |                                                                                                                                                     |                                                                                                                                            |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
|                  | hysteresis<br>and<br>• no request for high voltage battery heating is active<br>Disabling conditions:<br>• If enabling conditions are not fulfilled |                                                                                                                                            |
| In-Use Frequency | High                                                                                                                                                | Base Emission Strategy                                                                                                                     |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.               |                                                                                                                                            |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.            | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                        |                                                                                                                                            |

### Curve 1

x: Drive Mode [-]

y: Cooling Temperature Setpoint [°C]

| x: | 0   | 1     | 2   | 3   | 4   | 5     | 6   | 7   | 8   | 9   | 10  | 11  | 12  | 13  | 14  |
|----|-----|-------|-----|-----|-----|-------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| y: | 105 | 95.25 | 105 | 105 | 105 | 84.75 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 | 105 |

| x: | 15  |
|----|-----|
| y: | 105 |

### Map 1

x: Ambient Air Temperature [°C]

y: Vehicle Speed [km/h]

z: Cooling Temperature Setpoint [°C]

| y:  | x: | -20.25 | -9.75 | 0   | 20.25 | 39.75 | 50.25 |
|-----|----|--------|-------|-----|-------|-------|-------|
| 0   |    | 105    | 105   | 105 | 105   | 105   | 99.75 |
| 80  |    | 105    | 105   | 105 | 105   | 105   | 99.75 |
| 200 |    | 105    | 105   | 105 | 105   | 105   | 99.75 |
| 210 |    | 105    | 105   | 105 | 105   | 105   | 99.75 |
| 250 |    | 105    | 105   | 105 | 99.75 | 95.25 | 84.75 |
| 270 |    | 95.25  | 92.25 | 90  | 84.75 | 84.75 | 84.75 |



|               |                  |                                                             |               |
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### Curve 2

x: Engine Oil Temperature [°C]

y: Cooling Temperature Setpoint [°C]

|    |     |     |     |       |       |       |
|----|-----|-----|-----|-------|-------|-------|
| x: | 90  | 100 | 110 | 120   | 130   | 140   |
| y: | 105 | 105 | 105 | 99.75 | 84.75 | 84.75 |

### Map 2 [Heat Control Setpoints Depending on Selected Drive Mode Sport and Actual Engine Power]

x: Drive mode [-]

y: filtered Engine Power [kW]

z: Cooling Temperature Setpoint [°C]

|     |    |     |       |    |
|-----|----|-----|-------|----|
| y:  | x: | 0   | 1     | 2  |
| 0   |    | 105 | 95.25 | 90 |
| 50  |    | 105 | 95.25 | 90 |
| 100 |    | 105 | 95.25 | 90 |
| 150 |    | 105 | 95.25 | 90 |
| 200 |    | 105 | 95.25 | 90 |
| 250 |    | 105 | 95.25 | 90 |

### Curve 3

x: modeled Turbocharger Power Integral [-]

y: Time [s]

|    |      |      |      |      |      |      |
|----|------|------|------|------|------|------|
| x: | 1000 | 2000 | 3000 | 4000 | 5000 | 6000 |
| y: | 0    | 400  | 600  | 800  | 1000 | 1200 |

### Map 3

x: Cooling Temperature Setpoint [deg C]

y: Request for Cabin Heating [-]

z: Engine Coolant Temperature Threshold [deg C]

|    |    |       |       |       |        |
|----|----|-------|-------|-------|--------|
| y: | x: | 84.96 | 89.96 | 94.96 | 104.96 |
| 0  |    | 84.96 | 84.96 | 84.96 | 84.96  |
| 1  |    | 79.96 | 79.96 | 79.96 | 79.96  |
| 2  |    | 74.96 | 74.96 | 74.96 | 74.96  |
| 3  |    | 69.96 | 69.96 | 69.96 | 69.96  |

|               |                  |                                                             |               |
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**Map 4**

|                                                 |
|-------------------------------------------------|
| x: Request for Cabin Heating [-]                |
| y: High Voltage Battery: State of Charge [%]    |
| z: Engine Coolant Temperature Threshold [deg C] |

| y:  | x: | 0    | 1    | 2    | 3    |
|-----|----|------|------|------|------|
| 25  |    | 0.06 | 0.06 | 0.06 | 0.06 |
| 50  |    | 0.06 | 0.06 | 0.06 | 0.06 |
| 75  |    | 0.06 | 0.06 | 0.06 | 0.06 |
| 100 |    | 0.06 | 0.06 | 0.06 | 0.06 |

**Map 5**

|                                                 |
|-------------------------------------------------|
| x: Request for Cabin Heating [-]                |
| y: Cooling Temperature Setpoint [deg C]         |
| z: Engine coolant temperature Threshold [deg C] |

| y:     | x: | 0      | 1      | 2      | 3      |
|--------|----|--------|--------|--------|--------|
| 84.96  |    | 81.96  | 81.96  | 81.96  | 81.96  |
| 94.96  |    | 91.96  | 91.96  | 91.96  | 91.96  |
| 104.96 |    | 101.96 | 101.96 | 101.96 | 101.96 |
| 109.96 |    | 101.96 | 101.96 | 101.96 | 101.96 |

|               |                  |                                                             |               |
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#### 4.3 Limitation Of Predictive Torque Strategy

| Limitation Of Predictive Torque Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Remarks                                                                                                                                                                                                       |
|------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                                  | Calculation of the maximum and minimum torque, which will be available for a defined duration. For nominal driving the predictive torque limits are used by the motor ECU to calculate the set-points for the electric drive motor. A limitation/reduction of the predictive torque is done, if one of the involved components (HV battery, electrical machine, drive motor control unit) is at the limit of its specified performance level.                                                         |                                                                                                                                                                                                               |
| Action                                   | The predicted torque limits are calculated using predicted battery current and voltage under consideration of actual speed, temperatures of drive motor and drive motor control module. The minimum of all limited torques is taken as limited predictive torque.<br>The motor ECU will ensure, that the torque set-point for the drive motor stays within the predicted torque limits and associated time duration.                                                                                  |                                                                                                                                                                                                               |
| Parameter (I/O)                          | <p>In:</p> <p>DC Link Current Limits (min/max)</p> <p>DC Link Predictive Current Limits (min/max)</p> <p>Electric Drive Motor Position</p> <p>High Voltage Battery: Predictive Voltage</p> <p>Maximum Torque Limit of Electric Drive Motor</p><br><p>Minimum Torque Limit of Electric Drive Motor</p><br><p>Phase U Current of DMCM</p> <p>Phase V Current of DMCM</p> <p>Phase W Current of DMCM</p> <p>Out:</p> <p>Base Speed of Electric Drive Motor</p> <p>Predictive Torque Limits (min/max)</p> | <p><b>Provided by:</b> Power Electronics Overheating Protection Strategy, Torque Derating Strategy</p> <p><b>Provided by:</b> Power Electronics Overheating Protection Strategy, Torque Derating Strategy</p> |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|                  |                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                         |
|------------------|---------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Condition        | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active. | The limitation is active when the performance of electrical components (HV Battery, electrical Machine, Drive motor control unit) is limited.                                                                                                                                                                                                           |
| In-Use Frequency | Low                                                                                                                       | Low in-use frequency is expected for the limitation of the predictive torque. This control strategy limitation of predictive torque can only be encountered when driving at high-load with trailer over long time in conjunction with high ambient air temperatures, at very high or low SOC of High Voltage Battery or very high speed of Drive Motor. |
| Emission Impact  | Low                                                                                                                       | Increased emission by combustion engine due to loss of drive motor performance.                                                                                                                                                                                                                                                                         |
| Justification    | A1 = The need for the device is justified in terms of protecting the engine against damage.                               | Component protection for High Voltage Battery and Electric Drive Motor                                                                                                                                                                                                                                                                                  |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                              |                                                                                                                                                                                                                                                                                                                                                         |

#### Additional Information:

#### See:

[Figure -5-](#)

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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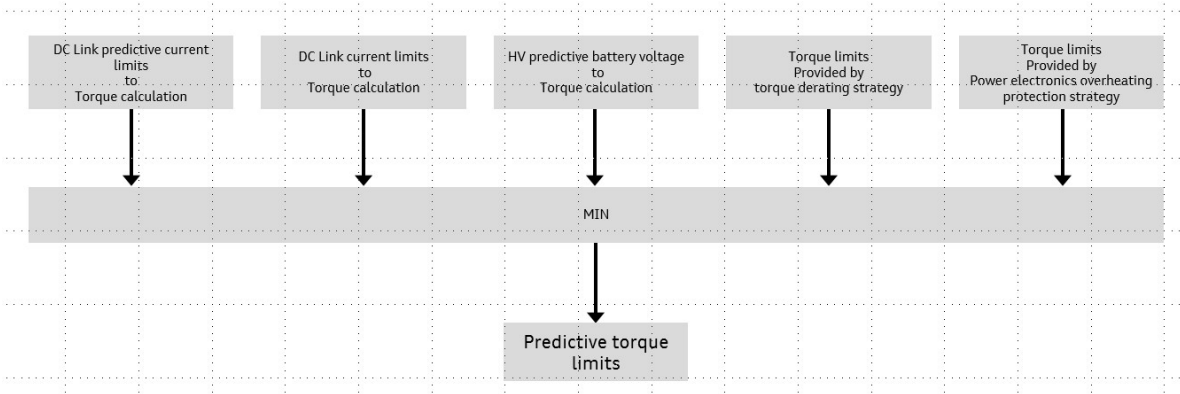


**Figure 5: Calculation principle of predictive torque limit**

|               |                  |                                                             |               |
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#### 4.4 Power Electronics Overheating Protection Strategy

| Power Electronics Overheating Protection Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Remarks |
|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Purpose                                           | <p>Engine / Component protection:<br/>Protection of:</p> <ul style="list-style-type: none"> <li>• Drive Motor Control Module (DMCM)</li> <li>• Drive Motor (DM)</li> </ul> <p>To avoid damage by overheating.</p> <p>Overheating will destroy the isolation of the copper wires inside the DM. This leads to reduction of lifetime and electrical shortcut of the Stator and shut down of the DM.</p> <p>If Rotor gets too hot the rare earth magnets will be demagnetized which leads to a permanent reduction of power.</p> <p>Overheating of DMCM leads to failures of the electrical components inside the DMCM. This leads to shut down of the DMCM and the DM.</p> <p>As there is no sensor close to the temperature hotspot or there is no sensor available, the temperature of the components will be modelled. Because of accuracy of the models, overheating strategy starts related to the accuracy of the modeled temperature signals.</p> |         |
| Action                                            | <p>If the determined component temperature reaches the enable condition, the Torque, provided by the electrical machine and the maximum DM speed limit, will be reduced. With less torque less current will heat up the components. Temperature will decrease or reach a steady state below the critical temperature design limit.</p> <p>Shift of demanded torque to the combustion engine.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |         |
| Parameter (I/O)                                   | <p>In:</p> <p>AC-Connector Temperature of DMCM</p> <p>Coolant Temperature of DMCM</p> <p>DC-Connector Temperature of DMCM</p> <p>Electric Engine Rotor Temperature</p> <p>Electric Engine Stator Temperature</p> <p>Junction of IGBT and Diode Temperature</p> <p>Power Module AC Bus Bar Terminal Temperature</p> <p>X-Capacitor Temperature of DMCM</p> <p>Y-Capacitor Temperature of DMCM</p> <p>Out:</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |         |

|               |                  |                                                             |               |
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|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  | <p>Electric Engine Speed Maximum</p> <p>Maximum Torque Limit of Electric Drive Motor</p> <p>Minimum Torque Limit of Electric Drive Motor</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p><b>Input for:</b> <a href="#">Engine Speed Limiter Strategy</a><br/>Input for "Torque request to the Electric Drive"</p> <p><b>Input for:</b> <a href="#">Limitation Of Predictive Torque Strategy</a><br/>Input for "Torque request to the Electric Drive"</p> <p><b>Input for:</b> <a href="#">Limitation Of Predictive Torque Strategy</a><br/>Input for "Torque request to the Electric Drive"</p> |
| Condition        | <p>Enabling Conditions [OR]:</p> <ul style="list-style-type: none"> <li>• Electric Engine Stator Temperature <a href="#">Curve 1 [Stator temperature derating]</a></li> <li>• Electric Engine Rotor Temperature <a href="#">Curve 2 [rotor temperature derating]</a></li> <li>• Junction of IGBT and Diode Temperature <a href="#">Curve 3 [Junction IGBT and Diode derating]</a></li> <li>• X-Capacitor Temperature of DMCM <a href="#">Curve 4 [X-Capacitor derating]</a></li> <li>• Y-Capacitor Temperature of DMCM <a href="#">Curve 5 [Y-Capacitor derating]</a></li> <li>• AC-Connector Temperature of DMCM <a href="#">Curve 6 [AC-Connector derating]</a></li> <li>• Power Module AC Bus Bar Terminal Temperature <a href="#">Curve 7 [Power Module AC Bus Terminal derating]</a></li> <li>• DC-Connector Temperature of DMCM <a href="#">Curve 8 [DC-Connector Temperature derating]</a></li> <li>• Coolant Temperature of DMCM <a href="#">Curve 9 [Coolant Temperature derating]</a></li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>• If "Enabling Conditions" including smallest technical possible anti-toggling-hysteresis are not fulfilled.</li> </ul> |                                                                                                                                                                                                                                                                                                                                                                                                           |
| In-Use Frequency | Low                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Low in-use frequency expected. This control strategy can only be encountered when driving at high-load with trailer over long time in conjunction with high ambient air temperatures                                                                                                                                                                                                                      |

|               |                  |                                                             |               |
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|                 |                                                                                             |                                                                                 |
|-----------------|---------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| Emission Impact | Low                                                                                         | Increased emission by combustion engine due to loss of drive motor performance. |
| Justification   | A1 = The need for the device is justified in terms of protecting the engine against damage. | The calibration of the strategy will be evaluated by tests.                     |
| Interaction     | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                |                                                                                 |

### Curve 1 [Stator temperature derating]

x: modelled statortemperature [degC]

y: torque limitation [%]

| x: | 0   | 20  | 30  | 40  | 50  | 60  | 70  | 80  | 90  | 100 | 115 | 125 | 135 | 145 | 155 | 175 | 185 | 190 | 195 | 200 |
|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| y: | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 0   | 0   | 0   | 0   |

### Curve 2 [rotor temperature derating]

x: modelled Rotortemperature [degC]

y: torque limitation [%]

| x: | 0   | 20  | 30  | 40  | 50  | 60  | 70  | 80  | 90  | 100 | 115 | 120 | 130 | 145 | 155 | 175 | 180 | 185 | 190 | 200 |
|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| y: | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 0   | 0   | 0   | 0   | 0   | 0   |

### Curve 3 [Junction IGBT and Diode derating]

x: modelled Junction IGBT temperature [degC]

y: AC current limit [A]

| x: | -40    | 0      | 100    | 110    | 120    | 130    | 140    | 150 | 160 | 170 |
|----|--------|--------|--------|--------|--------|--------|--------|-----|-----|-----|
| y: | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 0   | 0   | 0   |

### Curve 4 [X-Capacitor derating]

x: modelled X-Capacitor temperature [degC]

y: AC current limitation [A]

| x: | -40    | 0      | 50     | 60     | 70     | 80     | 90     | 100    | 103 | 110 |
|----|--------|--------|--------|--------|--------|--------|--------|--------|-----|-----|
| y: | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 0   | 0   |

### Curve 5 [Y-Capacitor derating]

x: modelled Y-Capacitor temperature [degC]

y: AC current limit [A]

| x: | -40    | 0      | 50     | 60     | 70     | 80     | 90     | 100    | 105 | 110 |
|----|--------|--------|--------|--------|--------|--------|--------|--------|-----|-----|
| y: | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 0   | 0   |



|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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#### Curve 6 [AC-Connector derating]

x: modelled AC-Connector temperature [degC]

y: AC current limit [A]

|    |        |        |        |        |        |        |        |        |        |        |
|----|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| x: | -40    | 0      | 50     | 75     | 100    | 125    | 150    | 170    | 175    | 200    |
| y: | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 |

#### Curve 7 [Power Module AC Bus Terminal derating]

x: modelled Power Module AC Bus Terminal Temperature [degC]

y: AC current limits [A]

|    |        |        |        |        |        |        |        |        |     |     |
|----|--------|--------|--------|--------|--------|--------|--------|--------|-----|-----|
| x: | -40    | 0      | 50     | 75     | 100    | 125    | 150    | 170    | 173 | 200 |
| y: | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 0   | 0   |

#### Curve 8 [DC-Connector Temperature derating]

x: Modelled Temperature of DC Connector [degC]

y: AC current limit [A]

|    |        |        |        |        |        |        |        |        |     |     |
|----|--------|--------|--------|--------|--------|--------|--------|--------|-----|-----|
| x: | -40    | 0      | 50     | 75     | 100    | 125    | 150    | 170    | 175 | 200 |
| y: | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 919.24 | 0   | 0   |

#### Curve 9 [Coolant Temperature derating]

x: modelled coolant temperature [degC]

y: AC current limit [A]

|    |        |        |        |     |     |
|----|--------|--------|--------|-----|-----|
| x: | -40    | 0      | 65     | 105 | 150 |
| y: | 919.24 | 919.24 | 919.24 | 0   | 0   |

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#### 4.5 Start-Stop Function Strategy

| Start-Stop Function Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Remarks                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                      | The main task of the Start-Stop Function Strategy is the reduction of fuel consumption by the internal combustion engine.                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                           |
| Action                       | The Start-Stop Function Strategy determines the Start-Stop operations of the internal combustion engine.                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                           |
| Parameter (I/O)              | <p>In:</p> <p>Accelerator Pedal Position</p> <p>Brake Hold System State</p> <p>Brake Light Switch State</p> <p>Brake Pressure</p> <p>Brake Test Switch State</p> <p>Drive Mode</p> <p>Driver Presence State</p> <p>Electric Park Brake State</p> <p>Engine Speed</p> <p>High Voltage Battery: Discharge Power</p> <p>High Voltage Battery: State of Charge</p> <p>High Voltage Battery: Temperature</p> <p>Request for Start-Stop Function: Engine Start Request</p> | <p>automatic transmission only</p> <p><b>Provided by:</b> <a href="#">Drive Mode Selection Strategy</a></p> <p>see 'Additional Information' for detailed list of inputs from 'Driver Presence State'</p> <p><b>Provided by:</b> <a href="#">Air Conditioning Strategy</a></p> <p>see 'Additional Information' for detailed list of active participants and engine specific influences</p> |

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|  | <p>Request for Start-Stop Function: Engine Stop Inhibition</p> <p>Road Gradient</p> <p>Start-Stop Switch State</p> <p>Transmission Information: Shift Lever Position</p> <p>Vehicle Speed</p> <p>Wheel Speed</p> <p>Out:</p> <p>Start-Stop Function: Engine Start Inhibition</p> <p>Start-Stop Function: Engine Start Request</p> <p>Start-Stop Function: Engine Stop Inhibition</p> <p>Start-Stop Function: Engine Stop Request</p> <p>Start-Stop Function: State</p> | <p><b>Provided by:</b> Air Conditioning Strategy, Canister Purge Strategy, Catalyst Heating Strategy</p> <p>see 'Additional Information' for detailed list of active participants and engine specific influences</p> <p>automatic transmission only</p> <p><b>Input for:</b> Acceleration Deceleration Compensation Strategy</p> |
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| Condition | <p><b>About priority:</b><br/>Any feature can either start the engine by start request and/or inhibit it from stopping (through respective 'Enabling conditions'). An engine stop is only provided if none of the features listed below sets a stop inhibition (respective 'Disabling conditions' fulfilled) and a stop request is provided.</p> <p>First activation of ignition always leads to an engine start (first start). After the first engine stop and successful plausibility checks of shift lever position, brake pedal (automatic transmissions) or neutral gear and clutch pedal (manual transmissions) system works according to feature description below.</p> <p>For a stop request with a manual transmission it is required to shift to neutral and to release the clutch pedal, with an automatic transmission the accelerator pedal has to be released.</p> <p><b>Difference between the terminology 'vehicle standstill', 'rolling stop' and 'coasting':</b></p> <p>Vehicle standstill:<br/>- Vehicle speed &lt; 1 km/h</p> <p>Rolling stop:<br/>- Vehicle speed between 2 km/h and 12 km/h<br/>and<br/>- Minimum deceleration continually between 0.22 m/s<sup>2</sup> and 4.5 m/s<sup>2</sup> without intermission for a time between 0 s and 2 s depending on vehicle speed commencing deceleration</p> <p>Coasting:<br/>- Coasting State active (only automatic transmissions). During active coasting the speed limits may differ (depending on project, see Coasting Function Strategy)</p> <p><b>Feature 'Start-Stop switch':</b><br/>The switch state is 'default on' at the start of every driving cycle to enable the start-stop functionality. When the start-stop switch is deactivated by driver there will be a permanent engine stop inhibition independent of any feature mentioned below. In order to prevent misuse by multiple de-/activations of the start-stop switch during standstill a permanent stop inhibition may become active for a certain time (reset of stop inhibition when vehicle speed &gt; 2 km/h or after a certain time). Selecting certain drive modes (e.g. 'Eco' or 'Efficiency') may lead to an automatic reactivation of start-stop.</p> <p><b>Feature 'Active participants' and engine specific influences:</b><br/>Engine start request or stop inhibition due to ECM-external start-stop requests of active participants or engine specific influences</p> |  |
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|  | <p>(see 'Additional Information' for detailed list). In case of an active participant failure an engine stop is inhibited for the whole driving cycle.</p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>- Engine start request or stop inhibition of one or several active participants or engine specific influences</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- No start request and stop inhibition of any active participants or engine specific influences</li> </ul> <p><b>Feature 'User presence and safety':</b><br/>Engine start or stop inhibition due to safety operations. The current state of the combustion engine shall remain (running or not running).</p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>- Presence state: Driver absence detected</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- Presence State: Driver detected</li> </ul> <p><b>Feature 'Shift lever position/Operation mode' (automatic transmission only):</b><br/>Engine start request and stop inhibition due to certain shift lever positions, drive modes (depending on project, e.g. 'Sport' mode or 'Offroad' mode). There is no default mode that automatically leads to a start request or stop inhibition at the beginning of a driving cycle.</p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>- Activation of respective shift lever position, drive mode that leads to start request and stop inhibition</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- If 'Enabling conditions' are not fulfilled</li> </ul> <p><b>Feature 'Low battery energy':</b><br/>Engine start request and stop inhibition depending on low energy of battery.</p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>- SoC of battery &lt; <a href="#">Curve 1</a> [SoC threshold for stop disable in vehicle state "driving" dependent on target SoC and drive mode]</li> <li>- SoC of battery &lt; <a href="#">Curve 2</a> [SoC threshold for stop disable in vehicle state "driving" dependent on target SoC and drive mode]</li> </ul> <p>(only Drive Mode Sport)</p> |  |
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|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  | <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- SoC of battery exceeds limit mentioned in 'Enabling conditions' considering an adequate hysteresis</li> </ul> <p><b>Feature 'Battery temperature':</b><br/>Engine start request and stop inhibition depending on battery temperature.</p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>- Relative temperature of high voltage battery &lt; 25 % or &gt; 84 % depending on temperatures according to the following table:<br/><a href="#">Curve 3 [Relative temperature of HV battery]</a></li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- Temperature of high voltage battery is within limits mentioned in 'Enabling conditions' considering an adequate hysteresis</li> </ul> <p><b>Feature 'Discharge power of high voltage battery':</b><br/>Engine stop inhibition due to high discharge power of high voltage battery taking the engine start torque reserve and energy consumption of auxiliary loads into account.</p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>- Discharge power &gt; 28 kW</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- Discharge power &lt; 12 kW</li> </ul> <p><b>Feature 'Brake pressure' (automatic transmission only):</b><br/>Engine start request and stop inhibition due to low brake pressure.</p> <p>Enabling conditions at standstill:</p> <ul style="list-style-type: none"> <li>- Brake pressure too low to stop vehicle from creeping or rolling considering current engine speed and road gradient (depending on project regarding transmission type, brake system and vehicle characteristic). If brake hold system is active a start request may depend on the accelerator pedal.</li> </ul> <p>Enabling conditions in rolling stop:</p> <ul style="list-style-type: none"> <li>- Brake switch not applied or brake pressure below threshold or deceleration thresholds (see above) not met. The feature tries to determine the driver's intent to keep moving rather than coming to a full stop.</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- If 'Enabling conditions' are not fulfilled considering an adequate hysteresis</li> </ul> <p><b>Feature 'Engine speed':</b></p> |  |
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|  | <p>Engine stop inhibition due to high speed of engine.</p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>- Speed of engine &gt; 1850 1/min</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- If 'Enabling conditions' are not fulfilled considering an adequate hysteresis</li> </ul> <p><b>Feature 'Engine restart quality during rolling stop':</b><br/>Stop inhibition if engine restart time is inadequate during rolling stop to avoid hesitation in case of a change of mind during stopping.</p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>- Restart time &gt; 1,1 s</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- 3 restarts shorter than time mentioned in 'Enabling conditions'</li> </ul> <p><b>Feature 'Driving situation':</b><br/>Additional driving situations that may influence the start-stop behavior (depending on project):</p> <ul style="list-style-type: none"> <li>- Parking or low speed maneuvering detected</li> <li>- Stop &amp; Go traffic detected</li> <li>- For uninterrupted driveaway readiness while assisted driving the cruise control system predicts a prompt continuation of forward moving traffic and extends its stop inhibition for up to 15s</li> <li>- High frequent stops by changing between active and inactive coasting to avoid misuse</li> </ul> |  |
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|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| In-Use Frequency | <p>High</p> <p><b><u>Feature classification:</u></b></p> <p><u>High:</u><br/>'Active participants'<br/>'User presence and safety'<br/>'Shift lever position/Operation mode' (automatic transmission only)<br/>'Brake pressure' (automatic transmission only)"<br/>'Engine speed'</p> <p><u>Medium:</u><br/>'Start-Stop switch'<br/>'Battery energy'<br/>'Battery temperature'<br/>'Discharge power of high voltage battery'<br/>'Driving situation'</p> <p><u>Low:</u><br/>'Engine restart quality during rolling stop'</p> |                                                                                                                                            |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                            |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                                                                                                                                                                                                                                                                                                                                    | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                            |

#### Additional Information:

##### List of active participants (depending on vehicle specific accessories):

- Air Condition/Thermal Management
- Brake System
- Chassis Level Control
- Convertible Top Control
- Cruise Control
- Differential Lock
- Electric Energy Management
- Engine Control Management



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- Front Axle Lift
- Keyless Entry System
- Innodrive
- Multifunctional Control Unit
- Predictive Efficiency Assistant (e.g. navigation data, camera information)
- Power Steering
- Park Assistant Systems
- Quattro Sport Differential Control
- Trailer Steering Assistant
- Transmission

#### **List of engine specific influences:**

Engine start requests for gasoline and diesel engines:

- Brake booster vacuum too low
- Belt start generator diagnostics
- Engine coolant temperature too low/high
- Engine oil temperature too low/high
- Heating of catalytic converter
- Operating modes coordinator
- Particulate filter regeneration
- SCR system (e.g. defrost, regeneration)

Engine stop inhibitions for gasoline and diesel engines:

- Ambient pressure too low (e.g. 600 hPa ... 770 hPa)
- Brake booster vacuum too low
- Belt start generator diagnostics
- Camshaft adaption
- Cylinder head temperature too low/high
- Engine coolant temperature too low/high (e.g.  $T < 19 \dots 68 \text{ }^{\circ}\text{C}$  or  $T > 102 \dots 118 \text{ }^{\circ}\text{C}$ )
- Engine oil temperature too low/high
- Engine fan control
- Friction torque adaption
- Heating of catalytic converter
- Lambda/NOx sensors
- Neutral gear plausibility check
- OBD diagnostics
- Oil heating
- Operating modes coordinator
- Particulate filter regeneration
- Piston cooling
- Timing chain elongation
- Turbocharger protection

Engine stop inhibitions for gasoline engines:

- Air intake system
- Camshaft shifting (AVS)
- Canister purge
- CNG quality adaption
- CNG filling
- CNG valve adaption
- Cylinder cut-off
- Dilution of engine oil
- Mixture adaption

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- Oil outgassing
- Secondary air diagnostics
- Tank leak diagnostics
- Tank ventilation valve
- Unknown ethanol concentration

Engine stop inhibitions for diesel engines:

- Exhaust system regeneration
- Fuel temperature too low/high
- Glow plugs control
- SCR system (e.g. defrost, regeneration)
- Special speed controller

**Main influences of 'Presence State' for safety operations:**

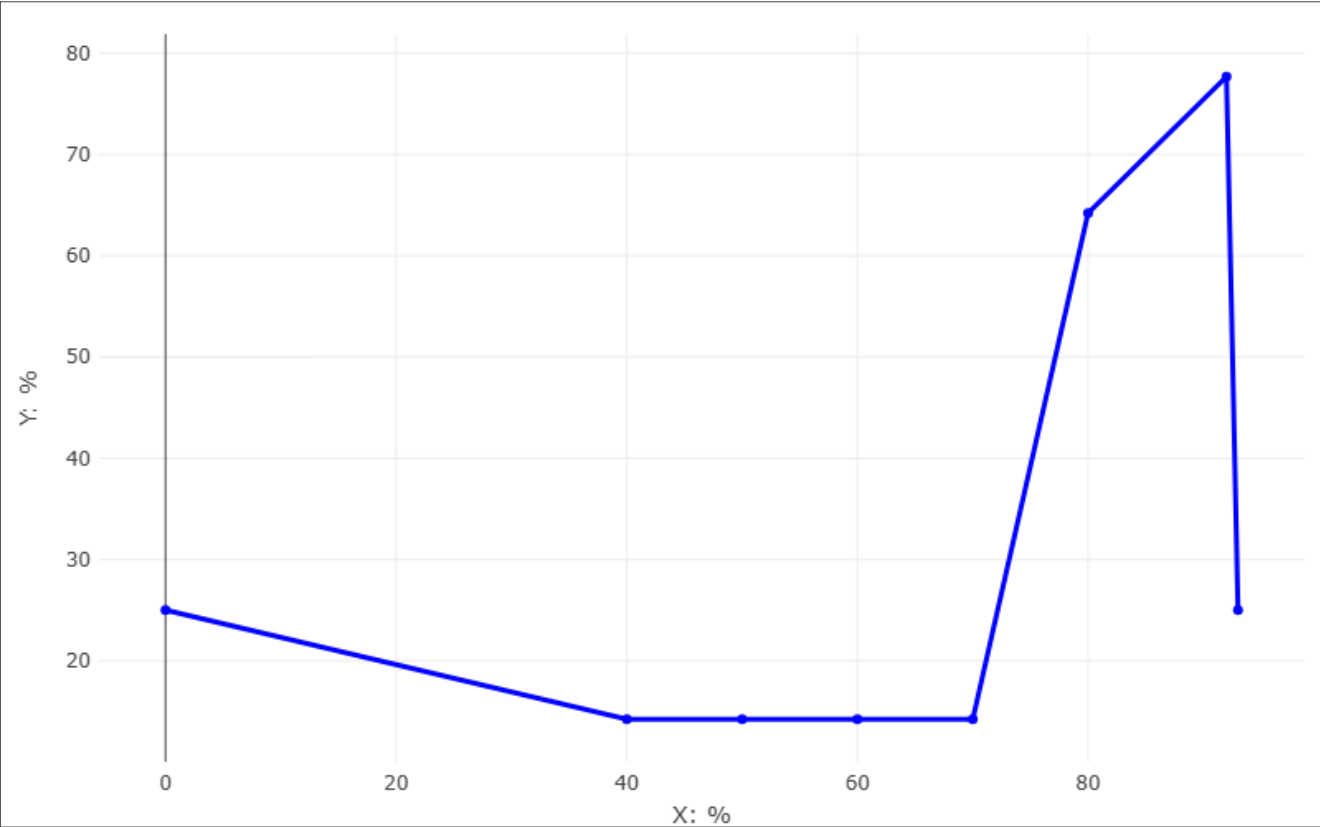
- Driver's Door State, Overall Door State (only light duty vehicles)
- Driver's Seat Belt State
- Hood State/Front Trunk Lid State
- Park Assistant Systems
- Seat Occupancy State
- Start-Stop Switch State
- Vehicle Speed
- Automatic transmission: Shift Lever Position, Brake Light Switch State, Brake Test Switch State, Brake Pressure, Accelerator Pedal, State of Electric Parking Brake/Hold system (depending on project)
- Manual transmission: Upper Clutch Pedal Switch State, Lower Clutch Pedal Switch State

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**Curve 1 [SoC threshold for stop disable in vehicle state "driving" dependent on target SoC and drive mode]**

x: HV battery target SoC [%]

y: Minimum SoC for Start-Stop function [%]

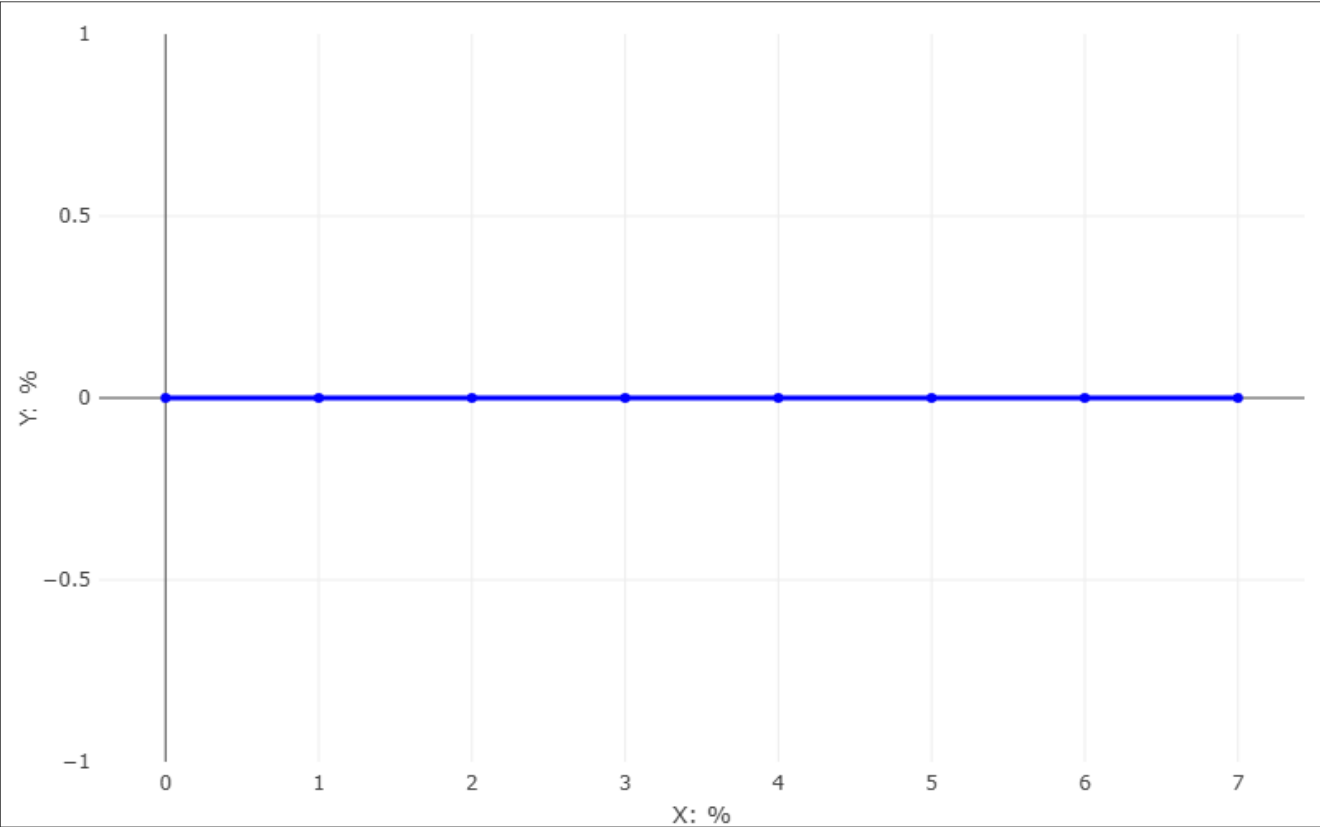


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**Curve 2 [SoC threshold for stop disable in vehicle state "driving" dependent on target SoC and drive mode]**

x: HV battery target SoC [%]

y: Minimum SoC for Start-Stop function [%]

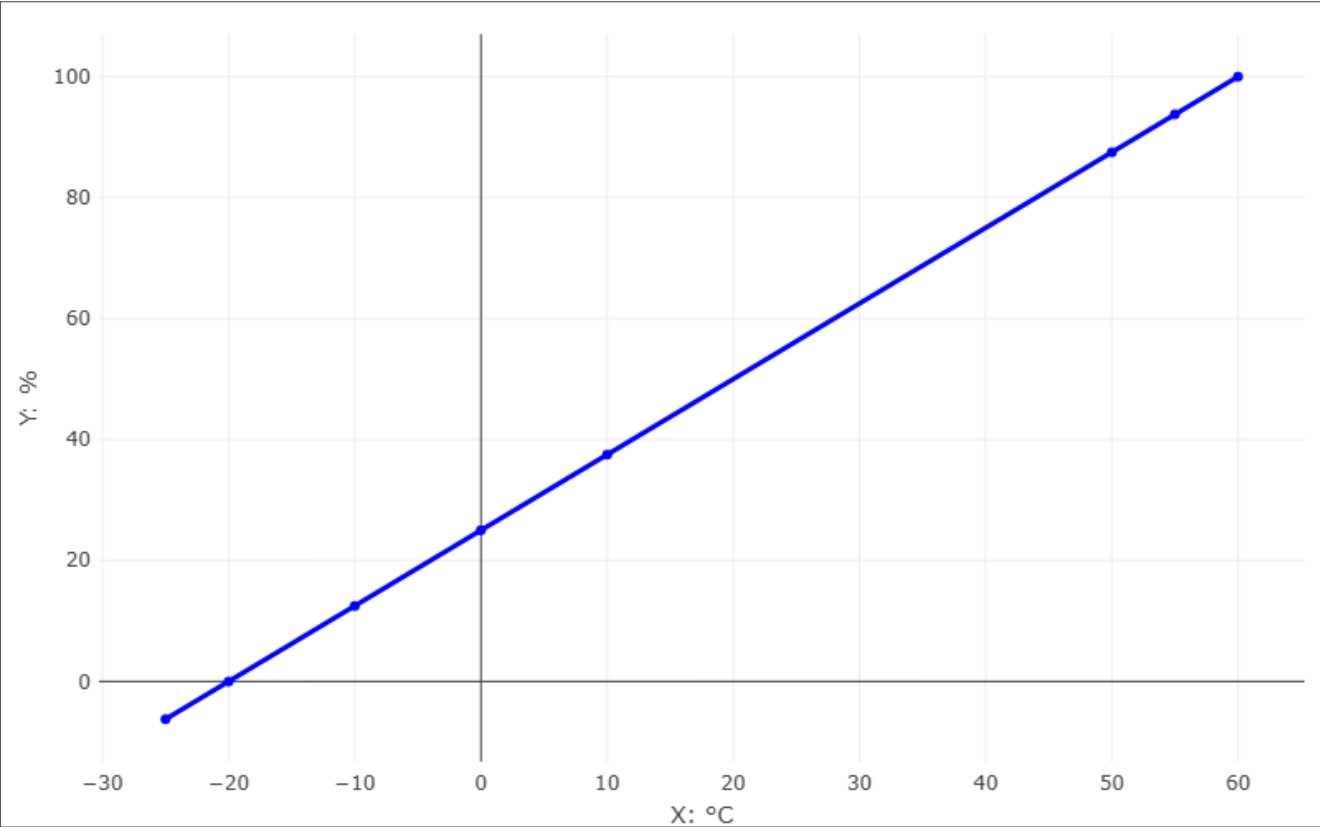


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**Curve 3 [Relative temperature of HV battery]**

x: Actual temperature of HV battery [°C]

y: Relative temperature of HV battery [%]



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#### 4.6 Torque Derating Strategy

| Torque Derating Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Remarks                                                                                                                             |
|--------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                  | <p>Necessary to ensure the permissible operating range of Drive Motor.</p> <p>The permissible operating range is limited by Bus-Signals or by values, which are fixed by the specification of the power electronic unit or drive motor.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                     |
| Action                   | <p>The observance of the permissible operating range is ensured by limiting the torque of the drive if one of the enable conditions is violated.</p> <p>Calculation of torque limitations for Drive Motor under consideration of available DC Current and Voltage of High Voltage Battery, torque thresholds from Motor ECU and speed of drive motor.</p> <p>If the available DC Current is violated, the high voltage battery may be damaged because of overheating.</p> <p>If the maximum or minimum high voltage is violated the high voltage battery may be damaged because of cell failures.</p> <p>If the torque thresholds of the motor ECU are violated the transmission gearbox may be damaged because of overstress.</p> <p>If the speed of the motor is too high or low it might be damaged because of rotor or bearing failure.</p> |                                                                                                                                     |
| Parameter (I/O)          | <p>In:</p> <p>DC Link Current</p> <p>DC Link Current Limits (min/max)</p> <p>DC Link Voltage</p> <p>Electric Drive Motor Position</p> <p>High Voltage Battery: Predictive Voltage</p> <p>High Voltage Battery: Voltage Limits (min/max)</p> <p>Maximum Torque Limit from Engine Control Unit</p> <p>Minimum Torque Limit from Engine Control Unit</p> <p>Phase U Current of DMCM</p> <p>Phase V Current of DMCM</p> <p>Phase W Current of DMCM</p> <p>Out:</p> <p>Maximum Torque Limit of Electric Drive Motor</p> <p>Minimum Torque Limit of Electric Drive Motor</p>                                                                                                                                                                                                                                                                          | <p><b>Input for:</b> Limitation Of Predictive Torque Strategy</p> <p><b>Input for:</b> Limitation Of Predictive Torque Strategy</p> |

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|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Condition        | <p>Enabling Conditions [OR]</p> <ul style="list-style-type: none"> <li>• Upper torque limits <a href="#">Map 1 [Upper Torque Limits]</a></li> <li>• Lower torque limits <a href="#">Map 2 [Lower torque limits]</a></li> <li>• DC Link Voltage &lt; High Voltage Battery: Voltage Limits min</li> <li>• DC Link Voltage &gt; High Voltage Battery: Voltage Limits max</li> <li>• DC Link Current &gt; DC Link Current Limits max</li> <li>• DC Link Current &lt; DC Link Current Limits min</li> <li>• Torque limits of Engine Control Unit reached</li> <li>• High Voltage limits reached</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>• If "Enabling Conditions" including smallest technical possible anti-toggling-hysteresis are not fulfilled.</li> </ul> |                                                                                                                                                                                                                                                                                                                                                                                                                    |
| In-Use Frequency | Low                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>Low in-use frequency expected. This control strategy can only be encountered when driving at very high or low SOC of High Voltage Battery or very high speed. By design the torque set-point of the Motor ECU is chosen in a way, that the enable conditions should not become valid. The torque derating to ensure the permissible operating range should therefor only occur, for a short period of time.</p> |
| Emission Impact  | Low                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Increased emission by combustion engine due to loss of drive motor performance.                                                                                                                                                                                                                                                                                                                                    |
| Justification    | A1 = The need for the device is justified in terms of protecting the engine against damage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Component protection for High Voltage Battery and Electric Drive Motor                                                                                                                                                                                                                                                                                                                                             |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                    |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

### Map 1 [Upper Torque Limits]

x: DM Speed [rpm]

y: DC Voltage [V]

z: Torque [Nm]

| y:  | x: | -7700 | -7600 | -7500 | -7200 | -7100 | -7000 | -6000 | -5000 | -4500 | -4000 | -3500 | -3250 |
|-----|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 193 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 194 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 195 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 200 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 220 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 240 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 260 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 285 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 300 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 320 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 350 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 360 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 380 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 400 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 415 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 430 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 450 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 455 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 456 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 457 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 458 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |



|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

**Map 1 [Upper Torque Limits]**

x: DM Speed [rpm]

y: DC Voltage [V]

z: Torque [Nm]

| y:  | x: | -3000 | -2500 | -1500 | -1000 | -500 | -250 | -20 | -10 | 0   | 250 | 500 | 750 |
|-----|----|-------|-------|-------|-------|------|------|-----|-----|-----|-----|-----|-----|
| 193 | 0  | 0     | 0     | 0     | 0     | 0    | 0    | 0   | 0   | 0   | 0   | 0   | 0   |
| 194 | 0  | 0     | 0     | 0     | 0     | 0    | 0    | 0   | 0   | 0   | 0   | 0   | 0   |
| 195 | 0  | 0     | 0     | 0     | 0     | 0    | 0    | 0   | 0   | 0   | 0   | 0   | 0   |
| 200 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 220 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 240 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 260 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 285 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 300 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 320 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 350 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 360 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 380 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 400 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 415 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 430 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 450 | 0  | 0     | 0     | 0     | 0     | 0    | 300  | 300 | 300 | 300 | 300 | 300 | 300 |
| 455 | 0  | 0     | 0     | 0     | 0     | 0    | 0    | 0   | 0   | 0   | 0   | 0   | 0   |
| 456 | 0  | 0     | 0     | 0     | 0     | 0    | 0    | 0   | 0   | 0   | 0   | 0   | 0   |
| 457 | 0  | 0     | 0     | 0     | 0     | 0    | 0    | 0   | 0   | 0   | 0   | 0   | 0   |
| 458 | 0  | 0     | 0     | 0     | 0     | 0    | 0    | 0   | 0   | 0   | 0   | 0   | 0   |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

**Map 1 [Upper Torque Limits]**

x: DM Speed [rpm]

y: DC Voltage [V]

z: Torque [Nm]

| y:  | x:  | 1000 | 1500 | 2000 | 2500 | 3000 | 3250 | 3500 | 4000 | 4500 | 5000 | 6000 | 7000 |
|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| 193 | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 194 | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 195 | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 200 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 220 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 240 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 260 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 285 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 300 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 320 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 350 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 360 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 380 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 400 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 415 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 430 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 450 | 300 | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  | 300  |
| 455 | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 456 | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 457 | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 458 | 0   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

**Map 1 [Upper Torque Limits]**

x: DM Speed [rpm]

y: DC Voltage [V]

z: Torque [Nm]

| y:  | x:  | 7250 | 7500   | 7700 | 7900 | 8000 |
|-----|-----|------|--------|------|------|------|
| 193 | 0   | 0    | 0      | 0    | 0    | 0    |
| 194 | 0   | 0    | 0      | 0    | 0    | 0    |
| 195 | 0   | 0    | 0      | 0    | 0    | 0    |
| 200 | 300 | 300  | 39.46  | 0    | 0    | 0    |
| 220 | 300 | 300  | 44.29  | 0    | 0    | 0    |
| 240 | 300 | 300  | 49.2   | 0    | 0    | 0    |
| 260 | 300 | 300  | 54.14  | 0    | 0    | 0    |
| 285 | 300 | 300  | 60.34  | 0    | 0    | 0    |
| 300 | 300 | 300  | 64.11  | 0    | 0    | 0    |
| 320 | 300 | 300  | 69.21  | 0    | 0    | 0    |
| 350 | 300 | 300  | 76.98  | 0    | 0    | 0    |
| 360 | 300 | 300  | 79.64  | 0    | 0    | 0    |
| 380 | 300 | 300  | 85.02  | 0    | 0    | 0    |
| 400 | 300 | 300  | 90.5   | 0    | 0    | 0    |
| 415 | 300 | 300  | 94.64  | 0    | 0    | 0    |
| 430 | 300 | 300  | 98.81  | 0    | 0    | 0    |
| 450 | 300 | 300  | 104.45 | 0    | 0    | 0    |
| 455 | 0   | 0    | 0      | 0    | 0    | 0    |
| 456 | 0   | 0    | 0      | 0    | 0    | 0    |
| 457 | 0   | 0    | 0      | 0    | 0    | 0    |
| 458 | 0   | 0    | 0      | 0    | 0    | 0    |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## Map 2 [Lower torque limits]

x: DM Speed [rpm]

y: DC Voltage [V]

z: Torque [Nm]

| y:  | x: | -7700 | -7600 | -7500 | -7200 | -7100 | -7000 | -6000 | -5000 | -4500 | -4000 | -3500 |
|-----|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 193 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 194 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 195 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 200 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 220 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 240 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 260 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 285 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 300 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 320 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 350 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 360 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 380 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 400 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 415 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 430 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 450 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 455 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 456 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 457 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| 458 | 0  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## Map 2 [Lower torque limits]

x: DM Speed [rpm]

y: DC Voltage [V]

z: Torque [Nm]

| y:  | x: | -3250 | -3000 | -2500 | -1500 | -1000 | -500 | -250 | -20  | -10  | 0    | 250  |
|-----|----|-------|-------|-------|-------|-------|------|------|------|------|------|------|
| 193 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    |
| 194 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    |
| 195 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    |
| 200 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 220 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 240 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 260 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 285 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 300 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 320 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 350 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 360 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 380 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 400 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 415 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 430 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 450 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | -300 | -300 | -300 | -300 | -300 |
| 455 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    |
| 456 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    |
| 457 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    |
| 458 | 0  | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## Map 2 [Lower torque limits]

x: DM Speed [rpm]

y: DC Voltage [V]

z: Torque [Nm]

| y:  | x:   | 500  | 750  | 1000 | 1500 | 2000 | 2500 | 3000 | 3250 | 3500 | 4000 | 4500 |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| 193 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 194 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 195 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 200 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 220 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 240 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 260 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 285 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 320 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 350 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 360 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 380 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 400 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 415 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 430 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 450 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 | -300 |
| 455 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 456 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 457 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 458 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## Map 2 [Lower torque limits]

x: DM Speed [rpm]

y: DC Voltage [V]

z: Torque [Nm]

| y:  | x:   | 5000 | 6000 | 7000 | 7250 | 7500 | 7700    | 7900 | 8000 |
|-----|------|------|------|------|------|------|---------|------|------|
| 193 | 0    | 0    | 0    | 0    | 0    | 0    | 0       | 0    | 0    |
| 194 | 0    | 0    | 0    | 0    | 0    | 0    | 0       | 0    | 0    |
| 195 | 0    | 0    | 0    | 0    | 0    | 0    | 0       | 0    | 0    |
| 200 | -300 | -300 | -300 | -300 | -300 | -300 | -39.46  | 0    | 0    |
| 220 | -300 | -300 | -300 | -300 | -300 | -300 | -44.29  | 0    | 0    |
| 240 | -300 | -300 | -300 | -300 | -300 | -300 | -49.2   | 0    | 0    |
| 260 | -300 | -300 | -300 | -300 | -300 | -300 | -54.14  | 0    | 0    |
| 285 | -300 | -300 | -300 | -300 | -300 | -300 | -60.34  | 0    | 0    |
| 300 | -300 | -300 | -300 | -300 | -300 | -300 | -64.11  | 0    | 0    |
| 320 | -300 | -300 | -300 | -300 | -300 | -300 | -69.21  | 0    | 0    |
| 350 | -300 | -300 | -300 | -300 | -300 | -300 | -76.98  | 0    | 0    |
| 360 | -300 | -300 | -300 | -300 | -300 | -300 | -79.64  | 0    | 0    |
| 380 | -300 | -300 | -300 | -300 | -300 | -300 | -85.02  | 0    | 0    |
| 400 | -300 | -300 | -300 | -300 | -300 | -300 | -90.5   | 0    | 0    |
| 415 | -300 | -300 | -300 | -300 | -300 | -300 | -94.64  | 0    | 0    |
| 430 | -300 | -300 | -300 | -300 | -300 | -300 | -98.81  | 0    | 0    |
| 450 | -300 | -300 | -300 | -300 | -300 | -300 | -104.45 | 0    | 0    |
| 455 | 0    | 0    | 0    | 0    | 0    | 0    | 0       | 0    | 0    |
| 456 | 0    | 0    | 0    | 0    | 0    | 0    | 0       | 0    | 0    |
| 457 | 0    | 0    | 0    | 0    | 0    | 0    | 0       | 0    | 0    |
| 458 | 0    | 0    | 0    | 0    | 0    | 0    | 0       | 0    | 0    |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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## 5. HVAC strategies

### 5.1 Cabin Cooling Strategy

| Cabin Cooling Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Remarks                                                                                                                                                                                                            |
|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                | Supply of cooling capacity to cool the passenger cabin. The purpose of this function is to supply the required cooling capacity as energy efficient as possible and with best NVH behavior.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                    |
| Action                 | Control to the temperature setpoint after evaporator by means of the electric Air Conditioning compressor (speed control).<br>Monitoring and control of the suction pressure, high-pressure and hot gas temperature in the refrigerant circuit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                    |
| Parameter (I/O)        | <p>In:</p> <p>Air Conditioning Compressor Power Consumption</p> <p>Air Conditioning Compressor Speed</p> <p>Air Conditioning Compressor State</p> <p>Air Conditioning Refrigerant Pressure</p> <p>Air Conditioning Refrigerant Temperature</p> <p>Ambient Air Temperature</p> <p>Available Power Thermal Management</p> <p>Cabin Fan State</p> <p>DCDC Converter Temperature</p> <p>Drive Mode</p> <p>Engine Coolant Temperature</p> <p>Evaporator Temperature</p> <p>High Voltage Battery: Temperature</p> <p>Inverter Temperature</p> <p>Request for Cabin Cooling</p> <p>System Configuration of Fluid Circuits</p> <p>Terminal 15 State</p> <p>Vehicle Speed</p> <p>Out:</p> <p>Actuation of Refrigerant Shut-Off Valve</p> <p>Adjustment of Air Conditioning Compressor Speed Setpoint</p> | <p><b>Provided by:</b> <a href="#">Air Conditioning Strategy</a></p> <p><b>Provided by:</b> <a href="#">Air Conditioning Strategy</a></p> <p><b>Provided by:</b> <a href="#">Drive Mode Selection Strategy</a></p> |



|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                      |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                  | Request for Cooling Fan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                      |
| Condition        | <p><b>Enabling Conditions:</b><br/>Request for Cabin Cooling<br/>AND<br/>Air Conditioning Compressor State<br/>AND<br/>Available Power Thermal Management<br/>AND<br/>Drive Mode<br/>AND<br/>Terminal 15 State<br/>AND<br/>Evaporator Temperature</p> <p><b>Disabling Conditions:</b><br/>If "Enabling Conditions" including smallest technical possible anti-toggling-hysteresis are not fulfilled.<br/>OR<br/>Air Conditioning Refrigerant Pressure is too high (protective reaction)<br/>OR<br/>Air Conditioning Refrigerant Pressure is too low (protective reaction)<br/>OR<br/>Air Conditioning Refrigerant Temperature is too high (protective reaction)<br/>OR<br/>Evaporator Temperature is too low (protective reaction)<br/>OR<br/>High Voltage Battery: Temperature is too high<br/>OR<br/>DCDC Converter Temperature is too high<br/>OR<br/>Inverter Temperature is too high<br/>OR<br/>Engine Coolant Temperature is too high (protective reaction)</p> | <ul style="list-style-type: none"> <li>• While cooling the cabin, the refrigerant shut-off valve will be opened.</li> <li>• The electric Air Conditioning compressor speed can be limited due to the discharge pressure and if refrigerant temperature is too high to protect the system.</li> </ul> |
| In-Use Frequency | High<br>Active if there is a cooling demand for the passenger cabin.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                      |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.<br>Increased energy consumption due to Air Conditioning system                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                      |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|               |                                                                                                                                          |                                                                                                                     |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| Justification | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | AC off during regular test cycle, only active during:<br>BRA: RDE<br>KOR: SC03, FTP75@-7°C<br>NAR: SC03, FTP75@-7°C |
| Interaction   | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                     |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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## 6. Hybrid strategies

### 6.1 HV Battery Capacity Adaption Strategy

| HV Battery Capacity Adaption Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                       | Remarks |
|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Purpose                               | Adaption of high voltage battery capacity                                                                                                                                                                                                                                                                                                                                                                             |         |
| Action                                | A target state of charge is calculated by BECM and requested from ECM hybrid operating strategy, with the goal to have a SoC-difference from start to end of a driving cycle. The SoC-difference is used for calculation of high voltage battery capacity.                                                                                                                                                            |         |
| Parameter (I/O)                       | In:<br>High Voltage Battery: Cell Voltages<br>High Voltage Battery: Energy Throughput<br>High Voltage Battery: Indicator Incorrect BECM Shutdown<br>High Voltage Battery: Indicator Powerfail<br>High Voltage Battery: Temperature<br>High Voltage Battery: Time<br>Out:<br>Request for High Voltage Battery: State Of Charge Setpoint                                                                                |         |
| Condition                             | <u>Enabling Conditions:</u><br>High Voltage Battery: Energy Throughput > 250-750 Ah<br>OR<br>High Voltage Battery: Time > 60-120 days<br>OR<br>High Voltage Battery: Indicator Powerfail = true<br>OR<br>High Voltage Battery: Indicator Incorrect BECM Shutdown = true<br><u>Disabling Conditions:</u><br>If "Enabling Conditions" including smallest technical possible anti-toggling-hysteresis are not fulfilled. |         |
| In-Use Frequency                      | Low                                                                                                                                                                                                                                                                                                                                                                                                                   |         |
| Emission Impact                       | Medium                                                                                                                                                                                                                                                                                                                                                                                                                |         |
| Justification                         | X = The device does not reduce the effectiveness of the emission control system under conditions which may reasonably be expected to be encountered in normal vehicle operation and use.                                                                                                                                                                                                                              |         |
| Interaction                           | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                                                          |         |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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## 6.2 HV Battery Cell Balancing Strategy

| HV Battery Cell Balancing Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Remarks |
|------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Purpose                            | In order to obtain the maximum energy content when charging the battery, it is necessary that all cells are kept at the same level of discharged charge. In this regard, however, differences occur during operation between the cells which balanced by targeted discharging of individual cells when the vehicle is turned off (HV battery contactors opened).                                                                                                                                                                                                                                                                |         |
| Action                             | Based on the measured voltages, capacities and states of charge, the necessary balancing time is determined for each cell. Subsequently, the identified cells are discharged via a discharge resistor for the calculated period of time.                                                                                                                                                                                                                                                                                                                                                                                        |         |
| Parameter (I/O)                    | In:<br>High Voltage Battery: BECM Operation Mode<br>High Voltage Battery: Cell Capacities<br>High Voltage Battery: Cell State of Charge<br>High Voltage Battery: Cell Voltages<br>High Voltage Battery: Temperature<br>Out:<br>High Voltage Battery: Cell Balancing Duration                                                                                                                                                                                                                                                                                                                                                    |         |
| Condition                          | Enabling Conditions: <ul style="list-style-type: none"> <li>Active as long as Disabling Conditions are not fulfilled</li> </ul> Disabling Conditions: <ul style="list-style-type: none"> <li>High battery temperature</li> </ul> OR <ul style="list-style-type: none"> <li>Low cell voltage</li> </ul> OR <ul style="list-style-type: none"> <li>BECM changes to drive mode "HV_on" (main contactors closed)</li> </ul> Calculation of balancing time: <ul style="list-style-type: none"> <li>After BECM changes to operation mode "HV_off" (main contactors open)</li> <li>Regular interruptions of BECM sleep mode</li> </ul> |         |
| In-Use Frequency                   | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |         |
| Emission Impact                    | Low<br>Strategy ensures storage of maximum possible energy while charging.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|               |                                                                                                                                          |                                                                                                                                            |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Justification | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction   | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                                            |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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### 6.3 HV Battery Current Limitation Strategy

| HV Battery Current Limitation Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Remarks                                                                                                                                                                                                                                                            |
|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                                | The HV battery is subject to operational restrictions regarding temperature, state of charge, internal resistance, actual voltages and past current load.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                    |
| Action                                 | The current limitation of the battery is based on values for stationary (stat) and short-term (peak) permissible currents (Istat_charge, Ipeak_charge, Istat_discharge, Ipeak_discharge) in the charging and discharging directions. These current values are based on component-related design premises and depend on temperature and state of charge. Currents below the stationary permissible current limit are released in any state. Currents between Istat and Ipeak are released until the integral(Iactual - Istat) * time reaches the value (Ipeak - Istat) * derating-time. In this case, the actual, dynamically released Idyn current is continuously reduced from the value Ipeak to the value Istat. In addition, a voltage controller prevents a violation of the minimum and maximum permissible voltages at the cell level (uCellMin / uCellMax) | Istat_charge = 0A – 69A<br>Ipeak_charge = 0A – 120A<br>Istat_discharge = - 67A – 0A<br>Ipeak_discharge = - 120A – 0A<br><br>Derating_time= 10s<br>uCellMin = 2,5V<br>uCellMax = 4,2V<br><br><b>See:</b><br><a href="#">Table -8-</a>                               |
| Parameter (I/O)                        | In:<br>High Voltage Battery: Cell Resistances<br>High Voltage Battery: Cell State of Charge<br>High Voltage Battery: Cell Voltages<br>High Voltage Battery: Cell-related Temperatures<br>High Voltage Battery: Current<br>Out:<br>High Voltage Battery: Charge Current Limit<br><br>High Voltage Battery: Discharge Current Limit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>Input for:</b> <a href="#">Cylinder Filling Control Strategy, Hybrid Operating Strategy</a><br><br><b>Input for:</b> <a href="#">Catalyst Heating Strategy, Cylinder Filling Control Strategy, Engine Start And Warm Up Strategy, Hybrid Operating Strategy</a> |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|                  |                                                                                                                                                                                                             |  |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Condition        | see "Action" and attached diagrams.                                                                                                                                                                         |  |
| In-Use Frequency | Medium<br>This strategy is calculated under all conditions. However, the limiting effects can only be encountered when driving at high load or extreme temperatures or border areas of the state of charge. |  |
| Emission Impact  | Low                                                                                                                                                                                                         |  |
| Justification    | X = The device does not reduce the effectiveness of the emission control system under conditions which may reasonably be expected to be encountered in normal vehicle operation and use.                    |  |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                |  |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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| TSOC   | 0.00 | 0.10 | 0.20 | 0.30 | 0.40 | 0.50 | 0.60 | 0.70 | 0.80 | 0.90 | 0.91 | 0.92 | 0.925 | 0.930 | 0.935 | 0.940 | 0.945 | 0.950 | 0.955 | 0.960 | 1.00 |
|--------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| -26 C  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| -25 C  | 5    | 5    | 5    | 5    | 5    | 4    | 3    | 2    | 1    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| -10 C  | 17   | 17   | 17   | 17   | 15   | 12   | 9    | 8    | 5    | 2    | 2    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 0 C    | 31   | 30   | 30   | 29   | 27   | 24   | 20   | 18   | 11   | 5    | 4    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 10 C   | 50   | 49   | 48   | 48   | 47   | 42   | 35   | 31   | 21   | 9    | 8    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 25 C   | 110  | 106  | 105  | 105  | 94   | 84   | 62   | 52   | 36   | 18   | 16   | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 45 C   | 120  | 120  | 120  | 120  | 119  | 113  | 93   | 72   | 51   | 22   | 20   | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 54 C   | 120  | 120  | 120  | 120  | 114  | 93   | 72   | 51   | 22   | 20   | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 59 C   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 60.0 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 61.5 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 62.0 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 62.5 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 63.0 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 63.5 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 64.0 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 64.5 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 65.0 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 65.5 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 66.0 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |

Table1: Short-term permissible charge current

| TSOC   | 0.00 | 0.10 | 0.20 | 0.30 | 0.40 | 0.50 | 0.60 | 0.70 | 0.80 | 0.90 | 0.91 | 0.92 | 0.925 | 0.930 | 0.935 | 0.940 | 0.945 | 0.950 | 0.955 | 0.960 | 1.00 |
|--------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| -26 C  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| -25 C  | 5    | 5    | 4    | 4    | 4    | 3    | 1    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| -10 C  | 12   | 12   | 12   | 12   | 11   | 9    | 6    | 4    | 1    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 0 C    | 20   | 19   | 19   | 19   | 18   | 16   | 13   | 8    | 3    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 10 C   | 37   | 36   | 36   | 36   | 33   | 28   | 22   | 18   | 6    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 25 C   | 59   | 57   | 56   | 55   | 53   | 49   | 39   | 31   | 13   | 1    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 45 C   | 68   | 65   | 64   | 64   | 61   | 57   | 46   | 38   | 21   | 3    | 2    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 54 C   | 69   | 66   | 65   | 64   | 61   | 57   | 46   | 38   | 21   | 3    | 2    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 59 C   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 60.0 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 61.5 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 62.0 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 62.5 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 63.0 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 63.5 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 64.0 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 64.5 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 65.0 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 65.5 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |
| 66.0 C | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    |

Table 2: Stationary permissible charge current

| TSOC   | 0.00 | 0.005 | 0.01 | 0.015 | 0.02 | 0.025 | 0.03 | 0.035 | 0.04 | 0.045 | 0.05 | 0.10 | 0.20 | 0.30 | 0.40 | 0.50 | 0.60 | 0.70 | 0.80 | 0.90 | 1.00 |
|--------|------|-------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|------|------|------|------|------|------|------|
| -26 C  | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| -25 C  | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 14   | 15   | 17   | 23   | 23   | 25   | 37   | 38   | 39   | 41   |
| -10 C  | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 29   | 32   | 43   | 46   | 52   | 64   | 66   | 70   | 72   | 73   |
| 0 C    | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 29   | 44   | 58   | 64   | 74   | 84   | 88   | 88   | 88   | 88   |
| 10 C   | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 40   | 64   | 70   | 82   | 89   | 89   | 89   | 89   | 89   | 89   |
| 25 C   | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 40   | 82   | 99   | 113  | 120  | 120  | 120  | 120  | 120  | 120  |
| 45 C   | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 54   | 84   | 120  | 120  | 120  | 120  | 120  | 120  | 120  | 120  |
| 54 C   | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 54   | 84   | 120  | 120  | 120  | 120  | 120  | 120  | 120  | 120  |
| 59 C   | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 60.0 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 61.5 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 62.0 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 62.5 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 63.0 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 63.5 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 64.0 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 64.5 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 65.0 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 65.5 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 66.0 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |

Table 3: Short-term permissible discharge current

| TSOC   | 0.00 | 0.005 | 0.01 | 0.015 | 0.02 | 0.025 | 0.03 | 0.035 | 0.04 | 0.045 | 0.05 | 0.10 | 0.20 | 0.30 | 0.40 | 0.50 | 0.60 | 0.70 | 0.80 | 0.90 | 1.00 |
|--------|------|-------|------|-------|------|-------|------|-------|------|-------|------|------|------|------|------|------|------|------|------|------|------|
| -26 C  | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| -25 C  | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 4    | 11   | 20   | 19   | 24   | 26   | 29   | 29   | 29   | 29   |
| -10 C  | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 6    | 21   | 41   | 40   | 41   | 41   | 41   | 41   | 41   | 41   |
| 0 C    | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 6    | 28   | 47   | 47   | 47   | 47   | 47   | 47   | 47   | 47   |
| 10 C   | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 6    | 29   | 54   | 54   | 54   | 54   | 54   | 54   | 54   | 54   |
| 25 C   | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 6    | 45   | 57   | 57   | 57   | 57   | 57   | 57   | 57   | 57   |
| 45 C   | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 7    | 48   | 67   | 67   | 67   | 67   | 67   | 67   | 67   | 67   |
| 54 C   | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 9    | 48   | 67   | 67   | 67   | 67   | 67   | 67   | 67   | 67   |
| 59 C   | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 60.0 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 61.5 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 62.0 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 62.5 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 63.0 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 63.5 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 64.0 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 64.5 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 65.0 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 65.5 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 66.0 C | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |



|               |                  |                                                             |               |
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#### 6.4 HV Battery Heating Strategy

| HV Battery Heating Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                | Remarks                                                                                                                                                          |
|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                     | Heating up of the high-voltage battery to a desired temperature to enhance the availability of battery power.                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                  |
| Action                      | <p>Depending on the condition of the high-voltage battery, the high-voltage battery sends a heating requirement to the thermal management control module.</p> <p>The heating capacity if available is transferred to the high-voltage battery using an expansion tank, which connects the two existing separate fluid circuits.</p> <p>The heating capacity is provided by the waste heat from the combustion engine.</p>                      |                                                                                                                                                                  |
| Parameter (I/O)             | <p>In:</p> <p>Drive Mode</p> <p>Engine Coolant Temperature</p> <p>High Voltage Battery: Coolant Inlet Temperature</p> <p>High Voltage Battery: Cooling Demand</p> <p>High Voltage Battery: Temperature</p> <p>Request for High Voltage Battery Heating</p> <p>System Configuration of Fluid Circuits</p> <p>Terminal 15 State</p> <p>Out:</p> <p>Engine Coolant Valve Setpoint</p> <p>Hybrid/EV Battery Pack Coolant Pump (Set Duty Cycle)</p> | <p><b>Provided by:</b> <a href="#">Drive Mode Selection Strategy</a></p> <p><b>Provided by:</b> <a href="#">Cooling System Operation Management Strategy</a></p> |

|               |                  |                                                             |               |
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|                  |                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                         |
|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| Condition        | <p><b>Enabling Conditions:</b><br/> System Configuration of Fluid Circuits<br/> AND<br/> Request for High Voltage Battery Heating<br/> AND<br/> High Voltage Battery: Cooling Demand<br/> AND<br/> Terminal 15 Status<br/> AND<br/> Drive Mode</p> <p><b>Disabling Conditions:</b><br/> If "Enabling Conditions" including smallest technical possible anti-toggling-hysteresis are not fulfilled.</p> |                                                                                                                                                         |
| In-Use Frequency | <p>High</p> <p>Active in case of a heating request of the high-voltage battery.</p>                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                         |
| Emission Impact  | <p>This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.</p>                                                                                                                                                                                                                                                           |                                                                                                                                                         |
| Justification    | <p>C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.</p>                                                                                                                                                                                                                                                        | <p>Including test cycles:<br/> BRA: FTP75, HwFET, RDE<br/> KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br/> NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C</p> |
| Interaction      | <p>Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.</p>                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                         |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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## 6.5 HV Battery Thermal Management Strategy

| HV Battery Thermal Management Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Remarks                                      |
|----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|
| Purpose                                | In order to achieve best performance and durability, the HV battery must be operated in an optimal temperature range.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | please also refer to strategies of VTMC      |
| Action                                 | Depending on the HV battery temperature, the HV battery thermal management sends the necessary control request to the VTMC. Furthermore, coolant circulation without cooling demand is requested under specific conditions to avoid unequal cell-related temperatures.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                              |
| Parameter (I/O)                        | In:<br>High Voltage Battery: BECM Operation Mode<br>High Voltage Battery: Cell-related Temperatures<br>High Voltage Battery: Power Dissipation<br>High Voltage Battery: Temperature<br>Out:<br>Adjustment of High Voltage Battery Temperature Conditioning Level<br><br>Request for High Voltage Battery Conditioning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Input for: HV System Cooling Strategy</b> |
| Condition                              | <b>Adjustment of High Voltage Battery Temperature Conditioning Level:</b><br><u>Cooling levels:</u><br>Enable (HV_On/HV_Off)<br>HV battery temperature $\geq 30-40$ °C (low cooling power)<br>HV battery temperature $\geq 35-45$ °C AND High Voltage Battery: Power Dissipation $>200-475$ Watt (medium cooling power)<br>HV battery temperature $\geq 45$ °C AND High Voltage Battery: Power Dissipation $>375-475$ W (high cooling power)<br>Disable (HV_On/HV_Off)<br>HV battery temperature $\leq 30-40$ °C (low cooling power)<br>HV battery temperature $\leq 35-45$ °C (medium cooling power)<br>HV battery temperature $\leq 45$ °C (high cooling power)<br><br><u>Heating levels:</u><br>Enable (HV_On/HV_Off)<br>HV battery temperature $\leq 5-13$ °C (low heating power)<br>HV battery temperature $\leq -3-7$ °C (medium heating power)<br>HV battery temperature $\leq -8-2$ °C (high heating power)<br>Disable (HV_On/HV_Off)<br>HV battery temperature $\geq 10-20$ °C (low heating power)<br>HV battery temperature $\geq 0-10$ °C (medium heating power)<br>HV battery temperature $\geq -5-5$ °C (high heating power) |                                              |

|               |                  |                                                             |               |
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|                  |                                                                                                                                                                                          |  |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| In-Use Frequency | Medium<br>This strategy is calculated under all conditions. However, the limiting effects can only be encountered when driving at high load or extreme temperatures.                     |  |
| Emission Impact  | Low                                                                                                                                                                                      |  |
| Justification    | X = The device does not reduce the effectiveness of the emission control system under conditions which may reasonably be expected to be encountered in normal vehicle operation and use. |  |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                             |  |

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## 6.6 HV System Cooling Strategy

| HV System Cooling Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Remarks                                                                                                                                                                                                                         |
|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                    | Cooling of the high-voltage battery to prevent a reduction of the maximum admissible battery power (derating) and to ensure a maximum battery durability over lifetime.<br>Cooling of the power electronics to prevent thermal derating.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                 |
| Action                     | Depending on the condition of the high-voltage system components (high-voltage battery, power electronics, DCDC converter) the components send a cooling requirement to the thermal management control module.<br>The cooling of the high-voltage system is carried out using the refrigerant circuit. For this purpose the chiller cools down the coolant to the required temperature level for the high-voltage system components. To ensure a maximum efficiency, the temperature setpoint value is chosen as low as necessary and as high as possible.                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                 |
| Parameter (I/O)            | <p>In:</p> <p>Adjustment of High Voltage Battery Temperature Conditioning Level</p> <p>Air Conditioning Compressor Power Consumption</p> <p>Air Conditioning Compressor State</p> <p>Air Conditioning Refrigerant Expansion Valve (Chiller) Position</p> <p>Air Conditioning Refrigerant Pressure</p> <p>Air Conditioning Refrigerant Temperature</p> <p>Ambient Air Temperature</p> <p>Available Power Thermal Management</p> <p>Chiller: Coolant Inlet Temperature</p> <p>DCDC Converter Temperature</p> <p>Drive Mode</p> <p>High Voltage Battery: Coolant Inlet Temperature</p> <p>High Voltage Battery: Coolant Outlet Temperature</p> <p>High Voltage Battery: Cooling Demand</p> <p>High Voltage Battery: Temperature</p> <p>Inverter Temperature</p> <p>Request for Cabin Cooling</p> | <p><b>Provided by:</b> <a href="#">HV Battery Thermal Management Strategy</a></p> <p><b>Provided by:</b> <a href="#">Air Conditioning Strategy</a></p> <p><b>Provided by:</b> <a href="#">Drive Mode Selection Strategy</a></p> |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                 |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>Request for High Temperature Coolant Circuit Degassing</p> <p>Request for Low Temperature Coolant Circuit Degassing</p> <p>System Configuration of Fluid Circuits</p> <p>Terminal 15 State</p> <p>Vehicle Speed</p> <p>Out:</p> <p>Adjustment of Air Conditioning Compressor Speed Setpoint</p> <p>Adjustment of Chiller Inlet Refrigerant Expansion Valve Setpoint</p> <p>Engine Coolant Valve Setpoint</p> <p>Hybrid/EV Electronics Coolant Pump (Set Duty Cycle)</p> <p>Request for Cooling Fan</p> | <p><b>Provided by:</b><br/>Cooling System<br/>Operation<br/>Management<br/>Strategy</p> <p><b>Provided by:</b><br/>Cooling System<br/>Operation<br/>Management<br/>Strategy</p> |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Condition        | <p><b>Enabling Conditions:</b><br/> System Configuration of Fluid Circuits<br/> AND<br/> ( Adjustment of High Voltage Battery Temperature Conditioning Level<br/> OR<br/> DCDC Converter Temperature<br/> OR<br/> Inverter Temperature<br/> OR<br/> High Voltage Battery: Coolant Outlet Temperature )<br/> AND<br/> Air Conditioning Compressor State<br/> AND<br/> Available Power Thermal Management<br/> AND<br/> Drive Mode<br/> AND<br/> Terminal 15 State</p> <p><b>Disabling Conditions:</b><br/> If "Enabling Conditions" including smallest technical possible anti-toggling-hysteresis are not fulfilled.<br/> OR<br/> Air Conditioning Refrigerant Pressure is too high (protective reaction)<br/> OR<br/> Air Conditioning Refrigerant Pressure is too low (protective reaction)<br/> OR<br/> Air Conditioning Refrigerant Temperature is too high (protective reaction)</p> | <p>The electric Air Conditioning compressor speed can be limited to protect the system due to the discharge pressure and if refrigerant temperature is too high.<br/> The Air Conditioning Refrigerant Expansion Valve (Chiller) opening can be limited to protect the compressor if the superheating of the refrigerant at the Air Conditioning compressor inlet is too low.</p> |
| In-Use Frequency | High<br>Active in case of a cooling request of the high-voltage system.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                   |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                   |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|               |                                                                                                                                          |                                                                                                                                            |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Justification | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction   | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                                            |



|               |                  |                                                             |               |
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## 6.7 Hybrid Operating Strategy

| Hybrid Operating Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Remarks                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                   | <p>The Hybrid Operating Strategy sets the individual behavior of a variety of drive modes chosen by driver or the default settings of the vehicle.</p> <p>Each mode may provide a specific peculiarity concerning optimization of electric and fuel consumption, performance and the regulation of the high voltage system including charge and discharge adjustments.</p>                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Action                    | Depending on the selected mode the Hybrid Operating Strategy adjusts the characteristic of the basis operating strategy, including Start-Stop Function Strategy and Load Point Shifting Strategy.                                                                                                                                                                                                                                                                     | <p>Basis operating strategies described in:</p> <p><a href="#">Load Point Shifting Strategy</a></p> <p><a href="#">Start-Stop Function Strategy</a></p>                                                                                                                                                                                                                                                            |
| Parameter (I/O)           | <p>In:</p> <p>Accelerator Pedal Position</p> <p>Drive Mode</p> <p>Electric Engine Torque Maximum</p> <p>Engine Speed</p> <p>High Voltage Battery: Charge Current Limit</p> <p>High Voltage Battery: Discharge Current Limit</p> <p>High Voltage Battery: State of Charge</p> <p>High Voltage Battery: Temperature</p> <p>Terminal 15 State</p> <p>Vehicle Speed</p> <p>Out:</p> <p>Adjustment of Electric Engine Torque Setpoint</p> <p>Strategic State of Charge</p> | <p><b>Provided by:</b> <a href="#">Drive Mode Selection Strategy</a></p> <p><b>Provided by:</b> <a href="#">HV Battery Current Limitation Strategy</a></p> <p><b>Provided by:</b> <a href="#">HV Battery Current Limitation Strategy</a></p> <p><b>Input for:</b> <a href="#">Torque Setpoint Strategy</a></p> <p><a href="#">Torque Setpoint Strategy</a></p> <p><a href="#">Load Point Shifting Strategy</a></p> |

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| Condition | <p>All modes listed below may influence the Hybrid Operating Strategy individually. The state of charge (SoC) is essential for the characteristic of the base operating strategy (e.g. Start-Stop Function Strategy and Load Point Shifting Strategy).</p> <p><b>Definition of 'strategic SoC':</b><br/>The strategic SoC is defined as a certain range of the high voltage battery (e.g. 1300 Wh) in which the Hybrid Operating Strategy operates as if this is the only energy available for executing hybrid strategies (e.g. Start-Stop Function Strategy and Load Point Shifting Strategy). This may become necessary in order to obtain a certain SoC level within the high voltage battery (e.g. depleting range is exhausted) while still operating in the most efficient way possible.</p> <p><b>Feature Normal/Wet:</b><br/>Normal is the default mode with focus on balanced energy content of the high voltage system on average by using the most efficient load points of the internal combustion engine and the electric machine. In this regard Normal is equal to Wet, despite default mode.</p> <p>Enabling conditions:<br/>- Default mode<br/>or<br/>- Selected by driver</p> <p>Disabling conditions:<br/>- Normal/Wet deselected by driver<br/>or<br/>- Restart of driving cycle</p> <p><b>Feature Sport:</b><br/>During Sport Mode the available driving power is optimized. Possible impact on drivability features (shift program, boost, etc.).</p> <p>Enabling conditions:<br/>- Sport Mode selected by driver</p> <p>Disabling conditions:<br/>- Sport Mode deselected by driver<br/>or<br/>- Restart of driving cycle</p> <p><b>Feature Sport Plus:</b><br/>Sport Plus Mode is optimized for best lap timing. Permanently running engine associated with an increased energy content down to a minimum level to assure maximum boost durability. Limited boost timing ensures repeatability. Possible impact on</p> |  |
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|                  | <p>drivability features (shift program, boost, etc.).</p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>- Sport Plus Mode selected by driver</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- Sport Plus Mode deselected by driver</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>- Restart of driving cycle</li> </ul> <p><b>Feature Sport Response:</b></p> <p>During Sport Response the available driving power is optimized.<br/>Possible impact on drivability features (shift program, boost, etc.).</p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>- Sport Response selected by driver</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- Sport Response deselected by driver</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>- Sport Response timer expired (e.g. 20 seconds)</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>- Restart of driving cycle</li> </ul> |                                                                                                                                            |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                            |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                            |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                            |

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## 6.8 Hybrid Start Selection Strategy

| Hybrid Start Selection Strategy |                                                                                                                                                                                                    | Remarks |
|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Purpose                         | Due to realize different start procedures with influence on starting time and comfort, a selection of a start type and variant is necessary. This selection is dependent on the driving situation. |         |
| Action                          | Depending on the input Parameters a start variant is selected.<br><br><b>Start variants:</b> <ul style="list-style-type: none"> <li>• Comfort start</li> <li>• Sport start</li> </ul>              |         |
| Parameter (I/O)                 | In:<br><br>Accelerator Pedal Position<br><br>Engine First Start State<br><br>Out:<br><br>Start Variant                                                                                             |         |
| Condition                       | Always active during state transition from combustion engine stop to combustion engine running (engine start) requested by the start stop strategy.                                                |         |
| In-Use Frequency                | High                                                                                                                                                                                               |         |
| Emission Impact                 | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                              |         |
| Justification                   | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                           |         |
| Interaction                     | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                       |         |

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## 6.9 Load Point Shifting Strategy

| Load Point Shifting Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Remarks                                                                                                                                                                                                                                                                                                       |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                      | The main task of the Load Point Shifting Strategy is the optimization of electric and fuel consumption by using the most efficient load points of the internal combustion engine while running. Besides that, the strategy is responsible for regulating the charge and discharge desires of the basis operating strategy and external load point adjustments, as well as ensuring the availability and safe operation of the strategic core functions (e.g. Start-Stop Function Strategy). Therefore the protection of the electric system against damage caused by improper discharge of the battery or high stress levels have to be considered as well as limiting factors such as noise vibration harshness (NVH). In some of these cases an additional increase of minimum engine speed for providing sufficient charging power might be necessary. |                                                                                                                                                                                                                                                                                                               |
| Action                       | The Load Point Shifting Strategy calculates a torque for the electric machine. It can either be positive or negative. The magnitude of the determined electric torque depends on the respective driver torque request, limiting factors (e.g. NVH limitation), the energy consumption of auxiliary loads and the availability of the electric system (e.g. influences of derating). Besides affecting the engine's load point by additional electric torque it can also be influenced by a requested minimum engine speed. The battery may be charged or discharged under such conditions.                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                               |
| Parameter (I/O)              | <p>In:</p> <p>Adjustment of Strategic Electric Torque</p><br><p>Clutch State</p> <p>Combustion Engine Torque</p> <p>Drive Mode</p><br><p>Driver Torque Request</p> <p>Electric Engine Torque Maximum</p> <p>Electric Engine Torque Minimum</p> <p>Energy Consumption of Auxiliary Loads</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p><b>Provided by:</b><br/><a href="#">Catalyst Heating Strategy</a><br/>see 'Additional Information' for detailed list of engine specific influences</p><br><p><b>Provided by:</b> <a href="#">Drive Mode Selection Strategy</a></p><br><p><b>Provided by:</b> <a href="#">Air Conditioning Strategy</a></p> |



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| Condition | <p>Feature 'Strategic electric torque':</p> <p>Calculating the strategic electric torque and its limits depending on current strategic state of charge (SoC) and driving state (vehicle speed, driver torque request, engine coolant temperature, energy consumption of auxiliary loads). The load point shifting characteristic can be SoC-increasing, -maintaining or –decreasing depending on the respective strategic target SoC. The intensity of the load point shifting depends on the current combustion engine torque and engine speed. It can be limited by NVH influences of the respective powertrain. The strategic torque can also be affected by external requests for certain combustion engine loads (see 'Additional Information' for engine specific influences) . See Hybrid Operating Strategy for definition of 'strategic SoC'.</p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>- If 'Disabling conditions' are not fulfilled</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- SoC of battery &lt; 15 % (in this case the minimum electric torque corresponds to the energy consumption of auxiliary loads)</li> <li>or</li> <li>- Overrun mode active</li> </ul> <p>Feature 'Strategic engine speed increase':</p> <p>In order to gain additional charging power for the electric system, the Load Point Shifting Strategy may influence the engine speed setpoint.</p> <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>- Energy content of high voltage battery &lt; 500 Wh combined with decreasing SoC of the high voltage battery</li> <li>or</li> <li>- High energy consumption caused by electric boost on customer demand</li> <li>or</li> <li>- High energy consumption of auxiliary loads</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- Energy content of high voltage battery &gt; 500 Wh</li> <li>- Low energy consumption of auxiliary loads</li> </ul> <p>Feature 'Fuel cutoff inhibition':</p> <p>Inhibition of fuel cutoff during overrun mode while charging is active.</p> |  |
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|                  | <p>Enabling conditions:</p> <ul style="list-style-type: none"> <li>- Stop inhibition depending on (strategic) SoC</li> </ul> <p>or</p> <ul style="list-style-type: none"> <li>- Charging enforced due to special drive or hybrid operation modes (depending on project, e.g. 'Sport')</li> </ul> <p>Disabling conditions:</p> <ul style="list-style-type: none"> <li>- If 'Enabling Conditions' including smallest technical possible anti-toggling-hysteresis are not fulfilled.</li> </ul> |                                                                                                                                                               |
| In-Use Frequency | <p>High</p> <p><b><u>Feature classification:</u></b></p> <p><u>High:</u><br/>'Strategic electric torque'</p> <p><u>Medium:</u><br/>'Strategic engine speed increase'</p>                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                               |
| Emission Impact  | <p>This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.</p> <p>Influences on this strategy by "Softderating Strategy" may infect emissions due to different load points than basis strategic torque is addressing.</p>                                                                                                                                                                                      |                                                                                                                                                               |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                                                                                                                                                                                                                                                                                                     | <p>Including test cycles:</p> <p>BRA: FTP75, HwFET, RDE</p> <p>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C</p> <p>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C</p> |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                               |

#### Additional Information:

Exemplary list of engine specific influences:

- Heating of catalytic converter
- Regeneration of particulate filter
- OBD diagnostics



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- Adaptions

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## 6.10 Regeneration While Decelerating Strategy

| Regeneration While Decelerating Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Remarks                                                                                                                                   |
|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                                  | Use of deceleration phases to transform kinetic energy into electric energy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                           |
| Action                                   | <p>Depending on the requested deceleration, the electric machine of powertrain is used as a generator, whereby kinetic energy is transformed into electrical energy and stored in the high-voltage battery.</p> <p>This energy can be used for acceleration.</p> <p>The generative brake momentum is added on top to the hydraulic brake momentum, as long as the brake pedal is pushed or external systems (e.g. Adaptive cruise control) request deceleration.</p>                                                                                                                                                                                                                                                                                                                    |                                                                                                                                           |
| Parameter (I/O)                          | <p>In:</p> <p>ABS Activity State</p> <p>Brake Pedal Position</p> <p>Chassis Dynamometer Mode State</p> <p>Drive Mode</p> <p>Electromechanical Brake Booster State</p> <p>Engine Idle Speed Setpoint</p> <p>ESC Switch State</p> <p>Estimated Road Friction</p> <p>Hydraulic Brake System State</p> <p>Hydraulic Brake System Stiffness Learning Routine State</p> <p>Lateral Acceleration</p> <p>Longitudinal Acceleration</p> <p>Master Cylinder Brake Pressure</p> <p>Powertrain Deceleration Potential</p> <p>Powertrain Drag Torque and Regenerative Torque Request ECM</p> <p>Road Wettness</p> <p>Stability Information based on Rear Axle Wheel Slip, ABS- and VDC-Pre Control</p> <p>Transmission Information: Gearshift Active</p> <p>Wheel Speed</p> <p>Wheel Speed Model</p> | <p><b>Provided by:</b> <a href="#">Drive Mode Selection Strategy</a></p> <p><b>Provided by:</b> <a href="#">Idle Control Strategy</a></p> |

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|                  | Out:<br>Regenerative Brake Target Torque                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                            |
| Condition        | <b>Enabling conditions:</b><br>Always active if the input parameters are available and Electromechanical brake booster State and Hydraulic Brake System State are valid.<br><b>Disabling conditions:</b> <ul style="list-style-type: none"> <li>• Instable Driving Condition is detected based on Stability Information</li> <li>OR</li> <li>• Wheel Speed &lt;= 15-20 kph (depending on Engine Idle Speed Setpoint)</li> </ul> |                                                                                                                                            |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                            |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                                                                                                                           |                                                                                                                                            |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                                                                                                                                                                                                                                        | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                            |

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## 7. Additional

### 7.1 Adaptive Active Aerodynamics Strategy

| Adaptive Active Aerodynamics Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Remarks |
|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Purpose                               | Improved vehicle aerodynamics                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |         |
| Action                                | <p>Active rear spoiler (if equipped):</p> <p>Active rear spoiler deployment and regulation dependent upon driving speed, panoramic roof opening or convertible roof top opening, selected driving mode, air brake request, intercooling and manual rear spoiler override (by manual deployment, using the spoiler touch screen and hard key).</p> <p>The rear spoiler control module regulates the position of the rear spoiler depending on:</p> <ul style="list-style-type: none"> <li>• Vehicle speed</li> <li>• Panoramic roof panel position</li> <li>• Convertible roof top position</li> <li>• Selected driving mode</li> <li>• Intake Air Temperature cooling request</li> <li>• Manual spoiler deployment (using touch screen and hard key)</li> <li>• Air brake request</li> </ul> <p>In automatic mode the rear spoiler remains retracted at low speeds. At a threshold speed the rear spoiler assumes positions that may prioritize handling and stability over economy.</p> <p>The rear spoiler can approach a defined position for a quick plausibility check.</p> <p>Protection against actuator over-temperature: In case of multiple consecutive activations of the rear spoiler in high temperature environment, the rear spoiler will be automatically deployed to a defined position that may prioritize handling and stability over economy.</p> <p>Active front diffuser (if equipped):</p> <p>Active front diffuser deployment and regulation dependent upon driving speed, radiator shutter position, brake cooling demand and selected driving mode.</p> <p>The ECM regulates the front diffuser depending on:</p> <ul style="list-style-type: none"> <li>• Vehicle speed</li> <li>• Selected driving mode</li> <li>• Radiator shutter position</li> <li>• Brake cooling demand</li> </ul> <p>In automatic mode the front diffuser remains open at low speeds and is closing at a threshold speed for best economy. Depending on radiator shutter position the front diffuser opens to realize cooling and stability requirements.</p> <p>The front diffuser can approach a defined position for a quick plausibility check.</p> |         |
| Parameter (I/O)                       | In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |         |

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|                  | <p>Actuator Temperature</p> <p>Airbrake Request</p> <p>Ambient Air Temperature</p> <p>Brake System Cooling Demand</p> <p>Convertible Roof Position</p> <p>Drive Mode</p> <p>Intake Air Temperature</p> <p>Radiator Shutter Position</p> <p>Spoiler Switch State</p> <p>Vehicle Speed</p> <p>Out:</p> <p>Front Diffusor Position</p> <p>Spoiler Position</p> <p>Spoiler State</p> | <p>rear spoiler actuator</p> <p>convertible roof,<br/>sliding roof, Targa<br/>roof</p> <p><b>Provided by:</b> <a href="#">Drive<br/>Mode Selection<br/>Strategy</a></p> <p><b>Provided by:</b><br/><a href="#">Radiator Shutter<br/>Control Strategy</a></p> <p>front and rear<br/>spoiler</p> <p>front and rear<br/>spoiler</p> |
| Condition        | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active.                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                  |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                  |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                  |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                                                                                                                                                                                         | <p>Including test cycles:</p> <p>BRA: FTP75, HwFET, RDE</p> <p>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C</p> <p>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C</p>                                                                                                                                                                    |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                  |

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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## 7.2 Coolant Circuit for Electrical Propulsion System Intrusive Diagnosis

| Coolant Circuit for Electrical Propulsion System Intrusive Diagnosis |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Remarks                                                                                                                         |
|----------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| Purpose                                                              | In hybrid and electric vehicles multiple temperature sensors and coolant valves are connected to the VTMC.<br>The temperature sensors in the coolant circuits are used to determine the optimum valve settings.<br>In order to monitor a malfunction for the crosscheck of the temperature sensors a coolant flow is necessary in certain situations.                                                                                                                                                                                                                                                                      | For detailed information, please refer to supplied representative OBD summary table:<br>P0C43, P0CD6,<br>P2AFD, P2B25,<br>U1A9E |
| Action                                                               | The temperature sensor crosscheck monitoring can also request a volume flow at the startup during a coldstart for the pump if the setpoint settings of the pump do not ensure a well mixed coolant system.                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                 |
| Parameter (I/O)                                                      | In:<br><br>A/C Compressor (set modus, operation status, power consumption, speed)<br><br>Additional inputs, please refer to supplied representative OBD summary table<br><br>Ambient Air Temperature<br>Battery Coolant Circuit Temperature<br>Engine Coolant Circuit Temperature<br>Engine Speed<br>High Voltage Battery: Current<br>High Voltage Battery: Voltage<br>High Voltage Off Time<br>Hybrid/EV Electronics Coolant Pump (Duty Cycle)<br>Low Temperature Circuit: Coolant Temperature<br>Terminal 15 State<br>Vehicle Drive Mode<br>Vehicle Speed<br>Out:<br>Hybrid/EV Electronics Coolant Pump (Set Duty Cycle) |                                                                                                                                 |
| Condition                                                            | <b>Enabling Conditions / Disabling Conditions:</b><br><br>For detailed information, please refer to supplied representative OBD summary table.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                 |
| In-Use Frequency                                                     | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                 |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|                 |                                                                                                                                            |                                                                                                                                            |
|-----------------|--------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Emission Impact | This intrusive OBD monitor is also active during the test procedure. Consequently the emission impact is already taken into consideration. |                                                                                                                                            |
| Justification   | D = Diagnostic                                                                                                                             | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction     | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                               |                                                                                                                                            |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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### 7.3 Cooling Fan Control Strategy

| Cooling Fan Control Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Remarks                                                                                                                                                                                                                                                                                                       |
|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                      | Emission reduction strategy (GHG)<br>Environmental condition dependent control of the cooling fan                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                               |
| Action                       | <p>The fan control module calculates the fan demand for:</p> <ul style="list-style-type: none"> <li>• Engine cooling</li> <li>• Air conditioning &amp; Hybrid-System Cooling</li> </ul> <p>The maximum of the requests above will be corrected by vehicle speed.</p> <p>In case of maximum request of cooling fan a demand to increase the vehicle voltage is sent.</p> <p>In case of critical coolant temperatures a dashboard warning ("hot lamp") is activated</p> |                                                                                                                                                                                                                                                                                                               |
| Parameter (I/O)              | <p>In:</p> <p>Air Condition Fan Demand</p> <p>Ambient Air Temperature</p> <p>Cooling Temperature Setpoint</p> <p>Drive Mode</p> <p>Engine Coolant Temperature Sensor Cylinder Head</p> <p>Engine Speed</p> <p>Fuel Mass Flow</p> <p>Radiator Outlet Temperature</p> <p>Terminal 15 State</p> <p>Vehicle Speed</p> <p>Out:</p> <p>12V Battery: Voltage Setpoint</p> <p>Cooling Fan Speed</p> <p>Hot Lamp State</p>                                                     | <p><b>Provided by:</b> <a href="#">Drive Mode Selection Strategy</a></p> <p><b>Provided by:</b> <a href="#">Gasoline Quantity Delivery Control Strategy</a></p> <p><b>Input for:</b> <a href="#">Radiator Shutter Control Strategy</a></p> <p><b>Input for:</b> <a href="#">Air Conditioning Strategy</a></p> |
| Condition                    | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active.                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                               |
| In-Use Frequency             | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                               |



|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|                 |                                                                                                                                          |                                                                                                                                            |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Emission Impact | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.    |                                                                                                                                            |
| Justification   | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction     | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                                            |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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#### 7.4 Drive Mode Selection Strategy

| Drive Mode Selection Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Remarks                                                 |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|
| Purpose                       | Changing the vehicle's driving characteristics to best suit the individual demands of the driver. These drive modes are commonly known as Comfort, Dynamic, Efficiency, Offroad, Normal, Sport, SportPlus, Wet, Hybrid Operating mode and so on. The exact names differ from company to company, the number of drive modes depends on the equipment variant and market. Depending on project configuration the driver can activate launch control for getting the best take off response time. |                                                         |
| Action                        | Based on the chosen drive mode the engine and sound characteristics may be changed.<br>If launch control is active engine torque reserve may be increased by adjustment of lead torque setpoint.                                                                                                                                                                                                                                                                                               |                                                         |
| Parameter (I/O)               | In:<br>Accelerator Pedal Position<br>Brake Pressure<br>Steering Angle<br>Transmission Information: Launch Control<br>Vehicle Drive Mode<br>Vehicle Speed<br>Out:<br>Adjustment of Lead Torque Setpoint                                                                                                                                                                                                                                                                                         | <b>Input for: Torque Setpoint Strategy</b><br>If fitted |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|  |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | Drive Mode | <b>Input for:</b> Adaptive<br>Active<br>Aerodynamics<br>Strategy,<br>Air Conditioning<br>Strategy,<br>Cabin Cooling<br>Strategy,<br>Cooling Fan Control<br>Strategy,<br>Cooling System<br>Operation<br>Management<br>Strategy,<br>Cylinder Filling<br>Control Strategy,<br>Engine<br>Compartment<br>Cooling Fan Control<br>Strategy,<br>Engine Speed<br>Limiter Strategy,<br>HV Battery Heating<br>Strategy,<br>HV System Cooling<br>Strategy,<br>Hybrid Operating<br>Strategy,<br>Idle Control<br>Strategy,<br>Load Point Shifting<br>Strategy,<br>Radiator Shutter<br>Control Strategy,<br>Regeneration While<br>Decelerating<br>Strategy,<br>Start-Stop Function<br>Strategy,<br>Torque Setpoint<br>Strategy |
|--|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                            |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Condition        | <p>Running under all conditions, as long as no control strategy (related to this strategy) becomes active.</p> <p><b>Enabling conditions for launch control [AND]:</b><br/> Transmission information: Launch control active (project specific)<br/> Accelerator pedal pushed<br/> Brake pedal pushed<br/> Vehicle at standstill<br/> Low steering angle</p> <p><b>Disabling conditions for launch control:</b><br/> Time after enabling conditions are not fulfilled (typically &lt;20 seconds, project specific)</p> |                                                                                                                                            |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                            |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                                                                                                                                                                                                                                                                                                                 | GHG emissions can vary depending on selected driving mode.                                                                                 |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                                                                                                                                                                                                                                                                                                                              | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                            |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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## 7.5 Engine Compartment Cooling Fan Control Strategy

| Engine Compartment Cooling Fan Control Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Remarks                                                                                                                                                                                                                                                                                                                                  |
|-------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                                         | Emission reduction strategy (GHG):<br>Environmental condition dependent control of the engine compartment cooling fan                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                          |
| Action                                          | <p>The compartment fan control module calculates the fan demand for:</p> <ul style="list-style-type: none"> <li>• Engine compartment cooling</li> <li>• Charge Air Cooling (via Rear Spoiler)</li> </ul> <p>The maximum of the request above will be corrected by vehicle speed and engine speed.</p> <p>In case of high temperature a fan after run is implemented.</p> <p>During high engine loads/intake air temperatures a request to open the rear Spoiler is calculated, to optimize air flow for charge air cooling.</p> |                                                                                                                                                                                                                                                                                                                                          |
| Parameter (I/O)                                 | <p>In:</p> <p>12V Battery: Voltage</p> <p>Ambient Air Temperature</p> <p>Drive Mode</p> <p>Engine Coolant Temperature Sensor Cylinder Head</p> <p>Engine Speed</p> <p>Engine State</p> <p>ESC Switch State</p> <p>Exhaust Gas Temperature</p> <p>Fuel Mass Flow</p> <p>Intake Air Temperature</p> <p>Particulate Filter Regeneration State</p> <p>Vehicle Speed</p> <p>Out:</p> <p>Adjustment of Spoiler Position</p>                                                                                                           | <p><b>Provided by:</b> <a href="#">Drive Mode Selection Strategy</a></p> <p><b>Provided by:</b> <a href="#">Gasoline Quantity Delivery Control Strategy</a></p> <p><b>Provided by:</b> <a href="#">Particulate Filter Regeneration Strategy</a></p> <p>only Carrera, Carrera S and Carrera GTS with Rear Spoiler (not Carrera Turbo)</p> |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|                  |                                                                                                                                          |                                                                                                                                            |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
|                  | Cooling Fan Speed                                                                                                                        | <b>Input for: Radiator<br/>Shutter Control<br/>Strategy</b><br>Engine<br>Compartment Fan                                                   |
| Condition        | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active.                |                                                                                                                                            |
| In-Use Frequency | High                                                                                                                                     |                                                                                                                                            |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.    |                                                                                                                                            |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                                            |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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## 7.6 Low Voltage Battery Recalibration Strategy

| Low Voltage Battery Recalibration Strategy |                                                                                                                                                                                                                                                                | Remarks                                                                                                                                                                                                                                                                   |
|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                                    | Base operation<br>Recalibration of the State of Charge measurement                                                                                                                                                                                             |                                                                                                                                                                                                                                                                           |
| Action                                     | To perform the recalibration the battery has to be fully charged. If this does not happen in the normal operation and the SoC error exceeds a critical value, the battery sends a signal to be charged.                                                        |                                                                                                                                                                                                                                                                           |
| Parameter (I/O)                            | In:<br>12V Battery: Circuit Breaker State<br>12V Battery: Current<br>12V Battery: Voltage<br><br>Out:<br>Request for 12V Battery: Charge                                                                                                                       | Provided by:<br>Internal parameters<br>measured by the<br>battery.                                                                                                                                                                                                        |
| Condition                                  | <b>Enabling Conditions:</b><br>1) SoC error exceeds the value 3 %.<br><b>OR</b><br>2) battery has been flashed with new Software<br><b>OR</b><br>3) Relay opened due to discharge (SoC < 15 %)<br><br><b>Disabling Conditions:</b><br>Recalibration = finished |                                                                                                                                                                                                                                                                           |
| In-Use Frequency                           | Low                                                                                                                                                                                                                                                            | 1) Depending on the drive mode and the currents, the error grows with a different speed.<br>2) Battery can only be flashed by specialized Workshops. No flashing in the field is planned<br>3) SoC is usually around 70 – 80 %. Low battery only happens in misuse cases. |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|                 |                                                                              |                                                                                                                                                                                                                                                                                                                                                                        |
|-----------------|------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Emission Impact | Medium                                                                       | Charging mode leads to an increasing alternator (ICE) and Converterter DC/DC (PHEV) load. (Low voltage recuperation can be disabled.)                                                                                                                                                                                                                                  |
| Justification   | X = No reduction of the effectiveness of emission control system.            | An SOC (State of Charge) recalibration of LV (Low Voltage) - Battery is needed, since the driver will be warned 2 minutes before a safe Power-Supply in the LV-Bordnetz can't be ensured anymore by the LV-battery. For the warning algorithm an SOC tolerance of +/-5% must be ensured at any time and can only be granted with the described recalibration strategy. |
| Interaction     | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy. |                                                                                                                                                                                                                                                                                                                                                                        |



|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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## 7.7 Overheating Protection Strategy

| Overheating Protection Strategy |                                                                                                                                                                                                                  | Remarks                                                                                                                                                                                 |
|---------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                         | Engine / component protection of:<br>• Turbocharger<br>• Catalysts<br>to avoid damage by overheating                                                                                                             |                                                                                                                                                                                         |
| Action                          | • Torque Limitation<br>• Inhibition of fuel cutoff                                                                                                                                                               | see Fuel Cutoff Strategy for details                                                                                                                                                    |
| Parameter (I/O)                 | In:<br><br>Engine Load<br><br>Exhaust Temperatures<br>Out:<br>Overheating Protection State<br>Request for Fuel Cutoff Inhibition<br><br>Torque Limitation                                                        | <b>Provided by:</b><br>Cylinder Filling Control Strategy<br><br><b>Input for:</b> Fuel Cutoff Strategy<br><b>Input for:</b> Cylinder Filling Control Strategy, Torque Setpoint Strategy |
| Condition                       | <b>Enabling conditions:</b><br>• Exhaust temperatures (gas or component) 50K below steady state limit (see additional information)<br><b>Disabling conditions:</b><br>• If enabling conditions are not fulfilled |                                                                                                                                                                                         |
| In-Use Frequency                | Low                                                                                                                                                                                                              | Continuously monitored                                                                                                                                                                  |
| Emission Impact                 | -<br>No action with emission impact                                                                                                                                                                              |                                                                                                                                                                                         |
| Justification                   | A1 = The need for the device is justified in terms of protecting the engine against damage.                                                                                                                      |                                                                                                                                                                                         |
| Interaction                     | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                     |                                                                                                                                                                                         |

### Additional Information:

Additional justification and specifications by suppliers

|               |                  |                                                             |               |
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**See:**

[Table -9-](#)

[Figure -6-](#)

[Figure -7-](#)

[Figure -8-](#)

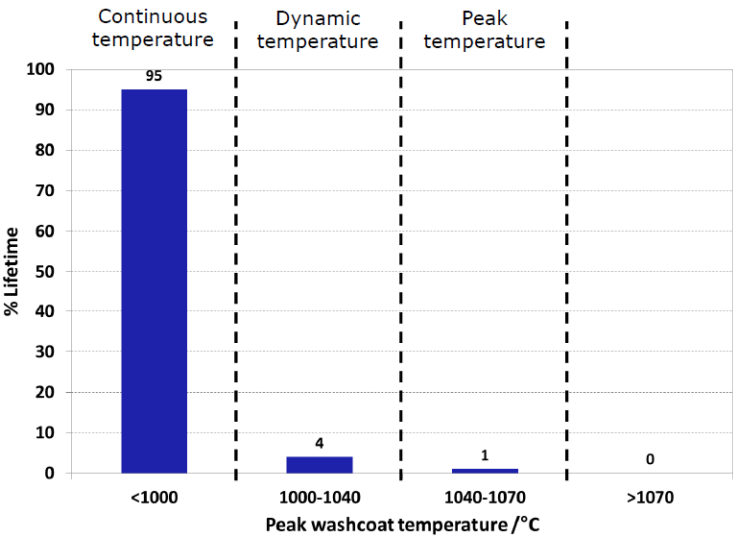
|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
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| Component     | Dynamic hard limit specified by supplier | Steady state operating limit            | Justification                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|---------------|------------------------------------------|-----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Turbo Charger | 1050°C upstream turbine gas temperature  | 1030°C upstream turbine gas temperature | The turbo charger is one of the limiting parts in the exhaust system for the overheating protection. The dynamic hard limit of 1050°C is specified by the component supplier as maximum turbine gas temperature. To ensure that the hard limit won't exceed under all circumstances, especially on high transient maneuvers and exhaust temperature model accuracy of best case +/-30K, as well considering vehicle spread in series production the steady state limit is set to 1030°C. |
| Catalysts     | 1000°C catalyst coating temperature      | 950°C catalyst coating temperature      | The catalysts are one of the limiting parts in the exhaust system for the overheating protection. The dynamic hard limit of 1000°C is specified by the component supplier as maximum coating temperature. To ensure that the hard limit won't exceed under all circumstances, especially on high transient maneuvers and exhaust temperature model accuracy of best case +/-30K, as well considering vehicle spread in series production the steady state limit is set to 950°C.         |

**Table 9: Additional justification for component protection**

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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Washcoat operating limits  
Based on accelerated ageing bench

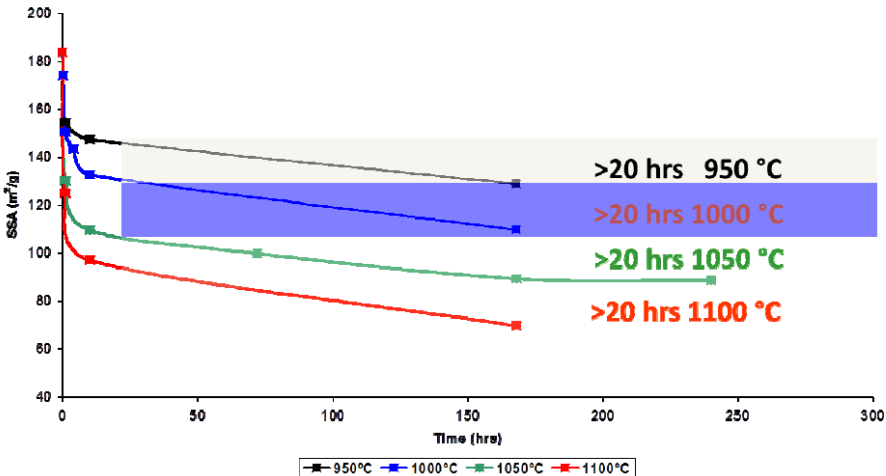


- Temperatures quoted are for the washcoat, and are based on 160,000km mileage
- Products (TWC and filter) are developed on proprietary accelerated ageing cycles as an indication to FUL equivalent
- In-brick thermocouples will not measure exact washcoat, therefore JM recommend that the quoted limits are reduced to account for this

**JM Confidential** The data included herein were collected in a Johnson Matthey laboratory which has not been certified by the relevant authorities/agencies to perform emissions testing. These are indicative data and do not represent a guarantee that the tested catalyst or emissions system will pass the relevant emissions legislation.

TWC = Three Way Catalyst                      FUL = Full Usable Lifetime                      JM = Johnson Matthey

Washcoat operating limits  
Effect of temperature on specific surface area



- Majority of loss occurs in first 10 hours
- 50°C difference is as significant as 10 vs 200hrs ageing

**JM Confidential** The data included herein were collected in a Johnson Matthey laboratory which has not been certified by the relevant authorities/agencies to perform emissions testing. These are indicative data and do not represent a guarantee that the tested catalyst or emissions system will pass the relevant emissions legislation.

OSC = Oxygen Storage Capacity

Figure 6: Catalyst (TWC) hard limit specified by supplier due to drastic decrease of OSC



|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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## Washcoat operating limits

### Recommendations

- JM recommend that temperatures in the washcoat do not exceed the dynamic limit of 1040°C
- Inaccuracies in temperature measurement may occur due to e.g transient response lag, incorrect thermocouple placement and differences between actual washcoat and thermocouple temperatures
  - To account for this, JM recommend that transient temperatures **do not exceed 1000°C** (based on measurement 1" from inlet of the starter catalyst)
  - Similarly, JM recommend that continuous temperatures **do not exceed 950°C** (based on measurement 1" from inlet of the starter catalyst)



The data included herein were collected in a Johnson Matthey laboratory which has not been certified by the relevant authorities/agencies to perform emissions testing. These are indicative data and do not represent a guarantee that the tested catalyst or emissions system will pass the relevant emissions legislation.

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**Figure 8: Washcoat operating limits by supplier**

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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## 7.8 Radiator Shutter Control Strategy

| Radiator Shutter Control Strategy |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Remarks                                                                                                                                                                      |
|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                           | - if equipped -<br>Emission reduction strategy (GHG) - improved vehicle aerodynamics                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                              |
| Action                            | <p>Closing and opening of radiator shutter depending on environmental and powertrain conditions. By fully or partly closing of radiator shutter the air drag is reduced.</p> <p>The radiator shutter control module calculates the position of the radiator shutter depending on:</p> <ul style="list-style-type: none"> <li>• Vehicle speed</li> <li>• Component/Fluid temperatures</li> <li>• AC power consumption &amp; Fan Demand</li> <li>• Ambient temperature</li> </ul> <p>At low vehicle speed the shutter is open.</p> <p>Cold conditions will cause a partially / closed radiator shutter.</p> <p>Hot temperatures will open the radiator shutter.</p> <p>Sport Plus-Mode will cause an open radiator shutter.</p> <p>Both closing and opening is debounced by a given time (5 sec) and a hysteresis depending on the inputs.</p> |                                                                                                                                                                              |
| Parameter (I/O)                   | <p>In:</p> <p>Air Conditioning Compressor Power Consumption</p> <p>Ambient Air Pressure</p> <p>Ambient Air Temperature</p> <p>Brake System Cooling Demand</p> <p>Cooling Fan Speed</p><br><p>Cooling Temperature Setpoint</p> <p>Drive Mode</p><br><p>Engine Coolant Temperature Sensor Cylinder Head</p> <p>Engine State</p> <p>ESC Switch State</p> <p>Radiator Outlet Temperature</p> <p>Terminal 15 State</p> <p>Vehicle Speed</p>                                                                                                                                                                                                                                                                                                                                                                                                       | <p><b>Provided by:</b><br/>Cooling Fan Control Strategy,<br/>Engine Compartment Cooling Fan Control Strategy</p><br><p><b>Provided by:</b> Drive Mode Selection Strategy</p> |

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|                  |                                                                                                                                          |                                                                                                                                            |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
|                  | Out:<br>Radiator Shutter Position                                                                                                        | <b>Input for:</b> Adaptive<br>Active<br>Aerodynamics<br>Strategy                                                                           |
| Condition        | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active.                |                                                                                                                                            |
| In-Use Frequency | High                                                                                                                                     |                                                                                                                                            |
| Emission Impact  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.    |                                                                                                                                            |
| Justification    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions. | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                             |                                                                                                                                            |



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## 7.9 Vehicle Voltage Control Strategy

| Vehicle Voltage Control Strategy |                                                                                                                                                                                                                        | Remarks                                                                                                                                    |
|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                          | Recommendation of the vehicle voltage from engine Management to the Low Voltage Energy Management.                                                                                                                     |                                                                                                                                            |
| Action                           | Requirement to Low Voltage Energy Management to decrease or increase the Vehicle Voltage Level. Increasing only if necessary by demand of the components or if the condition allows to provide cheap energy (Overrun). |                                                                                                                                            |
| Parameter (I/O)                  | In:<br>Cooling Fan State<br>Engine Speed<br>Overrun State<br>Request for O2 Sensor Heating<br>Set Torque<br><br>Out:<br>Adjustment of 12V Battery: Voltage Setpoint                                                    |                                                                                                                                            |
| Condition                        | Active under all conditions after engine start, as long as no control strategy (related to this strategy) becomes active.                                                                                              |                                                                                                                                            |
| In-Use Frequency                 | High                                                                                                                                                                                                                   |                                                                                                                                            |
| Emission Impact                  | This control strategy is also active during the test procedure. Consequently the emission impact is already taken into consideration.                                                                                  |                                                                                                                                            |
| Justification                    | C = The conditions are substantially included in the test procedures for verifying evaporative emissions and average tailpipe emissions.                                                                               | Including test cycles:<br>BRA: FTP75, HwFET, RDE<br>KOR: FTP75, US06, SC03, HwFET, FTP75@-7°C<br>NAR: FTP75, US06, SC03, HwFET, FTP75@-7°C |
| Interaction                      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                           |                                                                                                                                            |

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## 8. Diagnostics

### 8.1 Camshaft Reference Position Offset Diagnosis

| Camshaft Reference Position Offset Diagnosis |                                                                                                                                                                                                                                                                                                                                                                            | Remarks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                                      | Monitoring of angular offset between crankshaft and camshaft (Inlet and outlet).                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Action                                       | Request of adjustment of camshaft to the reference position (Inlet and outlet).                                                                                                                                                                                                                                                                                            | For additional information, please refer to the supplied representative OBD summary table<br>P001699, P001899, P001799, P001999                                                                                                                                                                                                                                                                                                                                                                                              |
| Parameter (I/O)                              | <p>In:</p> <p>Additional inputs, please refer to supplied representative OBD summary table</p> <p>Camshaft Position Setpoint (inlet)</p> <p>Camshaft Position Setpoint (outlet)</p> <p>Catalyst Heating State</p> <p>Engine Load</p> <p>Engine Speed</p> <p>Fuel Cutoff State</p> <p>Overrun State</p> <p>Out:</p> <p>Adjustment of Camshaft Position Setpoint (inlet)</p> | <p><b>Provided by:</b><br/><a href="#">Variable Valve Timing Strategy</a></p> <p><b>Provided by:</b><br/><a href="#">Variable Valve Timing Strategy</a></p> <p><b>Provided by:</b><br/><a href="#">Catalyst Heating Strategy</a></p> <p><b>Provided by:</b><br/><a href="#">Cylinder Filling Control Strategy</a></p> <p><b>Provided by:</b> <a href="#">Fuel Cutoff Strategy</a></p> <p><b>Input for:</b> <a href="#">Variable Valve Timing Strategy</a><br/>Adjustment of inlet and outlet camshaft is set individual.</p> |

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|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
|                  | Adjustment of Camshaft Position Setpoint (outlet)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>Input for:</b> <a href="#">Variable Valve Timing Strategy</a><br>Adjustment of inlet and outlet camshaft is set individual. |
| Condition        | <p>Adjustment of the inlet and outlet camshaft position</p> <p>Enabling Conditions:</p> <ul style="list-style-type: none"> <li>• After engine start and before camshaft adjustment release</li> </ul> <p>OR</p> <p>(</p> <ul style="list-style-type: none"> <li>• During fuel cutoff while overrun</li> </ul> <p>AND</p> <ul style="list-style-type: none"> <li>• Engine speed &lt; 3000 rpm (for inlet camshaft)</li> <li>• Engine speed &lt; 3000 rpm (for outlet camshaft)</li> </ul> <p>AND</p> <ul style="list-style-type: none"> <li>• Engine load between 12 % and 40 % (for inlet camshaft)</li> <li>• Engine load between 12 % and 40 % (for outlet camshaft)</li> </ul> <p>AND</p> <ul style="list-style-type: none"> <li>• Stable operating engine conditions</li> </ul> <p>)</p> <p>Disabling Conditions:</p> <ul style="list-style-type: none"> <li>• Enabling Conditions including smallest technical possible anti-toggling-hysteresis are not fulfilled</li> </ul> | For additional information, please refer to the supplied representative OBD summary table                                      |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                |
| Emission Impact  | <p>This intrusive OBD monitor is also active during the test procedure. Consequently the emission impact is already taken into consideration.</p> <p>Minor emission influence for limited time possible.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                |
| Justification    | D = Diagnostic                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Required by OBD Legislation                                                                                                    |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                |

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## 8.2 Canister Purge Diagnosis

| Canister Purge Diagnosis |                                                                                                                                                                                                                                                                                                                                                                                               | Remarks                                                                                                          |
|--------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| Purpose                  | Monitoring of evaporative emission system                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                  |
| Action                   | Due to the controlled and targeted opening and closing of the canister purge valve, which is located between the activated carbon filter and the intake manifold, an influence on the pressure and thus on the pressure signal in the vent line or in the intake manifold can be measured. If this influence is sufficient, it can be concluded that adequate purging conditions are present. | For additional information, please refer to the supplied representative OBD summary table<br><br>P04F19C P04F09C |
| Parameter (I/O)          | In:<br><br>Additional inputs, please refer to supplied representative OBD summary table<br><br>Ambient Air Pressure<br>Ambient Air Temperature<br>Engine Speed<br>Manifold Absolute Pressure<br>Vehicle Speed<br>Out:<br><br>Canister Purge Valve State                                                                                                                                       | Controlled opening and closing of the canister purge valve                                                       |
| Condition                | Enabling Conditions / Disabling Conditions:<br>- Stable operating engine conditions at part load once per driving cycle<br>- For additional information, please refer to supplied representative OBD summary table                                                                                                                                                                            |                                                                                                                  |
| In-Use Frequency         | High                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                  |
| Emission Impact          | This intrusive OBD monitor is also active during the test procedure. Consequently the emission impact is already taken into consideration.<br>Minor emission influence for limited time possible.                                                                                                                                                                                             |                                                                                                                  |
| Justification            | D = Diagnostic                                                                                                                                                                                                                                                                                                                                                                                | Required by OBD legislation                                                                                      |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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|             |                                                                                                                                                                                                                                                                                                                                                     |  |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Interaction | <p>May overrule:</p> <ul style="list-style-type: none"> <li>- Air Fuel Ratio Adaption Strategy</li> <li>- Canister Purge Strategy</li> <li>- Combined O2-Sensor And Catalyst Diagnosis</li> <li>- Fuel High Pressure Sensor Diagnosis Operation Mode</li> </ul> <p>Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.</p> |  |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

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### 8.3 Combined O2-Sensor And Catalyst Diagnosis

| Combined O2-Sensor And Catalyst Diagnosis |                                                                                                                                                                                                                                                                                                                                              | Remarks                                                                                                                                                                                                                                                                              |
|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                                   | Diagnostics of three way catalytic converter efficiency and signal dynamics of front and rear oxygen sensor.                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                      |
| Action                                    | A cyclic switch to rich and lean Air/Fuel ratio is adjusted. Hereby the dynamic signal quality of the oxygen sensors is evaluated. At the same time, the oxygen storage capacity of the catalytic converter is measured.                                                                                                                     | For additional information, please refer to the supplied representative OBD summary table:<br><br>P014C00 P014D00<br>P015A00 P015B00<br>P013A00 P013B00<br>P013E00 P013F00<br>P299000 P299100<br>P019A00 P019B00<br>P22742A P22752A<br>P042000 P014E00<br>P014F00 P015C00<br>P015D00 |
| Parameter (I/O)                           | <p>In:</p> <p>Additional inputs, please refer to supplied representative OBD summary table</p> <p>Catalyst Temperature</p> <p>Engine Speed</p> <p>Exhaust Gas Mass Flow</p> <p>Vehicle Speed</p> <p>Out:</p> <p>Adaption Values for Lambda Control</p> <p>Adjustment of Air Fuel Ratio (Lambda) Setpoint</p> <p>Adjustment of Load Point</p> | <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> <p><b>Input for:</b> Air Fuel<br/>Ratio Control<br/>Strategy<br/>cyclic switching of<br/>setpoints between<br/>0.82 and 1.08</p>                                                                                |

|               |                  |                                                             |               |
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|                  |                                                                                                                                                                                                                                                                                                                    |                                                                                                              |
|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
|                  | <p>Catalyst Oxygen Storage Capacity</p> <p>Diagnostic Values of Lambda Sensor</p>                                                                                                                                                                                                                                  | <p><b>Input for:</b> Air Fuel Ratio Control Strategy, Catalyst Heating Strategy, Catalyst Purge Strategy</p> |
| Condition        | <p>Enabling Conditions/ Disabling Conditions:</p> <ul style="list-style-type: none"> <li>- Stable operating engine conditions at part load once per driving cycle</li> <li>- For additional information, please refer to the supplied representative OBD summary table</li> </ul>                                  |                                                                                                              |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                               |                                                                                                              |
| Emission Impact  | <p>This intrusive OBD monitor is also active during the test procedure. Consequently the emission impact is already taken into consideration.</p> <p>Minor emission influence for limited time possible.</p>                                                                                                       |                                                                                                              |
| Justification    | D = Diagnostic                                                                                                                                                                                                                                                                                                     | Required by OBD Legislation                                                                                  |
| Interaction      | <p>May overrule:</p> <ul style="list-style-type: none"> <li>- Canister Purge Strategy</li> <li>- Canister Purge Diagnosis</li> <li>- Cylinder Balancing Strategy</li> <li>- Front O2-Sensor Signal Offset Diagnosis</li> </ul> <p>Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.</p> |                                                                                                              |

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#### 8.4 Diagnosis Of Recirculation Valve

| Diagnosis Of Recirculation Valve |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Remarks                                                                                                                                                                                                                                                                                                                                              |
|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                          | Ensure the correct functionality of the recirculation valve in order to protect:<br>- the engine against boost pressure peaks<br>- the turbocharger against compressor surge                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                      |
| Action                           | Opening and closing of the recirculation valve.                                                                                                                                                                                                                                                                                                                                                                                                                                                      | For detailed information, please refer to supplied representative OBD summary table P003392, P00C092                                                                                                                                                                                                                                                 |
| Parameter (I/O)                  | <p>In:</p> <p>Additional inputs, please refer to supplied representative OBD summary table</p> <p>Air Mass Flow Throttle</p> <p>Ambient Air Pressure</p> <p>Ambient Air Temperature</p> <p>Boost Pressure</p> <p>Engine Load</p> <p>Engine Speed</p> <p>Manifold Air Pressure Setpoint</p> <p>Recirculation Valve Diagnosis State</p> <p>Recirculation Valve Position Setpoint</p> <p>Out:</p> <p>Adjustment of Recirculation Valve Position Setpoint</p> <p>Recirculation Valve Diagnosis State</p> | <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> <p><b>Provided by:</b><br/>Diagnosis Of<br/>Recirculation Valve</p> <p><b>Provided by:</b><br/>Cylinder Filling<br/>Control Strategy</p> <p><b>Input for:</b> Diagnosis<br/>Of Recirculation<br/>Valve</p> |



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|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| Condition        | <p><b>Enabling Conditions:</b><br/> Low dynamic in Engine Load and the engine operation point is located in the area of low turbocharging.<br/> • Boost Pressure &gt; Ambient Air Pressure + <a href="#">Curve 1</a>, depending on Engine Speed<br/> AND<br/> • Boost Pressure &gt; Ambient Air Pressure + <a href="#">Curve 2</a>, depending on Engine Speed<br/> AND<br/> • Manifold Air Pressure Setpoint is between Ambient Air Pressure + <a href="#">Curve 3</a> and Ambient Air Pressure + <a href="#">Curve 4</a>, equally depending on Engine Speed<br/> AND<br/> • Recirculation Valve Position Setpoint is "closed"<br/> AND<br/> • Change of Air Mass Flow Throttle &lt; <a href="#">Curve 5</a>, depending on Boost Pressure<br/> AND<br/> • Ambient Air Temperature is between -273.15 °C and 50.01 °C<br/> AND<br/> • Ambient Air Pressure is between 500 hPa and 2559.96 hPa<br/> AND<br/> • Integrated Air Mass Flow Throttle since First Start &gt; 2 kg<br/> AND<br/> • Engine Speed is between 1260 1/min and 3600 1/min<br/> AND<br/> • Gradient of Boost Pressure &lt; <a href="#">Curve 6</a>, depending on Engine Speed<br/> AND<br/> • Recirculation Valve Diagnosis State: the diagnosis was done &lt; 2 this driving cycle</p> <p><b>Disabling Conditions:</b><br/> If enabling conditions are not fulfilled.</p> |                             |
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                             |
| Emission Impact  | <p>This intrusive OBD monitor is also active during the test procedure. Consequently the emission impact is already taken into consideration.<br/> Minor emission influence for limited time possible.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                             |
| Justification    | D = Diagnostic                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Required by OBD legislation |
| Interaction      | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                             |

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### Curve 1

x: Engine speed [rpm]

y: Boost pressure threshold [hPa]

|    |      |      |      |      |      |      |
|----|------|------|------|------|------|------|
| x: | 1000 | 2000 | 3000 | 4000 | 5000 | 6000 |
| y: | 50   | 50   | 50   | 50   | 50   | 150  |

### Curve 2

x: Engine speed [rpm]

y: Boost pressure threshold [hPa]

|    |       |       |       |       |       |      |
|----|-------|-------|-------|-------|-------|------|
| x: | 1000  | 2000  | 3000  | 4000  | 5000  | 6000 |
| y: | 71.99 | 71.99 | 71.99 | 71.99 | 71.99 | 500  |

### Curve 3

x: Engine speed [rpm]

y: Boost pressure threshold [hPa]

|    |      |      |      |      |      |      |
|----|------|------|------|------|------|------|
| x: | 1000 | 2000 | 3000 | 4000 | 5000 | 6000 |
| y: | -500 | -500 | -500 | -500 | -500 | 0    |

### Curve 4

x: Engine speed [rpm]

y: Inlet manifold pressure setpoint [hPa]

|    |      |      |      |      |      |      |
|----|------|------|------|------|------|------|
| x: | 1000 | 2000 | 3000 | 4000 | 5000 | 6000 |
| y: | 400  | 400  | 400  | 400  | 400  | 0    |

### Curve 5

x: Boost pressure [hPa]

y: Air mass flow [kg/h]

|    |      |      |      |      |      |      |
|----|------|------|------|------|------|------|
| x: | 1000 | 1150 | 1250 | 1750 | 2000 | 2250 |
| y: | 20   | 20   | 22   | 25   | 26.5 | 27.5 |

### Curve 6

x: Engine speed [rpm]

y: Boost pressure gradient [hPa/s]

|    |      |      |      |      |      |      |
|----|------|------|------|------|------|------|
| x: | 1250 | 1500 | 2000 | 3000 | 4000 | 5500 |
| y: | 40   | 60   | 80   | 120  | 140  | 150  |

|               |                  |                                                             |               |
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## 8.5 Front O2-Sensor Signal Offset Diagnosis

| Front O2-Sensor Signal Offset Diagnosis |                                                                                                                                                                                                                                                                                                                                                                                              | Remarks                                                                                                                                                  |
|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                                 | Signal offset diagnosis for the front oxygen sensors.                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                          |
| Action                                  | In case of a fault suspicion, a defined setpoint of the air fuel ratio (different from setpoint due to base emission strategy) is requested by the diagnosis for a short period of time. During this adjustment of the air fuel ratio control system, the pumping current and the pumping voltage of the suspicious sensors are evaluated in order to confirm or reject the fault suspicion. | For additional information, please refer to the supplied representative OBD summary table:<br><br>P227028 P227128<br>P219728 P219828<br>P219528 P219628  |
| Parameter (I/O)                         | <p>In:</p> <p>Additional inputs, please refer to supplied representative OBD summary table</p> <p>Catalyst Heating State</p> <p>O2-Sensor Pumping Current</p> <p>O2-Sensor Pumping Voltage</p> <p>Out:</p> <p>Adjustment of Air Fuel Ratio (Lambda) Setpoint</p>                                                                                                                             | <p><b>Provided by:</b><br/>Catalyst Heating Strategy</p> <p><b>Input for:</b> Air Fuel Ratio Control Strategy<br/>Adjustment is set bank individual.</p> |
| Condition                               | <p>Enabling Conditions / Disabling Conditions:</p> <ul style="list-style-type: none"> <li>- Suspicion of a positive or negative sensor offset</li> <li>- Disabled during catalyst heating</li> <li>- For additional information, please refer to the supplied representative OBD summary table</li> </ul>                                                                                    |                                                                                                                                                          |
| In-Use Frequency                        | Low                                                                                                                                                                                                                                                                                                                                                                                          | Only in case of fault suspicion                                                                                                                          |
| Emission Impact                         | <p>Low</p> <p>Minor emission influence for limited time possible.</p>                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                          |
| Justification                           | D = Diagnostic                                                                                                                                                                                                                                                                                                                                                                               | Required by OBD legislation                                                                                                                              |
| Interaction                             | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                          |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## 8.6 High Pressure Fuel Sensor Diagnosis

| High Pressure Fuel Sensor Diagnosis |                                                                                                                                                                                                                                                                                                                                                                                                | Remarks                                                                                                                            |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                             | Diagnosis of the high pressure fuel sensor.<br>A possible offset fault of the high pressure fuel sensor has to be monitored.                                                                                                                                                                                                                                                                   |                                                                                                                                    |
| Action                              | In case of a fault suspicion, a defined setpoint of the high pressure fuel control (different from setpoint due to base emission strategy) is requested by the diagnosis for a short period of time. During this adjustment of the high pressure fuel system, the Air/Fuel controller value and Air/Fuel ratio deviation is being evaluated in order to confirm or reject the fault suspicion. | For detailed information, please refer to supplied representative OBD summary table P-codes:<br>P01902C, P01BE2C, P01902D, P01BE2D |
| Parameter (I/O)                     | In:<br><br>Additional inputs, please refer to supplied representative OBD summary table<br><br>Engine Coolant Temperature<br><br>Engine Speed<br><br>Indicated Torque<br><br>Intake Air Temperature<br><br>Out:<br><br>Adjustment of Fuel Rail Pressure Setpoint                                                                                                                               | <b>Input for:</b> Gasoline High Pressure Regulation Strategy                                                                       |
| Condition                           | Enabling Conditions / Disabling Conditions:<br>- Suspicion of a positive or negative sensor offset after low fuel pressure build-up before engine start<br>- Stable operating engine conditions at part load once per driving cycle<br>- For detailed information, please refer to supplied representative OBD summary table                                                                   |                                                                                                                                    |
| In-Use Frequency                    | Low                                                                                                                                                                                                                                                                                                                                                                                            | Cold start, only in case of fault suspicion.                                                                                       |
| Emission Impact                     | Low<br>Minor emission influence for limited time possible.                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                    |
| Justification                       | D = Diagnostic                                                                                                                                                                                                                                                                                                                                                                                 | Required by OBD legislation                                                                                                        |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|             |                                                                                                                                                                                                                                  |  |
|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Interaction | <p>May overrule:</p> <ul style="list-style-type: none"> <li>- Air Fuel Ratio Adaption Strategy</li> <li>- Canister Purge Strategy</li> </ul> <p>Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.</p> |  |
|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## 8.7 HV Battery State Of Health Diagnosis

| HV Battery State Of Health Diagnosis |                                                                                                                                                                                                                                                                                                                | Remarks                                                                                                                        |
|--------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|
| Purpose                              | Monitor of high voltage battery capacity                                                                                                                                                                                                                                                                       |                                                                                                                                |
| Action                               | A target state of charge is calculated by BECM and requested from ECM hybrid operating strategy, with the goal to have a SoC-difference from start to end of a driving cycle. The SoC-difference is used for calculation of high voltage battery capacity.                                                     | For detailed information, please refer to supplied representative OBD summary table P-codes P0F0092, P0F0192, P0F0292, P0F0392 |
| Parameter (I/O)                      | In:<br>Additional inputs, please refer to supplied representative OBD summary table<br>High Voltage Battery: Cell Voltages<br>High Voltage Battery: Energy Throughput<br>High Voltage Battery: Temperature<br>High Voltage Battery: Time<br>Out:<br>Request for High Voltage Battery: State Of Charge Setpoint |                                                                                                                                |
| Condition                            | For additional information, please refer to the supplied representative OBD summary table.                                                                                                                                                                                                                     |                                                                                                                                |
| In-Use Frequency                     | Low<br>Executed every 3000mi or 3 months                                                                                                                                                                                                                                                                       |                                                                                                                                |
| Emission Impact                      | Medium                                                                                                                                                                                                                                                                                                         |                                                                                                                                |
| Justification                        | D = Diagnostic                                                                                                                                                                                                                                                                                                 |                                                                                                                                |
| Interaction                          | Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.                                                                                                                                                                                                                                   |                                                                                                                                |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## 8.8 Secondary Air Diagnosis

| Secondary Air Diagnosis |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Remarks                                                                                                                                                                                                                        |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Purpose                 | The intrusive part of the secondary air monitor is necessary to detect a stuck open secondary air valve.                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                |
| Action                  | Close the secondary air valve and pump against the closed valve.                                                                                                                                                                                                                                                                                                                                                                                                                 | For detailed information, please refer to supplied representative OBD summary table<br><br>P049100, P049200, P346E72, P346F72                                                                                                  |
| Parameter (I/O)         | <p>In:</p> <p>Additional inputs, please refer to supplied representative OBD summary table</p> <p>Air Fuel Ratio (Lambda)</p> <p>Ambient Air Pressure</p> <p>Engine Coolant Temperature</p> <p>Secondary Air Pressure</p> <p>Secondary Air State</p> <p>Out:</p> <p>Adjustment of Boost Pressure Setpoint</p> <p>Adjustment of Combustion Mode</p> <p>Adjustment of Secondary Air Regulation Valve Setpoint</p> <p>Engine Load Minimum</p> <p>Secondary Air Valve Activation</p> | <p><b>Provided by:</b><br/>Catalyst Heating Strategy</p> <p><b>Input for:</b> Cylinder Filling Control Strategy</p> <p><b>Input for:</b> Combustion Mode Strategy</p> <p><b>Input for:</b> Air Fuel Ratio Control Strategy</p> |
| Condition               | <p>Enabling Conditions/ Disabling Conditions:</p> <ul style="list-style-type: none"> <li>- Electric charger active and stable operating engine conditions at part load or idle</li> <li>- Catalyst heating active</li> <li>- For detailed information, please refer to supplied representative OBD summary table</li> </ul>                                                                                                                                                      |                                                                                                                                                                                                                                |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|                  |                                                                                                                                                                                                                                                                                                             |                             |
|------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| In-Use Frequency | High                                                                                                                                                                                                                                                                                                        |                             |
| Emission Impact  | This intrusive OBD monitor is also active during the test procedure. Consequently the emission impact is already taken into consideration.<br>Minor emission influence for limited time possible.                                                                                                           |                             |
| Justification    | D = Diagnostic                                                                                                                                                                                                                                                                                              | Required by OBD legislation |
| Interaction      | May overrule: <ul style="list-style-type: none"> <li>• Air Fuel Ratio Adaption Strategy</li> <li>• Canister Purge Strategy</li> <li>• Canister Purge Diagnosis</li> <li>• Combined O2-Sensor and Catalyst Diagnosis</li> </ul> Please refer to "Parameter (I/O)" and "Condition" sections of this strategy. |                             |



|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## 8.9 Tank Leakage Blocked Line Diagnosis

| Tank Leakage Blocked Line Diagnosis |                                                                                                                                                                                                                                                                                                                                                                               | Remarks                                                                                           |
|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| Purpose                             | Detection of a blockage in the EVAP line between the active charcoal filter and the fuel tank by means of the tank leakage detection pump to ensure the monitoring capability of the evap system leak monitor.                                                                                                                                                                |                                                                                                   |
| Action                              | In case of a fault suspicion, the tank leakage detection pump gets activated in the following cold start driving cycle to check while driving if there is a blockage in the evaporative line between the active charcoal filter and the fuel tank.                                                                                                                            | For additional information, please refer to the supplied representative OBD summary table P00FE9C |
| Parameter (I/O)                     | In:<br><br>Additional inputs, please refer to supplied representative OBD summary table<br><br>Ambient Air Temperature<br><br>Engine Speed<br><br>Vehicle Speed<br><br>Out:<br><br>Activation of Tank Leakage Detection Pump<br><br>Canister Purge Valve State                                                                                                                |                                                                                                   |
| Condition                           | Enabling Conditions/ Disabling Conditions:<br>- Suspicion of a blocked evaporative line, set during ECU postdrive (diagnostic phase) of the previous cold start driving cycle if the electrical current of the tank leakage detection pump is above the diagnostic thresholds.<br>- For additional information, please refer to the supplied representative OBD summary table |                                                                                                   |
| In-Use Frequency                    | Low                                                                                                                                                                                                                                                                                                                                                                           | Only in case of fault suspicion and cold start driving cycle                                      |
| Emission Impact                     | Low<br>Minor emission influence for limited time possible.                                                                                                                                                                                                                                                                                                                    |                                                                                                   |
| Justification                       | D = Diagnostic                                                                                                                                                                                                                                                                                                                                                                | Required by OBD legislation                                                                       |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

|             |                                                                                                                                                                                                                                                                                                                                                                                         |  |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Interaction | <p>May overrule:</p> <ul style="list-style-type: none"> <li>- Air Fuel Ratio Adaption Strategy</li> <li>- Canister Purge Strategy</li> <li>- Canister Purge Diagnosis</li> <li>- Combined O2 Sensor And Catalyst Diagnosis</li> <li>- Fuel High Pressure Sensor Diagnosis Operation Mode</li> </ul> <p>Please refer to "Parameter (I/O)" and "Condition" sections of this strategy.</p> |  |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## 9. Overview Calculation Models High Voltage Components

HV Battery: List of major calculation models (CM) / parameters with relevance for emission strategies

| Number | Calculation model                      | Purpose                                                   | Parameters in                                                                                                                                        | Parameters out                         | Quality objective | Value range         | Relevant for strategy or calculation models                                                                                                                                                                                                                                |
|--------|----------------------------------------|-----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|-------------------|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| HVB1   | HV Battery Cell Capacities             | Estimation of the individual cell capacities              | HV battery cell voltages (sensors)<br>HV battery cell-related temperatures (sensors)<br>HV battery current (sensor)                                  | HV battery cell capacities             | ± 10 %            | 0 ... 5,5 Ah        | CM HV Battery Cell States Of Charge                                                                                                                                                                                                                                        |
| HVB2   | HV Battery Cell States of Charge       | Estimation of the individual cell states of charge        | HV battery cell voltages (sensors)<br>HV battery cell-related temperatures (sensors)<br>HV battery current (sensor)<br>CM HV battery cell capacities | HV battery cell states of charge       | ± 10%             | 0 ... 100 %         | HV Battery Current Limitation Strategy<br>CM HV Battery State of Charge                                                                                                                                                                                                    |
| HVB3   | HV Battery Cell Resistances            | Estimation of the individual cell resistances             | HV battery cell voltages (sensors)<br>HV battery current (sensor)                                                                                    | HV battery cell resistances            | ± 15 %            | 0 ... 2 mΩ          | HV Battery Current Limitation Strategy                                                                                                                                                                                                                                     |
| HVB4   | HV Battery Temperature                 | Estimation of a characteristic HV battery temperature     | HV battery cell-related temperatures (sensors)                                                                                                       | HV battery temperature                 | ± 2 K             | -40 ... 80 °C       | HV Battery Thermal Management Strategy<br>Hybrid Operating Strategy (ICE Strategy)<br>Start-Stop Function Strategy (ICE Strategy)<br>Cooling System Operation Management Strategy (ICE Strategy)<br>Catalyst Heating Strategy (ICE Strategy)<br>HV System Cooling Strategy |
| HVB5   | HV Battery State of Charge             | Estimation of a characteristic HV battery state of charge | CM HV battery cell states of charge                                                                                                                  | HV battery state of charge             | ± 10 %            | 0 ... 100 %         | Hybrid Operating Strategy (ICE Strategy)<br>Start-Stop Function Strategy (ICE Strategy)<br>Cooling System Operation Management Strategy (ICE Strategy)<br>Catalyst Heating Strategy (ICE Strategy)                                                                         |
| HVB6   | High Voltage Battery Energy Throughput | Estimation of the HV battery energy throughput            | HV battery current (sensor)                                                                                                                          | High Voltage battery energy throughput | ± 5 %             | 0 ...<br>5000000 As | HV Battery Capacity Adaption Strategy                                                                                                                                                                                                                                      |

Table 10: Overview Calculation Models High Voltage Components

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

## 10. Overview Calculation Models (Power Electronics)

| List of major calculation models/parameters |                                                     |                                                                   |                                                                                                                                                                                                                                        |                                         |                                      |                |
|---------------------------------------------|-----------------------------------------------------|-------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------------------|----------------|
| Number                                      | Calculation model                                   | Purpose                                                           | Parameters in                                                                                                                                                                                                                          | Parameters out                          | Quality objective                    | Value range    |
| M1                                          | DC HV Current                                       | Estimation of Drive Motor Control Module DC Current               | Phase U, current sensor<br>Phase V, current sensor<br>Phase W, current sensor<br>DC link voltage sensor<br>Drive motor, position sensor<br>switching control signals                                                                   | DC HV current                           | +/- 8A resp. 8%                      | [-500...500A]  |
| M2                                          | Torque of drive motor                               | Estimation of drive motor torque                                  | Phase U, current sensor<br>Phase V, current sensor<br>Phase W, current sensor<br>Drive motor, position sensor<br>Drive Motor, rotor temperature                                                                                        | Torque of drive motor                   | +/- 5 Nm resp. +/- 5 %               | [-500...600Nm] |
| M3                                          | Temperature of rotor of drive motor                 | Estimation of drive motor rotor temperature                       | Drive motor cooling temperature<br>Drive motor, position sensor<br>Temperature of stator of drive motor<br>Torque of drive motor<br>Transmission oil temperature<br>Speed of combustion engine<br>Ambient temperature<br>Vehicle speed | Temperature of rotor of drive motor     | +/-15K (static)<br>+/- 25K (dynamic) | -40°C - 213°C  |
| M4                                          | Temperature of stator of drive motor                | Estimation of drive motor stator temperature                      | Temperature of stator temperature sensor<br>Drive motor, position sensor<br>Torque of drive motor                                                                                                                                      | Temperature of stator of drive motor    | +/-10K (static)<br>+/- 15K (dynamic) | -40°C - 213°C  |
| M5                                          | Temperature of drive motor control module capacitor | Estimation of temperature of drive motor control module capacitor | Phase U, current sensor<br>Phase V, current sensor<br>Phase W, current sensor<br>Drive motor cooling temperature                                                                                                                       | Temperature of capacitor of drive motor | ±15K                                 | -40°C....105°C |
| M6                                          | Temperature of power module (IGBT)                  | Estimation of power module temperature                            | Phase U, current sensor<br>Phase V, current sensor<br>Phase W, current sensor<br>Drive motor cooling temperature<br>Drive motor, position sensor<br>DC link voltage sensor                                                             | Temperature of IGBT's                   | ±5K (static)                         | -40°C....120°C |
| M7                                          | Temperature of HV Connectors (incl. Busbar)         | Estimation of HV connector temperature                            | Phase U, current sensor<br>Phase V, current sensor<br>Phase W, current sensor<br>Drive motor cooling temperature                                                                                                                       | Temperature of HV connectors            | ±36°K                                | -40°C....178°C |
| M8                                          | Temperature of drive motor cooling temperature      | Estimation of cooling temperature                                 | DCDC low voltage current Sensor<br>DCDC low voltage sensor<br>DCDC high voltage sensor<br>Phase U, current sensor<br>Phase V, current sensor<br>Phase W, current sensor<br>DC link voltage sensor<br>DCDC HS DCB Temperature Sensor    | Temperature of cooling medium           | ±8K                                  | -40°C....65°C  |

**Table 11: Overview Calculation Models (Power Electronics)**

## **Section 16~Confidential Information**

### **16.04.01>< Transmission AECD Description: 911 Carrera GTS**

Transmission-related AECD description starts on the following page.

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

11. Transmission Functional Description

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Project: DL1002E-8A  
Functional Description



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|                                     |
|-------------------------------------|
| <b>Abstract</b>                     |
| Functions of the DL1002E-8A gearbox |

There are no transmission functions that are only active in Dynamometer Operation Mode.  
Functions that are not available in Dynamometer Operation Mode due to missing signals are listed in the documentation of the 'Dynamometer Operation Mode'.

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

DL1002E-8A  
OEM software module - KSP

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| Name                                             | Purpose/Action                                                                                                                                                                                                                                                                                                  | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Output Parameters                                                                                           |
|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|
| CALCULATION MODEL<br>Vehicle- and wheel-speed    | Depending on available sensor and/or bus signals, wheel speed, vehicle speed (over ground) and wheel slip are calculated for further use.                                                                                                                                                                       | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Braking active</li><li>- Direction of travel</li><li>- Gearbox oil temperature</li><li>- Gearbox output speed</li><li>- Longitudinal acceleration</li><li>- Status information from TCU</li><li>- Status of ESP</li><li>- Steering wheel angle</li><li>- Transmission output torque dynamic</li><li>- Tyre diameters</li><li>- Vehicle speed</li><li>- Wheel speeds</li></ul>                                                                      | <ul style="list-style-type: none"><li>- Wheel speeds</li><li>- Vehicle speed</li><li>- Wheel slip</li></ul> |
| CALCULATION MODEL<br>Detection of braking active | Depending on available sensor and/or bus signals, "braking active" is calculated for further use.                                                                                                                                                                                                               | <ul style="list-style-type: none"><li>- Brake pressure</li><li>- Brake switch</li><li>- Driving resistance</li><li>- Status of (adaptive) cruise control</li><li>- Target acceleration</li></ul>                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"><li>- Braking active</li></ul>                                            |
| CALCULATION MODEL<br>Longitudinal acceleration   | Depending on available sensor and/or bus signals (e.g. no sensor installed, sensor failure, dyno mode active ...) the longitudinal acceleration is calculated for further use.<br>Above that the longitudinal acceleration sensor value may be adapted by comparison to altitude-behaviour by driving distance. | <ul style="list-style-type: none"><li>- Ambient pressure</li><li>- Brake pressure</li><li>- Braking active</li><li>- Detected sportiness</li><li>- Drive mode</li><li>- Driving resistance</li><li>- Dyno mode</li><li>- Lateral acceleration</li><li>- Longitudinal acceleration</li><li>- Shift lever position</li><li>- Status information from TCU</li><li>- Status of ESP</li><li>- Status of fault memory</li><li>- Tyre diameters</li><li>- Vehicle speed</li><li>- Wheel slip</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Longitudinal acceleration</li></ul>                                 |

|               |                  |                                                             |               |
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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

| Name                                      | Purpose/Action                                                                                                                                          | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Output Parameters                                                      |
|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| CALCULATION MODEL<br>Lateral acceleration | Depending on available sensor and/or bus signals (e.g. no sensor installed, sensor failure ...) the lateral acceleration is calculated for further use. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Ambient temperature</li><li>- Detected sportiness</li><li>- Dyno mode</li><li>- Gearbox output speed</li><li>- Lateral acceleration</li><li>- Longitudinal acceleration</li><li>- Predictive route data</li><li>- Shift lever position</li><li>- Status information from TCU</li><li>- Status of (adaptive) cruise control</li><li>- Status of ESP</li><li>- Status of fault memory</li><li>- Steering wheel angle</li><li>- Target acceleration</li><li>- Wheel slip</li><li>- Wheel speeds</li><li>- Yaw rate</li></ul> | <ul style="list-style-type: none"><li>- Lateral acceleration</li></ul> |



|               |                  |                                                             |               |
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| Name                                    | Purpose/Action                                                                                                                                                                                                                                                                                                                                                                            | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Output Parameters                                                    |
|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|
| CALCULATION MODEL<br>Driving resistance | <p>The driving resistance (slope, vehicle weight, load torque etc.) is needed to modify the shift points in up-/downhill and payload situations for improved drivability.</p> <p>The driving resistance is calculated using the driving resistance equation on the one hand and the longitudinal acceleration sensor in comparison with the acceleration of wheels on the other hand.</p> | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Altitude</li><li>- Brake pressure</li><li>- Braking active</li><li>- Detected sportiness</li><li>- Drive mode</li><li>- Driving resistance</li><li>- Dyno mode</li><li>- Engine speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Lateral acceleration</li><li>- Longitudinal acceleration</li><li>- Predictive route data</li><li>- Shift lever position</li><li>- Status information from TCU</li><li>- Status of (adaptive) cruise control</li><li>- Status of ESP</li><li>- Status of fault memory</li><li>- Status of trailer detection</li><li>- Status of up- and down-shift</li><li>- Steering wheel angle</li><li>- Transmission output torque dynamic</li><li>- Under-/oversteer coefficient</li><li>- Vehicle speed</li><li>- Wheel slip</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Driving resistance</li></ul> |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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| Name                            | Purpose/Action                                                       | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Output Parameters                                            |
|---------------------------------|----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| CALCULATION MODEL<br>Shift mode | Depending on the sensed parameters the shift time can be influenced. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Braking active</li><li>- Coast/drive flag</li><li>- Detected sportiness</li><li>- Drive mode</li><li>- Drive torque limitations</li><li>- Driving resistance</li><li>- Driving torque</li><li>- Dynamic down-shift points active</li><li>- Engine coolant temperature</li><li>- Engine power degradation</li><li>- Engine speed</li><li>- Engine speed limitation</li><li>- Expected delay time of next shift</li><li>- Freewheel active</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Hybrid mode</li><li>- Inertia</li><li>- Input shaft speed predicted</li><li>- Lateral acceleration</li><li>- Longitudinal acceleration</li><li>- Manual and short time manual mode</li><li>- Max. permitted peak torque during shift</li><li>- Shift lever position</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Status of (adaptive) cruise control</li><li>- Status of ESP</li><li>- Status of launch control</li><li>- Status of max. engine speed limitation</li><li>- Status of up- and down-shift</li><li>- Steering wheel paddle signals</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Shift mode</li></ul> |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

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| Name                                                      | Purpose/Action                                                                                                                                                                               | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Output Parameters                                                                                                                                                          |
|-----------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CALCULATION MODEL<br>Driver type recognition              | Depending on e.g. the longitudinal and lateral dynamics and accelerator pedal action, the shift points are adjusted and the shifting sequence may be changed to satisfy the driver's demand. | <ul style="list-style-type: none"> <li>- Accelerator pedal</li> <li>- Brake pressure</li> <li>- Braking active</li> <li>- Coast/drive flag</li> <li>- Detected sportiness</li> <li>- Drive mode</li> <li>- Driving resistance</li> <li>- Dyno mode</li> <li>- Engine speed</li> <li>- Freewheel active</li> <li>- Gear</li> <li>- Hybrid mode</li> <li>- Lateral acceleration</li> <li>- Longitudinal acceleration</li> <li>- Predictive route data</li> <li>- Priority of minimum engine speed</li> <li>- Shift lever position</li> <li>- Status information from TCU</li> <li>- Status of (adaptive) cruise control</li> <li>- Status of ESP</li> <li>- Status of fault memory</li> <li>- Steering wheel angle</li> <li>- Target acceleration</li> <li>- Up-shift prohibition active</li> <li>- Vehicle speed</li> <li>- Wheel slip</li> <li>- Wheel speeds</li> </ul> | <ul style="list-style-type: none"> <li>- Gear</li> <li>- Up- and down-shifting sequence</li> <li>- Detected sportiness</li> <li>- Detection of economic driving</li> </ul> |
| CALCULATION MODEL<br>Congestion function<br>(traffic jam) | Detection of driving situation 'congestion' to increase driving comfort in stop&go traffic (e.g. number of shifts and/or action of drive clutch/lock-up clutch may be reduced)               | <ul style="list-style-type: none"> <li>- Accelerator pedal</li> <li>- Congestion function active</li> <li>- Drive mode</li> <li>- Driving resistance</li> <li>- Manual and short time manual mode</li> <li>- Predictive route data</li> <li>- Status information from TCU</li> <li>- Steering wheel angle</li> <li>- Wheel speeds</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>- Congestion function active</li> <li>- Target gear = 2nd gear</li> <li>- Status of lock-up clutch</li> </ul>                       |

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| Name                                                | Purpose/Action                                                                                                                                                                                                                                                                 | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Output Parameters                                      |
|-----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| Basic shift program in D<br>(Part of shift program) | The TCU selects the target gear based on the driver's inputs, engine capability and the vehicle speed to ensure adequate propulsion.<br>In hybrid vehicles the active hybrid mode and the characteristics of the electric motor are additionally influencing the shift points. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Altitude</li><li>- Ambient pressure</li><li>- Braking active</li><li>- Detected sportiness</li><li>- Drive mode</li><li>- Drive torque limitations</li><li>- Drive-off 2nd gear active</li><li>- Driving resistance</li><li>- Driving torque</li><li>- Electric motor breakpoint speed</li><li>- Engine idle speed</li><li>- Engine intake temperature</li><li>- Engine speed</li><li>- Engine speed limitation</li><li>- Expected delay time of next shift</li><li>- Freewheel active</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Gears available</li><li>- Hybrid mode</li><li>- Lateral acceleration</li><li>- Longitudinal acceleration</li><li>- Manual and short time manual mode</li><li>- Shift lever position</li><li>- Status information from TCU</li><li>- Status of (adaptive) cruise control</li><li>- Status of drive-off</li><li>- Status of ESP</li><li>- Status of launch control</li><li>- Status of up- and down-shift</li><li>- Steering wheel paddle signals</li><li>- Up-shift prohibition active</li><li>- Vehicle speed</li><li>- Wheel slip</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Gear</li></ul> |

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|---------------|------------------|-------------------------------------------------------------|---------------|
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| Name                   | Purpose/Action                                                                                                                                                                                                                                                                          | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Output Parameters                                                           |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| Drive mode selection   | Depending on the selected drive mode, shift lever position and/or further system states the relevant drive mode is determined. In order to optimize the road performance and the response characteristics in sport mode a higher engine speed with higher torque reserve can be driven. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Desired freewheeling status/program by driver</li><li>- Detection of economic driving</li><li>- Drive mode</li><li>- Freewheel active</li><li>- Freewheeling request/inhibit of other control units</li><li>- Gear</li><li>- Gears available</li><li>- Hybrid mode</li><li>- Manual and short time manual mode</li><li>- Shift lever position</li><li>- Status information from TCU</li><li>- Status of (adaptive) cruise control</li><li>- Status of cold-start limitation</li><li>- Status of ESP</li><li>- Status of launch control</li><li>- Status of up- and down-shift</li><li>- Wheel slip</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Gear</li><li>- Drive mode</li></ul> |
| Downhill shift program | In order to increase the effect of engine braking in the case of mountain descent and to relieve the brakes, the shift points are moved to higher engine speeds. The minimum gradient to activate the downhill shift program is typically <5%.                                          | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Braking active</li><li>- Drive mode</li><li>- Driving resistance</li><li>- Freewheel active</li><li>- Gear</li><li>- Gears available</li><li>- Status of (adaptive) cruise control</li><li>- Wheel speeds</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"><li>- Gear</li></ul>                      |

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| Name                 | Purpose/Action                                                                                                                                                                                                                                     | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Output Parameters                                                                            |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| Up-shift prohibition | Depending on the driver's actions (e.g. accelerator pedal movement), driving situation (e.g. cornering, wheel spin) or electronic stability system (e.g. active control of wheel slip) up-shifts are delayed in order to avoid unnecessary shifts. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Braking active</li><li>- Detected sportiness</li><li>- Drive mode</li><li>- Drive-off 2nd gear active</li><li>- Driving resistance</li><li>- Driving torque</li><li>- Dynamic down-shift points active</li><li>- Dyno mode</li><li>- Engine speed</li><li>- Engine speed limitation</li><li>- Expected delay time of next shift</li><li>- Freewheel active</li><li>- Gear</li><li>- Gears available</li><li>- Hybrid mode</li><li>- Information about vehicle in front</li><li>- Lateral acceleration</li><li>- Longitudinal acceleration</li><li>- Manual and short time manual mode</li><li>- Neutral by paddles</li><li>- Requested slip to decouple drivetrain</li><li>- Shift lever position</li><li>- Slip of clutch(es)</li><li>- Status information from TCU</li><li>- Status of (adaptive) cruise control</li><li>- Status of drive-off</li><li>- Status of ESP</li><li>- Status of launch control</li><li>- Status of up- and down-shift</li><li>- Steering wheel angle</li><li>- Target acceleration</li><li>- Under-/oversteer coefficient</li><li>- Up-shift prohibition active</li><li>- Vehicle speed</li><li>- Wheel slip</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Gear</li><li>- Up-shift prohibition active</li></ul> |

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| Name                      | Purpose/Action                                                                                                                                                                                                                                          | Input Parameters                                                                                                                                                                                                                                                                                                                                                               | Output Parameters                                                                                 |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| Down-shift prohibition    | Depending on the driver's actions (e.g. accelerator pedal movement), drivetrain behaviour (e.g. change of hybrid mode) or electronic stability system (e.g. active control of wheel slip) down-shifts are delayed in order to avoid unnecessary shifts. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Braking active</li><li>- Drive mode</li><li>- Gear</li><li>- Gears available</li><li>- Hybrid mode</li><li>- Neutral by paddles</li><li>- Shift mode</li><li>- Status of ESP</li><li>- Status of up- and down-shift</li><li>- Steering wheel paddle signals</li></ul>                                      | <ul style="list-style-type: none"><li>- Gear</li><li>- Down-shift prohibition active</li></ul>    |
| Dynamic down shift points | Depending on driver input, downshift points are modified to optimize the road performance and the response characteristics.                                                                                                                             | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Altitude</li><li>- Availability of electrical boost</li><li>- Drive mode</li><li>- Engine speed</li><li>- Engine speed limitation</li><li>- Freewheel active</li><li>- Gear</li><li>- Gears available</li><li>- Manual and short time manual mode</li><li>- Vehicle speed</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Gear</li><li>- Dynamic down-shift points active</li></ul> |

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| Name                    | Purpose/Action                                                                                                                                                                                    | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Output Parameters                                                                                                             |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| Engine speed limitation | Depending on the needs of the engine or the hybrid system (e.g. engine disconnect clutch, battery, electric motor etc.) speed might be limited. Shift points have to be adjusted correspondingly. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Altitude</li><li>- Braking active</li><li>- Clutch temperature</li><li>- Detected sportiness</li><li>- Drive mode</li><li>- Driving resistance</li><li>- Engine idle speed</li><li>- Engine speed</li><li>- Engine speed limitation</li><li>- Expected delay time of next shift</li><li>- Freewheel active</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Gears available</li><li>- Hotmode activation by TCU</li><li>- Hybrid mode</li><li>- Manual and short time manual mode</li><li>- Maximum engine speed</li><li>- Minimum engine speed</li><li>- Permission of increased slip</li><li>- Priority of minimum engine speed</li><li>- Up-shift prohibition active</li><li>- Vehicle speed</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Gear</li><li>- Engine speed limitation</li><li>- Upper electric speed limit</li></ul> |



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| Name                              | Purpose/Action                                                                                                                                                                            | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Output Parameters                                                                                  |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| Manual and short time manual mode | In manual and short time manual mode up-shifts are only forced at max speed limit or completely suppressed whereas down-shifts are automatically carried out when approaching idle speed. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Altitude</li><li>- Braking active</li><li>- Drive mode</li><li>- Drive-off 2nd gear active</li><li>- Driving resistance</li><li>- End of short time manual mode</li><li>- Engine speed limitation</li><li>- Expected delay time of next shift</li><li>- Freewheel active</li><li>- Freewheeling request/inhibit of other control units</li><li>- Gear</li><li>- Gearbox output speed</li><li>- Gears available</li><li>- Hybrid mode</li><li>- Longitudinal acceleration</li><li>- Manual and short time manual mode</li><li>- Maximum possible acceleration</li><li>- Neutral by paddles</li><li>- Preparation of Engine Stop active</li><li>- Shift lever position</li><li>- Status information from TCU</li><li>- Status of (adaptive) cruise control</li><li>- Status of cold-start limitation</li><li>- Status of ESP</li><li>- Status of launch control</li><li>- Status of TCU diagnosis</li><li>- Status of up- and down-shift</li><li>- Steering wheel paddle signals</li><li>- Target acceleration</li><li>- Transmission output torque dynamic</li><li>- Up-shift prohibition active</li><li>- Vehicle speed</li><li>- Wheel slip</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Gear</li><li>- Manual and short time manual mode</li></ul> |

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| Name                              | Purpose/Action                                                                                                                                                                                                                                                            | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Output Parameters                                      |
|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| Power unit performance correction | In order to compensate the drop of the driving power that appears e.g. at altitude or high temperatures, the shift points are modified. The minimum altitude to activate this shift program is project-specific and typically lies at several 100 meters above sea level. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Altitude</li><li>- Ambient pressure</li><li>- Ambient temperature</li><li>- Availability of electrical boost</li><li>- Drive mode</li><li>- Engine intake temperature</li><li>- Engine power degradation</li><li>- Gear</li><li>- Status information from TCU</li><li>- Wheel speeds</li></ul>                                                                                                                                                                                                                           | <ul style="list-style-type: none"><li>- Gear</li></ul> |
| (Adaptive) cruise control         | In case of (adaptive) cruise control the TCU calculates the target gear based on the target acceleration and the available driving torque.                                                                                                                                | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Altitude</li><li>- Availability of electrical boost</li><li>- Drive mode</li><li>- Driving resistance</li><li>- Electric motor breakpoint speed</li><li>- Expected delay time of next shift</li><li>- Gear</li><li>- Gears available</li><li>- Hybrid mode</li><li>- Longitudinal acceleration</li><li>- Maximum possible acceleration</li><li>- Requested gear ratio</li><li>- Status of (adaptive) cruise control</li><li>- Target acceleration</li><li>- Up-shift prohibition active</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Gear</li></ul> |

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| Name           | Purpose/Action                                                                                                                                                                                                | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Output Parameters                                                                                                                                                                          |
|----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Launch control | In order to optimize vehicle acceleration from standstill, the driver can use "launch control". It allows a higher launch speed, reduced up-shift times and upshift-points to be set for maximum performance. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Brake pressure</li><li>- Braking active</li><li>- Drive mode</li><li>- Driving resistance</li><li>- Gear</li><li>- Hybrid mode</li><li>- Launch control permission</li><li>- Manual and short time manual mode</li><li>- Shift lever position</li><li>- Status of drive-off</li><li>- Status of ESP</li><li>- Status of hold-system</li><li>- Status of launch control</li><li>- Status of trailer detection</li><li>- Steering wheel angle</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Drive clutch actuation</li><li>- Gear</li><li>- Stall speed/engine target speed</li><li>- Status of launch control</li><li>- Up-shifting</li></ul> |

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| Name                  | Purpose/Action                                                                                                        | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Output Parameters                                                                                            |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|
| Drive-off in 2nd gear | Due to reasons of performance, comfort, hardware configuration or driver request, drive-off is performed in 2nd gear. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Altitude</li><li>- Braking active</li><li>- Clutch temperature</li><li>- Comfort launch (2nd gear) permission by TCU</li><li>- Congestion function active</li><li>- Drive mode</li><li>- Drive torque limitations</li><li>- Driving resistance</li><li>- Engine idle speed</li><li>- Engine intake temperature</li><li>- Engine speed</li><li>- Engine start and stop request</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Gears available</li><li>- Hotmode activation by TCU</li><li>- Hybrid mode</li><li>- Longitudinal acceleration</li><li>- Manual and short time manual mode</li><li>- Maximum possible acceleration</li><li>- Preparation of Engine Stop active</li><li>- Requested slip to decouple drivetrain</li><li>- Shift lever position</li><li>- Status information from TCU</li><li>- Status of (adaptive) cruise control</li><li>- Status of cold-start limitation</li><li>- Status of ESP</li><li>- Steering wheel paddle signals</li><li>- Target acceleration</li><li>- Up-shift prohibition active</li><li>- Vehicle speed</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Target gear = 2nd gear</li><li>- Drive-off 2nd gear active</li></ul> |

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| Name                    | Purpose/Action                                                                                             | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Output Parameters                                                             |
|-------------------------|------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| Target slip calculation | In order to reduce NVH at high engine load and low engine speed, the slip of the drive clutch is adjusted. | <ul style="list-style-type: none"><li>- Coast/drive flag</li><li>- Drive mode</li><li>- Driving torque</li><li>- Engine power degradation</li><li>- Engine speed</li><li>- Engine speed limitation</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Hybrid mode</li><li>- Manual and short time manual mode</li><li>- Requested slip to decouple drivetrain</li><li>- Status of cylinder cut-off</li><li>- Status of drive-off</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Slip speed for drive clutch</li></ul> |

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| Name                   | Purpose/Action                                                                                                                                                                                                                                                                                                                                           | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Output Parameters                                                                                                                                                                                               |
|------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Free-wheeling strategy | <p>In order to reduce the influence of the engine's friction torque, the drive clutch can be disengaged while driving. Shift points can be adjusted to optimize the response characteristic, avoid unnecessary shifts or reduce internal gearbox speeds.</p> <p>Free-wheeling might not be active in some projects (see vehicle manual for details).</p> | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Ambient temperature</li><li>- Braking active</li><li>- Detected sportiness</li><li>- Detection of economic driving</li><li>- Drive mode</li><li>- Driving resistance</li><li>- Driving torque</li><li>- Engine speed</li><li>- Engine speed limitation</li><li>- Engine start and stop request</li><li>- Expected delay time of next shift</li><li>- Freewheel active</li><li>- Freewheeling request/inhibit of other control units</li><li>- Gear</li><li>- Gears available</li><li>- Hybrid mode</li><li>- Lateral acceleration</li><li>- Longitudinal acceleration</li><li>- Manual and short time manual mode</li><li>- Neutral by paddles</li><li>- Preparation of Engine Stop active</li><li>- Shift lever position</li><li>- Status of (adaptive) cruise control</li><li>- Status of cold-start limitation</li><li>- Status of ESP</li><li>- Status of trailer detection</li><li>- Status of up- and down-shift</li><li>- Steering wheel paddle signals</li><li>- Up-shift prohibition active</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Clutch status</li><li>- Gear</li><li>- Clutch torque</li><li>- Engine torque intervention (if applicable)</li><li>- Engine speed intervention (if applicable)</li></ul> |

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| Name                                             | Purpose/Action                                                                                                                                                                                                  | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Output Parameters                                                                                                                                                   |
|--------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Engine start request/<br>engine stop prohibition | In order to ensure proper drive-off and to improve driveability, stopping the engine is e.g. only possible, if the target gear is engaged and the gearbox oil temperature is within its normal operating range. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Ambient temperature</li><li>- Brake pressure</li><li>- Braking active</li><li>- Detected sportiness</li><li>- Detection of economic driving</li><li>- Drive mode</li><li>- Driving resistance</li><li>- Driving torque</li><li>- Engine speed</li><li>- Engine speed limitation</li><li>- Engine start and stop request</li><li>- Engine stop permission by TCU</li><li>- Freewheel active</li><li>- Freewheeling request/inhibit of other control units</li><li>- Gear</li><li>- Hybrid mode</li><li>- Lateral acceleration</li><li>- Longitudinal acceleration</li><li>- Manual and short time manual mode</li><li>- Neutral by paddles</li><li>- Preparation of Engine Stop active</li><li>- Shift lever position</li><li>- Status of (adaptive) cruise control</li><li>- Status of cold-start limitation</li><li>- Status of ESP</li><li>- Status of trailer detection</li><li>- Status of up- and down-shift</li><li>- Steering wheel paddle signals</li><li>- Up-shift prohibition active</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Engine start request</li><li>- Engine stop prohibition</li><li>- Preparation of engine stop active</li><li>- Gear</li></ul> |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

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**DL1002E-8A**  
**OEM software module - KSP**

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| Name                                                | Purpose/Action                                                                                                                                                                                                                                                                               | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Output Parameters                                                                                                                                                                                                                                                        |
|-----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hydraulic Eco-Mode                                  | In order to reduce the gearbox losses by reducing the system pressure, the basic gearbox functionality and shift strategy may permit to activate the hydraulic eco-mode when economic driving style is detected and no shift activity is expected.                                           | <ul style="list-style-type: none"> <li>- Braking active</li> <li>- Drive mode</li> <li>- Gear</li> <li>- Manual and short time manual mode</li> <li>- Shift mode</li> <li>- Slip of clutch(es)</li> <li>- Status of drive-off</li> <li>- Status of ESP</li> <li>- Status of up- and down-shift</li> <li>- Wheel speeds</li> </ul>                                                                                                                                                                                         | <ul style="list-style-type: none"> <li>- System pressure</li> </ul>                                                                                                                                                                                                      |
| Gear shift indication                               | In some projects a gear shift indication is displayed while the manual mode is active. The gear shift indication takes into account the engine speed limitations (e.g. during warm up).                                                                                                      | <ul style="list-style-type: none"> <li>- Accelerator pedal</li> <li>- Braking active</li> <li>- Drive mode</li> <li>- Engine speed</li> <li>- Expected delay time of next shift</li> <li>- Gear</li> <li>- Gears available</li> <li>- Hybrid mode</li> <li>- Manual and short time manual mode</li> <li>- Shift lever position</li> <li>- Status of (adaptive) cruise control</li> <li>- Steering wheel paddle signals</li> <li>- Up-shift prohibition active</li> <li>- Vehicle speed</li> <li>- Wheel speeds</li> </ul> | <ul style="list-style-type: none"> <li>- Gear shift indication</li> </ul>                                                                                                                                                                                                |
| COMPONENT PROTECTION<br>Synchronmesh of 1st gear    | At low gearbox oil temperature a down-shift into 1st gear is prohibited, if accelerator pedal and vehicle speed exceed their respective thresholds in order to protect the synchronmesh.                                                                                                     | <ul style="list-style-type: none"> <li>- Accelerator pedal</li> <li>- Gear</li> <li>- Gearbox oil temperature</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>- Gear</li> </ul>                                                                                                                                                                                                                 |
| COMPONENT PROTECTION<br>Gearbox overheat protection | In order to protect the gearbox components (e.g. clutches, gearbox oil, CPU/TCU) against critical temperatures countermeasures are taken (e.g. reduction of maximum driving torque, reduced shift frequency).<br>A corresponding information/warning is displayed in the instrument cluster. | <ul style="list-style-type: none"> <li>- Accelerator pedal</li> <li>- Clutch temperature</li> <li>- Drive mode</li> <li>- Engine speed limitation</li> <li>- Gear</li> <li>- Gearbox oil temperature</li> <li>- Hotmode activation by TCU</li> </ul>                                                                                                                                                                                                                                                                      | <ul style="list-style-type: none"> <li>- Gear</li> <li>- Status of lock-up clutch (if applicable)</li> <li>- Engine torque intervention (if applicable)</li> <li>- Engine speed intervention (if applicable)</li> <li>- Maximum vehicle speed (if applicable)</li> </ul> |

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| Name                  | Purpose/Action                                                                                                                                                                                                                        | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                    | Output Parameters                                      |
|-----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| Up- and down-shifting | In case of various failure suspicions, gearbox control will send sensed parameters to the shift strategy; shift strategy has to change shift points or inhibit shifts in order to keep the gears and engine rpm in the allowed range. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Drive mode</li><li>- Drive-off 2nd gear active</li><li>- Driving torque</li><li>- Engine speed</li><li>- Freewheel active</li><li>- Gear</li><li>- Gears available</li><li>- Manual and short time manual mode</li><li>- Preparation of Engine Stop active</li><li>- Status of drive-off</li><li>- Up-shift prohibition active</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Gear</li></ul> |

|               |                  |                                                             |               |
|---------------|------------------|-------------------------------------------------------------|---------------|
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| Name                                           | Purpose/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                           | Output Parameters                                                                                                                                |
|------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| Race start conventional                        | The race start function is used to reach the maximum possible vehicle acceleration. The function is started with special entrance conditions by the driver and is fully automated until termination. The specific slip value of the drive wheels is not exceeded and regulated by the DCT-manager. There is an optimum of the output torque with a maximum engine speed for the drive off moment. The ABK/DTI reads in the signals required to enable the race start function and transmits the corresponding status to the DCT Manager. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Brake pressure</li><li>- Brake switch</li><li>- Drive mode</li><li>- Driving resistance</li><li>- Gearbox oil temperature</li><li>- Shift lever position</li><li>- Status of launch control</li><li>- Status of parking brake</li><li>- Status of vehicle lift system</li><li>- Steering wheel angle</li><li>- Vehicle speed</li></ul> | <ul style="list-style-type: none"><li>- Status of launch control</li></ul>                                                                       |
| Torque distribution: pressure-current adaption | Adaption of the pressure-current characteristic curve over life time and temperature.                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Clutch target pressure</li><li>- Clutch target torque vehicle request</li><li>- Gear set input speed</li><li>- Gearbox mileage</li><li>- Gearbox oil temperature</li><li>- Steering wheel angle</li><li>- System oil pressure</li><li>- Vehicle speed</li></ul>                                                                        | <ul style="list-style-type: none"><li>- Clutch target pressure</li><li>- Clutch target torque request</li><li>- System target pressure</li></ul> |
| Torque distribution: touch point adaption      | Adaption of the touchpoint of the clutch over life time and temperature.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Clutch target torque request</li><li>- Drive torque limitations</li><li>- Gear info</li><li>- Gear set input speed</li><li>- Gearbox mileage</li><li>- Gearbox oil temperature</li><li>- Status of ESP</li><li>- Steering wheel angle</li><li>- System oil pressure</li><li>- Vehicle speed</li></ul>                                  | <ul style="list-style-type: none"><li>- Clutch target torque request</li><li>- System target pressure</li></ul>                                  |
| Signals Porsche: pump intake torque out        | The pump intake torque is received from the DCT component control by the ZF signal conditioning. After signal conditioning, the signal is sent to the BUS.                                                                                                                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"><li>- Driving torque</li><li>- System pressure</li><li>- System target pressure</li></ul>                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"><li>- Transmission output torque</li></ul>                                                                     |

|               |                  |                                                             |               |
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| Section 16.11 | AECD Description | 911 GTS 2027 992IIB6eT<br>3.6 l 357 kW                      | Revision Date |
| Test Group    | VPRXV03.6T92     | Engine code: DWTB /<br>Transmission: DL1002E-<br>8x (PDKII) | 03/03/2026    |

| Name                                     | Purpose/Action                                                                                                                                                                                                                                                                                                                                             | Input Parameters                                                                                                                                                                                                               | Output Parameters                                                                                                               |
|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| Signals Porsche: wheel speed calculation | The wheel speeds/speeds are read in from the bus, checked for plausibility and, if necessary, error-treated. The signals are then used for the output speed and, depending on the project, made available as wheel speeds or wheel velocities at the interface to the switching strategy. Depending on the situation, a virtual speed can also be output.  | <ul style="list-style-type: none"><li>- Brake pressure</li><li>- Direction of travel</li><li>- Dyno mode</li><li>- Longitudinal acceleration</li><li>- Status of ESP</li><li>- Tyre diameters</li><li>- Wheel speeds</li></ul> | <ul style="list-style-type: none"><li>- Wheel speeds</li></ul>                                                                  |
| Signals Porsche: cold start limitation   | The cold start limitation (KAB) is a reduction of the drive power during the heating of the exhaust gas aftertreatment system. The emission and preheating strategy is divided into defined phases and controlled via the cold start limitation coordinator. The signals are read from the bus, checked for plausibility and, if necessary, error-treated. | <ul style="list-style-type: none"><li>- Engine start and stop request</li><li>- Variant coding</li></ul>                                                                                                                       | <ul style="list-style-type: none"><li>- Drive mode</li><li>- Shift lever position</li></ul>                                     |
| Dyno mode                                | Some TCU functions will not work correctly on a roller test bench, so that the behaviour of the vehicle is not comparable to driving on a level road. Dyno mode (also called 'dynamometer operation mode', 'DOM', 'roller test bench mode') is used to operate a vehicle on a roller test bench in a way, that is comparable to level road driving.        | <ul style="list-style-type: none"><li>- Direction of travel</li><li>- Dyno mode</li><li>- Status of ESP</li></ul>                                                                                                              | <ul style="list-style-type: none"><li>- Driving resistance</li><li>- Longitudinal acceleration</li><li>- Wheel speeds</li></ul> |

|               |                  |                                                             |               |
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| Name     | Purpose/Action                                                                                                                                                                                                                                                                                | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Output Parameters                                                                                                                                                                                                                                                                         |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Creeping | With the lever in D (Drive) and R (Reverse) positions, the vehicle will begin to creep without actuate the accelerator pedal. Depending on how the brakes are applied, the vehicle slowly creeps up to walking speed. This function only gets active, if it is wanted in the certain variant. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Brake pressure</li><li>- Charge level clutch</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Drive torque limitations</li><li>- Driving resistance</li><li>- Driving torque</li><li>- Engine coolant temperature</li><li>- Engine idle speed</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Longitudinal acceleration</li><li>- Maximum engine speed</li><li>- Shift lever position</li><li>- Slip of clutch(es)</li><li>- Status of ESP</li><li>- Status of parking brake</li><li>- Steering wheel angle</li><li>- Target slip of clutch(es)</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Engine target speed</li><li>- Vehicle velocity</li></ul> |

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| Name           | Purpose/Action                                                                                                                                     | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Output Parameters                                                                                                                                                                                                                                                             |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Closing clutch | In case of an interrupted power flow in the transmission, the power flow must be restored due to drive up condition.                               | <ul style="list-style-type: none"><li>- Clutch torque</li><li>- Combustion engine target torque request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine target speed</li><li>- Gear</li><li>- Input shaft speed</li><li>- Slip of clutch(es)</li><li>- Status of ESP</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul>      | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Engine target speed</li></ul>                |
| Free wheeling  | Upon request by the driving strategy, the driveline has to be opened in order to enable the combustion engine to fall to idle speed while driving. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Charge level clutch</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Freewheel request</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Engine target speed</li><li>- Gear</li></ul> |

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| Name            | Purpose/Action                                                                                                                                                                    | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Output Parameters                                                                                                                                                                                                                                                             |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Paddle function | Upon request of the driver, the driveline opens while driving e.g. to stabilize vehicle                                                                                           | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Charge level clutch</li><li>- Clutch torque</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Freewheel request</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Status of launch control</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul>                                                                                                                   | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Engine target speed</li><li>- Gear</li></ul> |
| Coast support   | In coast situation the driveline power flow has to ensure that the combustion engine is at least at a Idle speed level to support the fuel cut function of the combustion engine. | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Drive mode</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine power degradation</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Requested slip to decouple drivetrain</li><li>- Shift mode</li><li>- Target slip of clutch(es)</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Engine target speed</li></ul>                                                                                                                      |

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| Name       | Purpose/Action                                                                                                                                                      | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Output Parameters                                                                                                                                                                                                                                                                                               |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Start-Stop | The gearbox has to be actuated in a certain way to support start stop functionality of the combustion engine e.g. to restore power flow after a start stop request. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Brake pressure</li><li>- Charge level clutch</li><li>- Clutch pressure</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine start type request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Driving resistance</li><li>- Driving torque</li><li>- Engine coolant temperature</li><li>- Engine idle speed</li><li>- Engine start and stop request</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Gearbox output speed</li><li>- Input shaft speed</li><li>- Maximum engine speed</li><li>- Parking lock position</li><li>- Shift lever position</li><li>- Slip of clutch(es)</li><li>- Start stop available condition</li><li>- Status of clutch</li><li>- Status of parking brake</li><li>- System oil pressure</li><li>- Transmission system input speed</li><li>- Vehicle mode for transport-, production, dyno-mode</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch state request</li><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Coordinator state sub module</li><li>- Engine start and stop request</li><li>- Engine target speed</li><li>- Start stop available condition</li></ul> |

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| Name          | Purpose/Action                                                                                                                                           | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Output Parameters                                                                                                                                                                                                                                                                                      |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Launch normal | Launching of the vehicle starts with accelerator pedal actuation.<br>Launching is performed depending on accelerator pedal actuation and lever position. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Brake pressure</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Driving torque</li><li>- Engine coolant temperature</li><li>- Engine idle speed</li><li>- Engine power degradation</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Inertia</li><li>- Input shaft speed</li><li>- Maximum engine speed</li><li>- Shift lever position</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Status of ESP</li><li>- Status of launch control</li><li>- Status of parking brake</li><li>- System oil pressure</li><li>- Target slip of clutch(es)</li><li>- Torque request ESP</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Engine target speed</li><li>- Gear</li></ul> |



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| Name             | Purpose/Action                                                                                                                                                       | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Output Parameters                                                                                                                                                                                                                                              |
|------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Race start light | At the driver's request, the race start light mode is activated. The aim of this functionality is to launch with maximum acceleration, possibly by using wheel slip. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Charge level clutch</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine power degradation</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Longitudinal acceleration</li><li>- Shift lever position</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Status of ESP</li><li>- Status of launch control</li><li>- Target slip of clutch(es)</li><li>- Torque request ESP</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Engine target speed</li></ul> |

|               |                  |                                                             |               |
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| Name       | Purpose/Action                                                                                                                                              | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Output Parameters                                                                                                                                                                                                                                              |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Race start | At the driver's request, the race start mode is activated. The aim of this functionality is to launch with maximum acceleration, by controlling wheel slip. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Charge level clutch</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine power degradation</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Longitudinal acceleration</li><li>- Shift lever position</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Status of ESP</li><li>- Status of launch control</li><li>- Target slip of clutch(es)</li><li>- Torque request ESP</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Engine target speed</li></ul> |

|               |                  |                                                             |               |
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| Name                | Purpose/Action                                                                                                                   | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Output Parameters                                                                                                                                                                                                                                              |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Shock engage launch | At the driver's request, the shock launch is activated. The aim of this functionality is to launch with max possible wheel slip. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Charge level clutch</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Engine coolant temperature</li><li>- Engine idle speed</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Longitudinal acceleration</li><li>- Shift lever position</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Status of ESP</li><li>- Status of launch control</li><li>- Target slip of clutch(es)</li><li>- Torque request ESP</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Engine target speed</li></ul> |

|               |                  |                                                             |               |
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| Name         | Purpose/Action                                                                                                  | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Output Parameters                                                                                                                                                                                                                                              |
|--------------|-----------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Sport launch | A more spontaneous sequence can be activated to improve the differentiability regarding sportiness of a launch. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Brake pressure</li><li>- Charge level clutch</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine power degradation</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Longitudinal acceleration</li><li>- Maximum engine speed</li><li>- Shift lever position</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Status of ESP</li><li>- Status of launch control</li><li>- Status of parking brake</li><li>- Target slip of clutch(es)</li><li>- Torque request ESP</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Engine target speed</li></ul> |

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| Name                | Purpose/Action                                                                                                                                                                                   | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Output Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Shifting in general | When changing gears, the transmission system is controlled in such a way that the vehicle then drives in the desired target gear. The engine is actively controlled during the shifting process. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine power degradation</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Maximum engine speed</li><li>- Shift lever position</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Status of combustion engine</li><li>- Status of ESP</li><li>- Status of up- and down-shift</li><li>- Target slip of clutch(es)</li><li>- Time since engine start</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Driving torque</li><li>- Engine target speed</li><li>- Gear</li><li>- Status of up- and down-shift</li><li>- Vehicle velocity</li></ul> |

|               |                  |                                                             |               |
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| Name                | Purpose/Action                                                                         | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Output Parameters                                                                                                                                                                                                                                                                                                              |
|---------------------|----------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Drive - up shifting | A gear change to a higher gear is performed without an interruption of the power flow. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Charge level clutch</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Drive torque limitations</li><li>- Driving torque</li><li>- Engine coolant temperature</li><li>- Engine idle speed</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Inertia</li><li>- Input shaft speed</li><li>- Longitudinal acceleration</li><li>- Maximum engine speed</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Status of combustion engine</li><li>- Status of ESP</li><li>- Target slip of clutch(es)</li><li>- Torque request ESP</li><li>- Transmission system input speed</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Engine target speed</li><li>- Gear</li></ul> |

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| Name                  | Purpose/Action                                                                                                                             | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Output Parameters                                                                                                                                                                                                                                                             |
|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Drive - down shifting | A gear change to a lower gear is performed without an interruption of the power flow, depending on the torque reserve of the drive engine. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Charge level clutch</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine power degradation</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Inertia</li><li>- Input shaft speed</li><li>- Shift mode</li><li>- Target slip of clutch(es)</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Engine target speed</li><li>- Gear</li></ul> |
| Coast - up shifting   | A gear change to a higher gear in coast condition, is performed without an interruption of coasting.                                       | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Inertia</li><li>- Input shaft speed</li><li>- Shift mode</li><li>- Status of combustion engine</li><li>- Transmission system input speed</li></ul>                                       | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Engine target speed</li><li>- Gear</li></ul> |

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| Name                  | Purpose/Action                                                                                      | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Output Parameters                                                                                                                                                                                                                                                                                                                              |
|-----------------------|-----------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Coast - down shifting | A gear change to a lower gear in coast condition, is performed without an interruption of coasting. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Driving torque</li><li>- Engine coolant temperature</li><li>- Engine idle speed</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Inertia</li><li>- Input shaft speed</li><li>- Longitudinal acceleration</li><li>- Maximum engine speed</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Status of combustion engine</li><li>- Status of ESP</li><li>- Torque request ESP</li><li>- Transmission system input speed</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Engine start and stop request</li><li>- Engine target speed</li><li>- Gear</li></ul> |



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| Name                           | Purpose/Action                                                                                                                                                                                                                                          | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Output Parameters                                                                                                                                                                                                                                                             |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Traction interruption shifting | To resolve special situations, a shifting can be performed with interruption of the power flow. E.g. when substitute measures get active or in case of an error state like locked gears, or a shift jam                                                 | <ul style="list-style-type: none"><li>- Charge level clutch</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Longitudinal acceleration</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Status of ESP</li><li>- Target slip of clutch(es)</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Engine target speed</li><li>- Gear</li></ul> |
| IDLE in general                | As long as no action of the transmission is required, the transmission keeps driving in the current gear. Therefore the active clutch assigned to the current gear must be actuated and a slip-free power flow of the driveline engine must be ensured. | <ul style="list-style-type: none"><li>- Brake pressure</li><li>- Charge level clutch</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Gear</li><li>- Input shaft speed</li><li>- Status of ESP</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul>                                                                                                                                                                                              | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Coordinator state sub module</li><li>- Gear</li></ul>                                                                                                                                                  |

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| Name              | Purpose/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Output Parameters                                                                                                                                                                                                                                  |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Driving with slip | As long as no action of the transmission is required, the transmission system keeps driving on the current gear. Therefore the active clutch, assigned to the current gear, must be actuated in that way, that the power flow of the engine will be granted with the requested target slip ensured. Driving with clutch slip is requested by the driving strategy to reduce issues like driveline vibrations, booming noises or load change rattling, for example. | <ul style="list-style-type: none"><li>- Brake pressure</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine power degradation</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Requested slip to decouple drivetrain</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Status of ESP</li><li>- Target slip of clutch(es)</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Coordinator state sub module</li><li>- Engine target speed</li><li>- Gear</li><li>- Target slip of clutch(es)</li></ul> |

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| Name                       | Purpose/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Output Parameters                                                                                                                                                                                              |
|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Driving with virtual gears | As long as no action of the transmission is required, the transmission system keeps driving on the current gear. Driving at high gears in combination with slow vehicle speed it isn't allowed to fall below the idle speed of the driveline engine. Therefore the active clutch assigned to the current gear must be actuated in that way that the power flow of the driveline engine is ensured under necessary increased clutch slip. The power flow with increased clutch slip is required by the driving strategy to continue driving in high gears as long as it makes sense in terms of energy. | <ul style="list-style-type: none"><li>- Brake pressure</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine power degradation</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Requested slip to decouple drivetrain</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Status of ESP</li><li>- Target slip of clutch(es)</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Coordinator state sub module</li><li>- Engine target speed</li><li>- Gear</li></ul> |
| Jerk damping               | Upon external request, the clutch should go into friction locked condition to support the load shock damping functionality on driveline engine side. This is necessary to minimize noises and load jerking events which are introduced due to clearance in the driveline.                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"><li>- Brake pressure</li><li>- Clutch torque</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Gear</li><li>- Input shaft speed</li><li>- Transmission system input speed</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Coordinator state sub module</li><li>- Gear</li></ul>                                                                                   |

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| Name                           | Purpose/Action                                                                                                                                                                                                                                                                        | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Output Parameters                                            |
|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| Determination of sport factors | In order to differentiate between sport and comfort, a sportfactor is determined centrally. Actuation processes in the gearbox are performed quicker based on the sportfactor. A shift with a high sportfactor for example, the performance will increase but the comfort may suffer. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Clutch target torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Kickdown switch</li><li>- Longitudinal acceleration</li><li>- Shift mode</li><li>- Status of combustion engine</li><li>- Status of ESP</li><li>- Status of launch control</li><li>- Status of up- and down-shift</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Shift mode</li></ul> |

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| Name               | Purpose/Action                                                                                                                                                                                                                                                           | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Output Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Interface: timejob | For functionalities like e.g. driving functions of the transmission system certain information are required or must be supplied. The information are received, or send. Information that are required several times by a driving functionality are centrally determined. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Brake pressure</li><li>- Clutch target pressure</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Drive torque limitations</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine speed</li><li>- Engine target speed</li><li>- Gear</li><li>- Gear ratio</li><li>- Gearbox oil temperature</li><li>- Gearbox output speed</li><li>- Input shaft speed</li><li>- LV2 intervention state request</li><li>- Parking lock position</li><li>- Shift lever position</li><li>- Shift mode</li><li>- Status of clutch</li><li>- Status of combustion engine</li><li>- Status of launch control</li><li>- Target slip of clutch(es)</li><li>- Transmission system input speed</li><li>- Vehicle mode for transport-, production, dyno-mode</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Brake pressure</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Emergency brake assist</li><li>- Engine start and stop request</li><li>- Engine target speed</li><li>- Gear</li><li>- Gear ratio</li><li>- Gearbox output speed</li><li>- Input shaft speed</li><li>- Slip of clutch(es)</li><li>- Status of ESP</li><li>- Status of parking brake</li><li>- Transmission system input speed</li><li>- Transmission system output torque</li><li>- Vehicle velocity</li></ul> |

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| Name                                | Purpose/Action                                                                                                                                                                                                                                                                                                       | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Output Parameters                                            |
|-------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| Determination of the target gears   | The driving strategy only determines desired gears. Whether these can be engaged or if it has to remain in the current operating state, must be validated. It has to be taken into account, for example, whether a desired gear is still available, or must be disengaged due to a defect or a overspeed protection. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Brake pressure</li><li>- Clutch target torque</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine target speed</li><li>- Expected delay time of next shift</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Kickdown switch</li><li>- Longitudinal acceleration</li><li>- Maximum engine speed</li><li>- Neutral by paddles</li><li>- Parking lock position</li><li>- Shift lever position</li><li>- Status of ESP</li><li>- Status of launch control</li><li>- Status of parking brake</li><li>- Status of up- and down-shift</li><li>- Transmission system input speed</li><li>- Vehicle mode for transport-, production, dyno-mode</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Gear</li></ul>       |
| Determination of the gearshift type | In certain situations, a gear change has to be performed with an interruption of the power flow. e.g. upon request of the driving strategy, as a substitute measure, etc. The way of how to perform the upcoming shift, will be determined centrally.                                                                | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Clutch target torque</li><li>- Combustion engine target torque request</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Shift mode</li><li>- Status of up- and down-shift</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul>                                                                                                                                                                                                                                                                                                                                                           | <ul style="list-style-type: none"><li>- Shift mode</li></ul> |

|               |                  |                                                             |               |
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| Name                            | Purpose/Action                                                                                                                                                                                                                                                                                                     | Input Parameters                                                                                                                                                                                                                                                                                                                                                                             | Output Parameters                                                                             |
|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Fast response                   | The raw values of the tip signal are evaluated in order to prepare as early as possible a upcoming shift and to carry it out as fast as possible.                                                                                                                                                                  | <ul style="list-style-type: none"><li>- Coordinator state sub module</li><li>- Gear</li><li>- Neutral by paddles</li><li>- Shift lever position</li></ul>                                                                                                                                                                                                                                    | <ul style="list-style-type: none"><li>- Gear</li></ul>                                        |
| Background shifting             | In certain situations like e.g. launch or creeping, a clutch switch over is needed without changing to the shifting module, in order to maintain the existing driving situation for the driver.                                                                                                                    | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Freewheel request</li><li>- Gear</li><li>- Input shaft speed</li><li>- Longitudinal acceleration</li><li>- Neutral by paddles</li><li>- Shift lever position</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Gear</li></ul>                                        |
| Blocking the target gear output | During a shift like e.g. multiple downshift, it's possible that a clutch gets highly thermal stressed. Therefore it's needed to delay, cancel or detour to a different clutch and gear during a shift to prevent a thermal overload of the clutch and a notification of the driver through the instrument cluster. | <ul style="list-style-type: none"><li>- Charge level clutch</li><li>- Coordinator state sub module</li><li>- Expected delay time of next shift</li><li>- Gear</li><li>- Input shaft speed</li><li>- Shift lever position</li><li>- Status of up- and down-shift</li><li>- Vehicle velocity</li></ul>                                                                                         | <ul style="list-style-type: none"><li>- Gear</li><li>- Status of up- and down-shift</li></ul> |

|               |                  |                                                             |               |
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| Name           | Purpose/Action                                                                                                                                                                                                                                                                                                                                                                                                       | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Output Parameters                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Engine control | The shift sequence of a gearbox should be performed automatic for a driver. Therefore a quite close coordination between transmission and the engine processes are needed. The engine gets guided during a shift by the transmission system, to execute the processes according to the current operating state. For example at a speed controlled shift, where the engine gets guided and controlled by the gearbox. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Brake pressure</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Drive torque limitations</li><li>- Driving torque</li><li>- Engine idle speed</li><li>- Engine target speed</li><li>- Gear</li><li>- Gear ratio</li><li>- Gearbox oil temperature</li><li>- Gearbox output speed</li><li>- Input shaft speed</li><li>- Maximum engine speed</li><li>- Slip of clutch(es)</li><li>- Status of clutch</li><li>- Status of ESP</li><li>- Status of up- and down-shift</li><li>- Target slip of clutch(es)</li><li>- Torque request ESP</li><li>- Transmission system input speed</li><li>- Vehicle mode for transport-, production, dyno-mode</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Combustion engine target torque transmission request</li><li>- Coordinator state sub module</li><li>- Drive torque limitations</li><li>- Driving torque</li><li>- Engine target speed</li><li>- Maximum engine speed</li><li>- Transmission system input speed</li></ul> |



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| Name                    | Purpose/Action                                                                                                                                                                                                                                                                                                                                                                                                                                             | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Output Parameters                                                                                                                                                                                                                       |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| System pressure control | System pressure is required to implement the required actuations in the gearbox. This is controlled by a hydraulic valve. The required system pressure according to the transmission states, is requested for example for a gear engagement, disengagement and for the clutches to ensure the powerflow. The system pressure controller implements the requirements and sets the system pressure.                                                          | <ul style="list-style-type: none"> <li>- Clutch target oil flow</li> <li>- Clutch target torque</li> <li>- Clutch torque</li> <li>- Engine idle speed</li> <li>- Gearbox oil flow request</li> <li>- Gearbox oil temperature</li> <li>- Longitudinal acceleration</li> <li>- Oil supply target line pressure</li> <li>- Parking lock actuator target oil flow</li> <li>- Parking lock position</li> <li>- Pump pressure regulator target current</li> <li>- Shift lever position</li> <li>- Slip of clutch(es)</li> <li>- Status of clutch</li> <li>- Status of parking lock request</li> <li>- Transmission system input speed</li> <li>- Vehicle velocity</li> </ul> | <ul style="list-style-type: none"> <li>- Engine target speed</li> <li>- Line pressure regulator target current</li> <li>- Oil supply target line pressure</li> <li>- Transmission system drag torque</li> </ul>                         |
| Vane cell pump          | The needed oil flow for cooling and actuation of the transmission is supplied by a controllable vane cell pump. The vane cell pump is controlled by a hydraulic valve according to the system state of the transmission. The required system pressure according to the states, is requested for example by a gear engagement, disengagement, cooling requirements within the transmission and through actuations of the clutches to control the powerflow. | <ul style="list-style-type: none"> <li>- Clutch pressure</li> <li>- Clutch target oil flow</li> <li>- Clutch target pressure</li> <li>- Coordinator state sub module</li> <li>- Gear</li> <li>- Gearbox oil flow request</li> <li>- Gearbox oil temperature</li> <li>- Oil pump oil flow</li> <li>- Oil supply target line pressure</li> <li>- Parking lock actuator target oil flow</li> <li>- Parking lock position</li> <li>- Pump pressure regulator current</li> <li>- Slip of clutch(es)</li> <li>- System oil pressure</li> <li>- Transmission system input speed</li> <li>- Vane pump target oil flow</li> </ul>                                               | <ul style="list-style-type: none"> <li>- Engine target speed</li> <li>- Oil supply target line pressure</li> <li>- Pump pressure regulator target current</li> <li>- Vane pump oil flow</li> <li>- Vane pump target oil flow</li> </ul> |
| Flushing                | In the event of hydraulic faults, e.g. caused by a flake in the valve, an attempt should be made to resolve this through a appropriate control. For example, the valve is transferred to the maximum opening state and gets flushed thereby.                                                                                                                                                                                                               | <ul style="list-style-type: none"> <li>- Clutch pressure regulator current</li> <li>- Gearbox oil temperature</li> <li>- System oil pressure</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>- Oil supply target line pressure</li> <li>- Vane pump target oil flow</li> </ul>                                                                                                                |

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| Name                          | Purpose/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Output Parameters                                                                                                                                                                                                                          |
|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Clutch control                | The clutch torques, required for the current driving situation, e.g. launch, are calculated by the driving functionalities and must be set in order to generate the desired power flow. For this purpose, the corresponding valves of the hydraulic control unit must be controlled via the associated electronic pressure actuators. In addition, the system pressure required for actuation must be requested.                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Clutch torque</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <ul style="list-style-type: none"><li>- Clutch pressure regulator target current</li><li>- Clutch target pressure</li><li>- Clutch target torque</li></ul>                                                                                 |
| Filling normal                | The hydraulically actuated, wet-running multi disc clutch is released/open in a non-actuated state in order to obtain little drag torques. The separation space (clearance) must be overcome for actuation, i.e. the space must be filled when moving the clutch piston. If the space has been overcome, torque can be transferred by applying further pressure.                                                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"><li>- Clutch oil flow rate</li><li>- Clutch pressure</li><li>- Clutch pressure regulator target current</li><li>- Clutch target pressure</li><li>- Clutch target torque</li><li>- Coordinator state sub module</li><li>- Gearbox oil flow request</li><li>- Gearbox oil temperature</li><li>- Oil pump flow rate</li><li>- Oil supply target line pressure</li><li>- Parking lock actuator target oil flow</li><li>- Shift mode</li><li>- System oil pressure</li><li>- Time since engine start</li><li>- Transmission system input speed</li><li>- Vane pump oil flow</li></ul> | <ul style="list-style-type: none"><li>- Clutch oil flow rate</li><li>- Clutch pressure</li><li>- Clutch target oil flow</li><li>- Clutch target pressure</li><li>- Engine target speed</li><li>- Oil supply target line pressure</li></ul> |
| Filling in ECO-Mode           | The hydraulically actuated, wet-running multi disc clutch is released/open in a non-actuated state in order to obtain little drag torques. The separation space (clearance) must be overcome for actuation, i.e. the space must be filled when moving the clutch piston. If the space has been overcome, torque can be transferred by applying further pressure. In the start/stop mode, the clutch should be filled with reduced system pressure in order to generate as little leakage as possible within the hydraulic control unit. Due to this, the flow rate of the pump can be used as much as possible for clutch filling while restarting the combustion engine. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Clutch pressure</li><li>- Clutch target torque</li><li>- Gearbox oil temperature</li><li>- Oil supply target line pressure</li><li>- System oil pressure</li><li>- Transmission system input speed</li></ul>                                                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"><li>- Clutch oil flow rate</li><li>- Clutch pressure</li><li>- Clutch target oil flow</li><li>- Clutch target pressure</li><li>- Oil supply target line pressure</li></ul>                               |
| Filling with max. performance | The hydraulically actuated, wet-running multi disc clutch is released/open in a non-actuated state in order to obtain little drag torques. The separation space (clearance) must be overcome for actuation, i.e. the space must be filled when moving the clutch piston. If the space has been overcome, torque can be transferred by applying further pressure. With this type of clutch filling during a shift sequence without interruption of power flow, the time of transferring the torque from one to the other clutch can be reduced to the hydraulic delay time.                                                                                                | <ul style="list-style-type: none"><li>- Clutch pressure</li><li>- Clutch target torque</li><li>- Driving torque</li><li>- Gearbox oil temperature</li><li>- Oil supply target line pressure</li><li>- Status of combustion engine</li><li>- System oil pressure</li><li>- Transmission system input speed</li></ul>                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"><li>- Clutch oil flow rate</li><li>- Clutch pressure</li><li>- Clutch target oil flow</li><li>- Clutch target pressure</li><li>- Oil supply target line pressure</li></ul>                               |

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| Name                | Purpose/Action                                                                                                                                                                                                                                                                                                                | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Output Parameters                                                                                                                                                    |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Torque transmission | If the clearance in order to actuate has been overcome, torque can be transferred by applying further pressure. In order to set the torque which is required by the driving functionalities, the needed pressure value is calculated based on the adapted transmission behavior and set via the electronic pressure actuator. | <ul style="list-style-type: none"><li>- Clutch coolant volume flow</li><li>- Clutch oil flow rate</li><li>- Clutch pressure</li><li>- Clutch target pressure</li><li>- Clutch target torque</li><li>- Clutch temperature</li><li>- Engine target speed</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Oil supply target line pressure</li><li>- Slip of clutch(es)</li><li>- Status of launch control</li><li>- System oil pressure</li><li>- Target slip of clutch(es)</li><li>- Transmission system input speed</li></ul> | <ul style="list-style-type: none"><li>- Clutch pressure</li><li>- Clutch target pressure</li><li>- Clutch torque</li><li>- Oil supply target line pressure</li></ul> |
| Valve control       | Based on the valve characteristic, the current value for the electric pressure actuator belonging to the target value is determined for each actuation path or valve. e.g. to actuate the synchronizer units or to set the cooling of the clutch.                                                                             | <ul style="list-style-type: none"><li>- Clutch pressure regulator current</li><li>- Clutch target pressure</li><li>- Gearbox oil temperature</li><li>- System oil pressure</li></ul>                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"><li>- Clutch pressure</li><li>- Clutch pressure regulator current</li><li>- Clutch pressure regulator target current</li></ul>     |

|               |                  |                                                             |               |
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| Name                        | Purpose/Action                                                                                                                                                                                                                                                                                                                                                                   | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Output Parameters                                                                                                                                                                                                                                                    |
|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cooling oil flow management | The available cooling oil flow rate is prioritized and set accordingly for the components to be cooled actively.                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>- Charge level clutch</li> <li>- Charge level gear set</li> <li>- Clutch coolant volume flow</li> <li>- Clutch cooling target oil flow</li> <li>- Clutch pressure</li> <li>- Clutch target pressure</li> <li>- Clutch target torque</li> <li>- Clutch torque</li> <li>- Combustion engine target torque request</li> <li>- Coordinator state sub module</li> <li>- Engine idle speed</li> <li>- Engine speed</li> <li>- Gear</li> <li>- Gear set coolant target volume flow</li> <li>- Gearbox oil temperature</li> <li>- Gearbox output speed</li> <li>- Input shaft speed</li> <li>- Line pressure regulator current</li> <li>- Longitudinal acceleration</li> <li>- Oil pump oil flow</li> <li>- Oil supply cooling oil flow available</li> <li>- Shift lever position</li> <li>- Shift mode</li> <li>- Slip of clutch(es)</li> <li>- Status of launch control</li> <li>- Status of up- and down-shift</li> <li>- Time since engine start</li> <li>- Transmission system input speed</li> <li>- Vane pump oil flow</li> <li>- Vane pump target oil flow</li> <li>- Vehicle velocity</li> </ul> | <ul style="list-style-type: none"> <li>- Clutch thermal dissipation</li> <li>- Engine start and stop request</li> <li>- Engine target speed</li> <li>- Oil supply target line pressure</li> <li>- Vane pump oil flow</li> <li>- Vane pump target oil flow</li> </ul> |
| Control cooling oil flow    | In order to distribute the cooling oil flow correspondingly, the valve responsible for this in the hydraulic control unit is set, e.g. for cooling the clutch during gear engagement phases it is set low or during slip phases it is set correspondingly high; During control extended functions of the valve for controlling further shift valves are also taken into account. | <ul style="list-style-type: none"> <li>- Charge level clutch</li> <li>- Clutch cooling target oil flow</li> <li>- Combustion engine target torque request</li> <li>- Gearbox oil temperature</li> <li>- Longitudinal acceleration</li> <li>- Shift lever position</li> <li>- Shift mode</li> <li>- Vane pump target oil flow</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>- Cooling pressure regulator target current</li> </ul>                                                                                                                                                                        |

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| Name                       | Purpose/Action                                                                                                                                                                                                                     | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Output Parameters                                                                                                                           |
|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| Thermal model              | The clutch temperatures are calculated by a thermal model, to determine the required cooling and to take protective measures in time.                                                                                              | <ul style="list-style-type: none"><li>- Ambient temperature</li><li>- Charge level clutch</li><li>- Clutch pressure</li><li>- Clutch torque</li><li>- Electromagnetic On-Off valve state cooling circuit</li><li>- Engine coolant temperature</li><li>- Gearbox oil temperature</li><li>- Oil supply cooling oil flow available</li><li>- Shift lever position</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Transmission system input speed</li></ul> | <ul style="list-style-type: none"><li>- Clutch temperature</li><li>- Clutch thermal dissipation</li><li>- Gearbox oil temperature</li></ul> |
| Support thermal management | Depending on the temperatures within the transmission, specifications for the thermal management of the engine are issued in order to prevent an overheating of the transmission on the one hand or to heat it up on the other.    | <ul style="list-style-type: none"><li>- Engine coolant temperature</li><li>- Gearbox oil temperature</li></ul>                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"><li>- Transmission system thermal management request</li></ul>                                            |
| Actual torque calculation  | The transmitted torque of the clutch as well as torque losses (pump, gearbox) are determined and transmitted to the engine control unit, e.g. in order to be able to set correspondingly the pre controller of the engine control. | <ul style="list-style-type: none"><li>- Clutch pressure</li><li>- Clutch torque</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Gear</li><li>- Input shaft speed</li><li>- Slip of clutch(es)</li><li>- Status of clutch</li><li>- Transmission system drag torque</li><li>- Transmission system input speed</li></ul>                                                                                                                     | <ul style="list-style-type: none"><li>- Clutch torque</li><li>- Driving torque</li><li>- Transmission system drag torque</li></ul>          |

|               |                  |                                                             |               |
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| Name                                            | Purpose/Action                                                                                                                                                                                                                                                                                                                                      | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Output Parameters                                                                                                                                                                                      |
|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Clutch status                                   | The current actuation state of the clutches is determined in order to e.g. report synchronicity, initiate a shift end or report open to be able to change a gear.                                                                                                                                                                                   | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine target torque request</li><li>- Driving torque</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Gearbox output speed</li><li>- Input shaft speed</li><li>- Shift lever position</li><li>- Slip of clutch(es)</li><li>- Status of ESP</li><li>- Transmission system input speed</li></ul>                                  | <ul style="list-style-type: none"><li>- Clutch target pressure</li><li>- Clutch torque</li><li>- Status of clutch</li></ul>                                                                            |
| Control of the position valve                   | On request, the position valve included for the redundant path to hydraulic disengage the clutches is operated e.g. in case an error occurs or for self-diagnoses purposes.                                                                                                                                                                         | <ul style="list-style-type: none"><li>- Clutch target pressure</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Line pressure regulator current</li><li>- Line pressure regulator target current</li><li>- Parking lock position</li><li>- Shift lever position</li><li>- Shift mode</li></ul>                                                                                                                                                                                                 | <ul style="list-style-type: none"><li>- Clutch target pressure</li></ul>                                                                                                                               |
| Clutch control interface and internal functions | For operating the transmission system, in particular the clutch control, certain information are required or must be supplied to other components. Information are read in and processed or made available, for example. Information that are required several times by the clutch control itself for internal processes, are centrally determined. | <ul style="list-style-type: none"><li>- Ambient pressure</li><li>- Clutch target pressure</li><li>- Clutch target torque</li><li>- Electric motor torque</li><li>- Electromagnetic On-Off valve state</li><li>- Engine speed</li><li>- Engine target speed</li><li>- Gearbox oil temperature</li><li>- Inertia</li><li>- Input shaft speed</li><li>- Oil supply target line pressure</li><li>- Pressure of drive clutches</li><li>- Status of clutch</li><li>- Transmission system input speed</li></ul> | <ul style="list-style-type: none"><li>- Ambient pressure</li><li>- Clutch pressure</li><li>- Clutch target torque</li><li>- Electromagnetic On-Off valve state</li><li>- Engine target speed</li></ul> |

|               |                  |                                                             |               |
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| Name                                 | Purpose/Action                                                                                                                                                                                                                                                                                                                                                                              | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                              | Output Parameters                                                                                                                                                          |
|--------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Adaptation handler vehicle condition | In the clutch control, several transmission-specific parameters are required in order to meet the requirements for comfort and performance. Special processes are required in order to determine these, but they must be prioritized among themselves. The adaptations are coordinated centrally in order to provide, for example the interface to the executing functionalities only once. | <ul style="list-style-type: none"> <li>- Brake pressure</li> <li>- Clutch pressure</li> <li>- Clutch target pressure</li> <li>- Coordinator state sub module</li> <li>- Gear</li> <li>- Oil supply target line pressure</li> <li>- Status of ESP</li> <li>- Transmission system input speed</li> <li>- Vehicle velocity</li> </ul>                                                                            | <ul style="list-style-type: none"> <li>- Clutch target pressure</li> <li>- Engine target speed</li> <li>- Gear</li> </ul>                                                  |
| Clutch fast filling time             | Since the clutch linings settle and wear over the service life, the clearance increases, thus the volume required to drive the clutch to the clutch engagement point. The clutch is filled by a fast filling routine over pressurizing a flow rate. The time required for this is determined and tracked by an adaption.                                                                    | <ul style="list-style-type: none"> <li>- Accelerator pedal</li> <li>- Charge level clutch</li> <li>- Clutch pressure</li> <li>- Clutch target pressure</li> <li>- Coordinator state sub module</li> <li>- Driving torque</li> <li>- Gear</li> <li>- Gearbox mileage</li> <li>- Gearbox oil temperature</li> <li>- Input shaft speed</li> <li>- Transmission system input speed</li> </ul>                     | <ul style="list-style-type: none"> <li>- Clutch target pressure</li> <li>- Gear</li> <li>- Oil supply target line pressure</li> <li>- Vane pump target oil flow</li> </ul> |
| Adaptation preparation               | In order to achieve accurate results by the adaption processes, the hydraulic clutch actuation lines are bled by filling pulses.                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>- Coordinator state sub module</li> <li>- Driving torque</li> <li>- Gear</li> <li>- Gearbox oil temperature</li> <li>- Shift lever position</li> <li>- Transmission system input speed</li> </ul>                                                                                                                                                                      | <ul style="list-style-type: none"> <li>- Clutch target pressure</li> <li>- Gear</li> <li>- Oil supply target line pressure</li> </ul>                                      |
| Friction coefficient                 | Since the coefficients of friction change over the service life and cooling oil temperature, adjustments are made in suitable situations. For example, during active control of the clutch slip or during a shifting process before an engine speed adjustment takes effect.                                                                                                                | <ul style="list-style-type: none"> <li>- Clutch pressure</li> <li>- Clutch temperature</li> <li>- Combustion engine operating state request</li> <li>- Combustion engine torque accuracy</li> <li>- Coordinator state sub module</li> <li>- Driving torque</li> <li>- Gearbox oil temperature</li> <li>- Slip of clutch(es)</li> <li>- Status of clutch</li> <li>- Transmission system input speed</li> </ul> | <ul style="list-style-type: none"> <li>- Requested slip to decouple drivetrain</li> </ul>                                                                                  |

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|               |                  |                                                             |               |
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| Name                                         | Purpose/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Output Parameters                                                                                                                                                                 |
|----------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Touchpoint                                   | Since the clutch linings settle and wear over the service life, the clearance increases and thus the necessary force on the return spring in order to overcome it or to position the clutch at the engagement point. The necessary pressure at the clutch engagement point is determined by an adaption.                                                                                                                                                                                                   | <ul style="list-style-type: none"><li>- Charge level clutch</li><li>- Clutch pressure</li><li>- Clutch target pressure</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Gear</li><li>- Gear shift rail force</li><li>- Gear shift rail position</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Longitudinal acceleration</li><li>- Shift lever position</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target pressure</li><li>- Gear</li><li>- Oil supply lube cooling manager state</li><li>- Oil supply target line pressure</li></ul> |
| Valve characteristic                         | Because of valve characteristics can't be determined precisely enough, having a strong sample-specific temperature drift and follow a change process over lifetime, they are adaptively tracked by evaluating the I part of the clutch pressure controller.                                                                                                                                                                                                                                                | <ul style="list-style-type: none"><li>- Clutch pressure</li><li>- Clutch torque</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Shift mode</li><li>- Transmission system input speed</li></ul>                                                                                                                                                                                                                | <ul style="list-style-type: none"><li>- Clutch pressure</li><li>- Clutch target pressure</li><li>- Gear</li><li>- Oil supply target line pressure</li></ul>                       |
| Change in stiffness of the respective clutch | At the touch point, the complete volume of the clutch piston chamber has not been overcome. Until the additional volume intake is only defined by the piston stiffness the lining corrugation has to be overcome as well. Precise knowledge of the stiffness transition point is essential for the pressure control. Since this point varies over each sample and is setting and wears over lifetime, the necessary pressure point for the stiffness transition is determined and tracked via an adaption. | <ul style="list-style-type: none"><li>- Clutch pressure</li><li>- Clutch torque</li><li>- Coordinator state sub module</li><li>- Driving torque</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Shift mode</li><li>- Transmission system input speed</li></ul>                                                                                                                                                                                                                | <ul style="list-style-type: none"><li>- Clutch pressure</li><li>- Clutch target pressure</li><li>- Gear</li><li>- Oil supply target line pressure</li></ul>                       |



|               |                  |                                                             |               |
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| Name                          | Purpose/Action                                                                                                                                                         | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Output Parameters                                                                                                                                                                                                                                                               |
|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hydraulic diagnoses           | The hydraulic functionality for actuating the clutches, such as opening or closing, is monitored by using the sensors (e.g. pressure and speed) in suitable states.    | <ul style="list-style-type: none"><li>- Brake pressure</li><li>- Clutch pressure</li><li>- Clutch pressure regulator target current</li><li>- Clutch target pressure</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine start type request</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Parking lock position</li><li>- Pressure of drive clutches</li><li>- Shift lever position</li><li>- Status of parking brake</li><li>- System oil pressure</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Clutch target pressure</li><li>- Status of parking brake request</li><li>- Status shift lock</li></ul>                                                                                                                                  |
| Cooling of the electric motor | Cooling oil requirements of the electric motor are taken into account.                                                                                                 | <ul style="list-style-type: none"><li>- Clutch torque</li><li>- Electromagnetic On-Off valve state</li><li>- Engine speed</li><li>- Gearbox oil temperature</li><li>- Oil supply cooling oil flow available</li><li>- Slip of clutch(es)</li><li>- Transmission system input speed</li><li>- Vane pump oil flow</li><li>- Vehicle velocity</li></ul>                                                                                                                                                                                                                           | <ul style="list-style-type: none"><li>- Charge level clutch</li><li>- Clutch coolant volume flow</li><li>- Electric motor coolant temperature</li><li>- Electromagnetic On-Off valve state</li><li>- Gear set coolant volume flow</li><li>- Vane pump target oil flow</li></ul> |
| Controlling the cooling valve | The additional components (K0, EM) of the hybrid transmission must be supplied with cooling oil. The valve needed for controlling the cooling is actuated accordingly. | <ul style="list-style-type: none"><li>- Clutch torque</li><li>- Electromagnetic On-Off valve state</li><li>- Engine speed</li><li>- Gearbox oil temperature</li><li>- Oil supply cooling oil flow available</li><li>- Slip of clutch(es)</li><li>- Transmission system input speed</li><li>- Vane pump oil flow</li><li>- Vehicle velocity</li></ul>                                                                                                                                                                                                                           | <ul style="list-style-type: none"><li>- Charge level clutch</li><li>- Clutch coolant volume flow</li><li>- Electric motor coolant temperature</li><li>- Electromagnetic On-Off valve state</li><li>- Gear set coolant volume flow</li><li>- Vane pump target oil flow</li></ul> |

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| Name                    | Purpose/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                 | Output Parameters                                                                                                                                                                                                                                                                                                                         |
|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Shifting process        | In order to perform requested gear changes in accordance with the expectations of comfort and performance, the associated shift rods must be actuated accordingly. In principle, a engagement process and a disengagement process are treated differently. The necessary or appropriate force on the respective piston of the shift rod required for the process is determined. The state (e.g. pre-synchronisation, synchronisation, etc.) of the respective synchronisation and the system supply situation are taken into account. The sequence is based on position sensors. The shift rods deform elastically when actuated and the sensor values are thus falsified. This is taken into account when actuating with a corresponding compensation. If gear changes are without success, a gear blocker must be reported. | <ul style="list-style-type: none"><li>- Charge level clutch</li><li>- Clutch torque</li><li>- Driving torque</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Gearbox output speed</li><li>- Input shaft speed</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Start stop available condition</li><li>- Status of clutch</li><li>- Transmission system input speed</li></ul> | <ul style="list-style-type: none"><li>- Charge level clutch</li><li>- Driving torque</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox output speed</li><li>- Input shaft speed</li><li>- Shift mode</li><li>- Start stop available condition</li><li>- Status of clutch</li><li>- Transmission system input speed</li></ul> |
| Actuator control        | In order to actuate the shift rods with a desired force, the associated valves are set to the desired current taking into account the system supply situation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"><li>- Actuator control pressure regulator current</li><li>- Actuator control pressure regulator target current</li><li>- Gear shift rail force</li><li>- Gear shift rail speed</li><li>- Gear shift rail target pressure</li><li>- Gearbox oil temperature</li><li>- Oil supply cooling oil flow available</li><li>- Shift mode</li><li>- System oil pressure</li></ul>                        | <ul style="list-style-type: none"><li>- Actuator control pressure regulator target current</li><li>- Gear shift rail target pressure</li><li>- Oil supply target line pressure</li></ul>                                                                                                                                                  |
| Synchronization support | In order to relieve a synchronization unit during a shifting event, the corresponding clutch is briefly closed and reopened in time in suitable situations (both the input and target speed ratios are above or below the current gearbox input shaft). The gearbox input shaft is therefore synchronized with the clutch and not with the synchronizer in the direction of the input speed. This relieves the synchronizer and shortens the shift times.                                                                                                                                                                                                                                                                                                                                                                     | <ul style="list-style-type: none"><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Engine target speed</li><li>- Gear</li><li>- Gearbox output speed</li><li>- Input shaft speed</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Transmission system input speed</li></ul>                                                                                                          | <ul style="list-style-type: none"><li>- Clutch target torque</li></ul>                                                                                                                                                                                                                                                                    |

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| Name                             | Purpose/Action                                                                                                                                                                                                                                                                                                                                           | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Output Parameters                                                                                                                                                                                                                                                                                                                        |
|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Hydraulic requirements           | Hydraulic requirements, necessary for the gearbox actuation, are determined and requested, e.g. for a gear change.                                                                                                                                                                                                                                       | <ul style="list-style-type: none"><li>- Actuator control pressure regulator current</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Oil supply target line pressure</li><li>- Shift lever position</li><li>- Shift mode</li><li>- System oil pressure</li><li>- Vehicle mode for transport-, production, dyno-mode</li><li>- Vehicle velocity</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <ul style="list-style-type: none"><li>- Actuator control pressure regulator target current</li><li>- Engine target speed</li><li>- Gearbox oil flow request</li><li>- Oil pump flow rate</li><li>- Oil supply target line pressure</li></ul>                                                                                             |
| Interface shift rail control     | For operating the gearbox system functionalities, in particular the control of gearbox, certain information are required and must be supplied to other components. Information are read in and processed or made available. Information for internal processes, that are required several times by the gearbox control itself, are centrally determined. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Actuator control pressure regulator target current</li><li>- Charge level clutch</li><li>- Coordinator state sub module</li><li>- Driving mode coordinator state</li><li>- Driving torque</li><li>- Gear</li><li>- Gear shift rail position</li><li>- Gear shift rail speed</li><li>- Gearbox oil temperature</li><li>- Gearbox output speed</li><li>- Input shaft speed</li><li>- Neutral by paddles</li><li>- Shift lever position</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Start stop available condition</li><li>- Status of clutch</li><li>- Status of ESP</li><li>- System oil pressure</li><li>- Transmission system input speed</li><li>- Vehicle mode for transport-, production, dyno-mode</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Actuator control pressure regulator target current</li><li>- Clutch target torque</li><li>- Gear</li><li>- Gear shift rail position</li><li>- Gearbox output speed</li><li>- Oil supply cooling oilflow available</li><li>- Transmission system drag torque</li><li>- Vehicle velocity</li></ul> |
| Specification for clutch cooling | In order to minimize the clutch drag torque caused by the clutch cooling, the clutch cooling is reduced if necessary, e.g. during gear engagement. Wherever possible, the requirements of the clutch are taken into account. The intervention is as small as possible, but as strong as necessary.                                                       | <ul style="list-style-type: none"><li>- Gearbox oil temperature</li><li>- Vehicle velocity</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"><li>- Oil supply lube cooling manager state</li></ul>                                                                                                                                                                                                                                                  |

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| Name                         | Purpose/Action                                                                                                                                                                                                                                                                                                                                                                                                                                   | Input Parameters                                                                                                                                                                                                                                                                                                                                            | Output Parameters                                                                                                                      |
|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| Treatment of blockage        | In case a gear change isn't physically achieved by the intended actuation, a gear blocker is present. This situation must be resolved appropriately. Special measures are initiated, such as increasing the shift force, repeating the actuation and/or flushing of the multiplexer valves, up to the reporting of blocked gears. In addition the functionality also covers, if a gear unintentionally leaves the end position during operation. | <ul style="list-style-type: none"><li>- Charge level clutch</li><li>- Driving torque</li><li>- Electromagnetic On-Off valve state</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Status of clutch</li><li>- Transmission system input speed</li></ul>             | <ul style="list-style-type: none"><li>- Gear</li></ul>                                                                                 |
| Controls outside of shifting | If no gear changes are active, the assigned valves has to be controlled in a defined manner, e.g. in order to shorten shifting times at low temperatures, not to engage unsuitable gears in the event of hydraulic faults or to save electricity.                                                                                                                                                                                                | <ul style="list-style-type: none"><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Vehicle velocity</li></ul>                                                                                                                                                                                                                                         | <ul style="list-style-type: none"><li>- Actuator control pressure regulator target current</li><li>- Gearbox oil temperature</li></ul> |
| Gearbox protection           | The thermal load is determined and reported. In the event of a impending overload, affected gears are reported as locked.                                                                                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Driving torque</li><li>- Gear</li><li>- Gear set coolant volume flow</li><li>- Gearbox oil temperature</li><li>- Gearbox output speed</li><li>- Input shaft speed</li><li>- Time since engine start</li><li>- Transmission system input speed</li></ul> | <ul style="list-style-type: none"><li>- Charge level gear set</li><li>- Gear</li><li>- Gear set coolant target volume flow</li></ul>   |
| End position                 | The gearbox is subject to wear and this leads to a displacement of the end and/or the sensed position. The respective position belonging to the end position is tracked with an adaption.                                                                                                                                                                                                                                                        | <ul style="list-style-type: none"><li>- Gear</li><li>- Gear shift rail position</li><li>- Gearbox oil temperature</li><li>- Input shaft speed</li><li>- Shift mode</li><li>- Status of clutch</li><li>- System oil pressure</li></ul>                                                                                                                       | <ul style="list-style-type: none"><li>- Gear shift rail position</li></ul>                                                             |

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| Name                | Purpose/Action                                                                                                                                       | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Output Parameters                                                                                                                                                                             |
|---------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Park lock actuation | In order to engage and disengage the parking lock in the transmission system and to keep it disengaged, the corresponding valves must be controlled. | <ul style="list-style-type: none"><li>- Clutch torque</li><li>- Coordinator state sub module</li><li>- Driving mode coordinator state</li><li>- Driving resistance</li><li>- Electromagnetic On-Off valve state</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Line pressure regulator current</li><li>- Longitudinal acceleration</li><li>- Parking lock position</li><li>- Pump pressure regulator current</li><li>- Shift lever position</li><li>- Status of parking brake</li><li>- System oil pressure</li><li>- Transmission system input speed</li><li>- Vane pump oil flow</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Engine target speed</li><li>- Oil supply target line pressure</li><li>- Status of parking brake request</li><li>- Vane pump target oil flow</li></ul> |
| Lv2-Intervention    | In order to prevent resets, components must react accordingly to the outputs of the level 2 functionalities and correct their control.               | <ul style="list-style-type: none"><li>- Combustion engine operating state request</li><li>- Gear</li><li>- LV2 intervention state request</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"><li>- Clutch pressure regulator target current</li><li>- Clutch target pressure</li><li>- LV2 intervention state request</li></ul>                          |

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| Name       | Purpose/Action                                                                                                                                                            | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Output Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Interfaces | The software should be operated by a generic interface.<br>Therefore, the necessary information is processed centrally and made available to the corresponding functions. | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Actuator control pressure regulator current</li><li>- Ambient pressure</li><li>- Ambient temperature</li><li>- Brake pressure</li><li>- Clutch cooling target oil flow</li><li>- Clutch pressure</li><li>- Clutch pressure regulator current</li><li>- Clutch target oil flow</li><li>- Clutch target pressure</li><li>- Clutch target torque</li><li>- Clutch torque</li><li>- Combustion engine operating state request</li><li>- Combustion engine start type request</li><li>- Combustion engine target torque request</li><li>- Combustion engine target torque transmission request</li><li>- Combustion engine torque accuracy</li><li>- Cooling pressure regulator current</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Drive torque limitations</li><li>- Driving mode coordinator state</li><li>- Driving resistance</li><li>- Driving torque</li><li>- Electric motor operating state</li><li>- Electric motor state</li><li>- Electric motor torque</li><li>- Electromagnetic On-Off valve state</li><li>- Electromagnetic On-Off valve state cooling circuit</li><li>- Emergency brake assist</li><li>- Engine coolant temperature</li><li>- Engine idle speed</li><li>- Engine oil temperature</li><li>- Engine power degradation</li><li>- Engine speed</li><li>- Engine start and stop request</li><li>- Engine start type</li><li>- Engine start/stop information by ECU</li><li>- Engine target speed</li><li>- Freewheel request</li><li>- Gear</li><li>- Gear shift rail position</li><li>- Gearbox mileage</li></ul> | <ul style="list-style-type: none"><li>- Drive torque limitations</li><li>- Driving torque</li><li>- Engine speed</li><li>- Inertia</li><li>- Input shaft speed</li><li>- Shift mode</li><li>- Slip of clutch(es)</li><li>- Start stop available condition</li><li>- Status of ESP</li><li>- Target slip of clutch(es)</li><li>- Time since engine start</li><li>- Torque request ESP</li><li>- Transmission system input speed</li><li>- Vehicle velocity</li></ul> |

|               |                  |                                                             |               |
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| Name | Purpose/Action | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Output Parameters |
|------|----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
|      |                | <ul style="list-style-type: none"><li>- Gearbox oil temperature</li><li>- Gearbox output speed</li><li>- Inertia</li><li>- Input shaft speed</li><li>- Kickdown switch</li><li>- Line pressure regulator current</li><li>- Longitudinal acceleration</li><li>- LV2 intervention state request</li><li>- Maximum engine speed</li><li>- Neutral by paddles</li><li>- Oil supply oil flow manager (electric motor) target oil flow request</li><li>- Parking lock position</li><li>- Pump pressure regulator current</li><li>- Requested slip to decouple drivetrain</li><li>- Shift lever position</li><li>- Shift mode</li><li>- Start stop available condition</li><li>- Status of clutch</li><li>- Status of combustion engine</li><li>- Status of combustion engine operation mode</li><li>- Status of ESP</li><li>- Status of hold-system</li><li>- Status of launch control</li><li>- Status of parking brake</li><li>- Status of up- and down-shift</li><li>- Steering wheel angle</li><li>- Target slip of clutch(es)</li><li>- Time since engine start</li><li>- Torque request ESP</li><li>- Transmission system input speed</li><li>- Vehicle mode for transport-, production, dyno-mode</li><li>- Vehicle velocity</li></ul> |                   |

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| Name                          | Purpose/Action                                                                                                                                                                                                                                                                                                                                                                        | Input Parameters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Output Parameters                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cross component functionality | Functions that act across the board, prepare information for several components of the software, or deal with generally valid system properties are implemented centrally. This applies, for example, to an increase of idle speed, operating hours counter, entry conditions for teach-in routines in the workshop, triggers of the teach-in routines and the holding solenoid, etc. | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Combustion engine target torque request</li><li>- Driving torque</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Inertia</li><li>- Shift lever position</li><li>- Slip of clutch(es)</li><li>- Status of clutch</li><li>- Status of parking brake request</li><li>- Status of up- and down-shift</li><li>- Transmission system drag torque</li><li>- Transmission system input speed</li><li>- Vehicle mode for transport-, production, dyno-mode</li><li>- Vehicle velocity</li></ul> | <ul style="list-style-type: none"><li>- Engine target speed</li><li>- Gearbox output speed</li><li>- Oil supply target line pressure</li><li>- Shift mode</li><li>- Start stop available condition</li><li>- Status of parking brake request</li><li>- Time since engine start</li><li>- Transmission system drag torque</li><li>- Transmission system inertia torque</li><li>- Vane pump target oil flow</li><li>- Vehicle velocity</li></ul> |
| ECO-Mode handler              | The transmission system can be operated in suitable situations, e.g. when driving at low torque with reduced system pressure (undersupply of the electronic pressure actuators). These situations are analyzed centrally and the permission for lowering is granted.                                                                                                                  | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Charge level clutch</li><li>- Charge level gear set</li><li>- Clutch target pressure</li><li>- Coordinator state sub module</li><li>- Drive mode</li><li>- Driving torque</li><li>- Gear</li><li>- Gearbox oil temperature</li><li>- Oil supply target line pressure</li><li>- Transmission system input speed</li></ul>                                                                                                                                                                             | <ul style="list-style-type: none"><li>- Accelerator pedal</li><li>- Oil supply target line pressure</li></ul>                                                                                                                                                                                                                                                                                                                                  |
| Oil deficiency handler        | In order to operate the hydraulic transmission control unit correctly, sufficient oil flow rate must be available to maintain the system pressure and actuate the actuators. If the transmission input speed or the flow rate of the pump is too low, then measures are initiated. e.g. prevent shifting, open passive clutches.                                                      | <ul style="list-style-type: none"><li>- Clutch target torque</li><li>- Coordinator state sub module</li><li>- Engine target speed</li><li>- Gearbox oil temperature</li><li>- Shift lever position</li><li>- Transmission system input speed</li></ul>                                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"><li>- Clutch state request</li><li>- Engine target speed</li><li>- Transmission system input speed</li></ul>                                                                                                                                                                                                                                                                                                 |

Table 12: Transmission Functional Description



## **Section 17~California Information**

### **17.01>> California Warranty / High Cost Parts Documentation**

The California Emissions Warranty Statement appears in Section 17.07.

California High Cost Parts may not be available before certification.

## Section 17~California Information

### 17.02>> Estimated Sales / Phase Ins / Fleet Averages / RAFs

| Durability Group | Test Group [Exhaust Standards]         | Evap / Refueling Family [Evaporative Standards] | Models                      | Projected Sales |                    |
|------------------|----------------------------------------|-------------------------------------------------|-----------------------------|-----------------|--------------------|
|                  |                                        |                                                 |                             | California      | Section 177 States |
| VPRXHHGNNH92     | VPRXV03.6T92<br><br>[BIN 50 / ULEV 40] | VPRXR0170R92<br><br>[Tier 3 / LEV IV]           | 911 Carrera GTS Cabriolet   | 107             | 150                |
|                  |                                        |                                                 | 911 Carrera GTS             | 249             | 349                |
|                  |                                        |                                                 | 911 Carrera 4 GTS Cabriolet | 66              | 92                 |
|                  |                                        |                                                 | 911 Carrera 4 GTS           | 104             | 146                |
|                  |                                        |                                                 | 911 Targa 4 GTS             | 275             | 385                |
|                  |                                        |                                                 | Total:                      | 801             | 1121               |

Note: blank cells or tables are intentionally blank.

#### Start-Stop

Start-Stop: For all models in this test group, the Auto Start-Stop system defaults to ON. Therefore, in-use tests should be conducted in the Default mode, and no weighting of test data is required for demonstrating compliance with in-use GHG standards.

#### Fleet Average NMOG+NOx Compliance

As part of the Volkswagen Group, Porsche's NMOG+NOx values are included in Volkswagen Group of America's combined NMOG+NOx compliance report.

#### Fill Pipe Specifications

Please refer to Section 17.01 of the Common Application (Final Part 2)

#### Fleet Average ZEV Compliance

As part of the Volkswagen Group, Porsche's ZEV obligations are defined by the ZEV compliance plans for the Volkswagen Group. Porsche's sales volumes are included in Volkswagen Group of America's combined ZEV compliance report.

#### Cold NMHC Phase-In

All 2027 Model Year Porsche products are certified to Cold NMHC Standards.

#### Test Fuels

- Exhaust and Evaporative testing was conducted with Tier 3 Premium E10 unleaded test fuel.
- GHG emissions testing was conducted with Tier 3 Premium E0 unleaded test fuel.

## **Section 17~California Information**

### **17.03>> Environmental Performance Labels**

Porsche complies with this requirement using the Federal Fuel Economy label format.

## Section 17~California Information

### 17.04>> VECI Label(s)

Representative Image, Example

|                                      |            |         |                                              |    |                     |               |
|--------------------------------------|------------|---------|----------------------------------------------|----|---------------------|---------------|
| Dr. Ing. h.c. F. PORSCHE AG          |            |         | Conforms to regulations:                     |    |                     | 992.010.504.R |
| VEHICLE EMISSION CONTROL INFORMATION |            |         | 2027 MY                                      |    |                     |               |
| U.S. EPA                             | BIN 50 LDV | OBD: II | FUEL:                                        | T3 | Group: VPRXV03.6T92 |               |
| California:                          | ULEV 40 PC | OBD: II | FUEL:                                        | P3 | Evap: VPRXR0170R92  |               |
| No adjustments needed.               |            |         | TWC/GPF/DFI/2WR-HO2S/WR-HO2S/HO2S/TC/CAC/AIR |    |                     |               |

VECI Label Location

Underneath Rear Hood

## **Section 17~California Information**

### **17.05>> EPA Certificate of Conformity**

Pending.

## **Section 17~California Information**

### **17.06>> ARB Executive Order**

Pending.

## **Section 17~California Information**

### **17.07>> Emissions Warranty Statement**

Per 13 CCR Section 2039(c), following this page is the California Emissions Warranty Statement provided to purchasers of vehicles covered by this application.

## **Section 17~California Information**

### **17.08>> CARB Final Fee Payment Invoice**

Invoice appears on the following page.



**MOBILE SOURCE CERTIFICATION AND COMPLIANCE FEE PAYMENT FORM FOR ON-ROAD APPLICATIONS ONLY**

**CARB USE ONLY**

|                     |              |
|---------------------|--------------|
| <b>Invoice Name</b> | MSF250732    |
| <b>Invoice Date</b> | Jan 26, 2026 |

**COMPANY INFORMATION**

|                                 |                                           |
|---------------------------------|-------------------------------------------|
| <b>Company Name</b>             | DR. ING H.C.F. PORSCHE AKTIENGESELLSCHAFT |
| <b>Address</b>                  | One Porsche Drive                         |
| <b>City</b>                     | Atlanta                                   |
| <b>State</b>                    | Georgia                                   |
| <b>Zip</b>                      | 30354                                     |
| <b>Country</b>                  | United States                             |
| <b>Contact Name</b>             | Peter Khamphouvong                        |
| <b>Contact Telephone Number</b> | 6787091264                                |
| <b>Contact Email</b>            | khamphouvong.peter@gmail.com              |
| <b>CARB Customer Number</b>     | CCAM000073                                |

**APPLICATION INFORMATION**

| Payment Row Number | Product Description or File Name | Model Year/Calendar Year | Unique Application Identifier: Test Group, Engine Family, Trailer Family, Vehicle Family, ZEP Family, if applicable (ID listed in payment row must match the unique identifier given to the certification application) | Category Type                                                    | Fee Type           | Amount       |
|--------------------|----------------------------------|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|--------------------|--------------|
| 1                  | Taycan (2WD)                     | Model Year 2027          | VPRXV00.0ETS                                                                                                                                                                                                           | Light-duty vehicle test group and medium-duty vehicle test group | Zero-Emission      | \$ 12,577.00 |
| 2                  | Taycan (4WD)                     | Model Year 2027          | VPRXV00.0ETT                                                                                                                                                                                                           | Light-duty vehicle test group and medium-duty vehicle test group | Zero-Emission      | \$ 12,577.00 |
| 3                  | 911 Carrera (2WD)                | Model Year 2027          | VPRXV03.0C92                                                                                                                                                                                                           | Light-duty vehicle test group and medium-duty vehicle test group | Partial Carry-Over | \$ 25,155.00 |
| 4                  | 911 GTS                          | Model Year 2027          | VPRXV03.6T92                                                                                                                                                                                                           | Light-duty vehicle test group and medium-duty vehicle test group | Partial Carry-Over | \$ 25,155.00 |
| 5                  | 911 Turbo                        | Model Year 2027          | VPRXV03.6H92                                                                                                                                                                                                           | Light-duty vehicle test group and medium-duty vehicle test group | Partial Carry-Over | \$ 25,155.00 |
| 6                  | 911 GT3                          | Model Year 2027          | VPRXV04.0S92                                                                                                                                                                                                           | Light-duty vehicle test group and medium-duty vehicle test group | Partial Carry-Over | \$ 25,155.00 |
| 7                  | Cayenne Electric (4WD)           | Model Year 2026          | TPRXT00.0ECT                                                                                                                                                                                                           | Light-duty vehicle test group and medium-duty vehicle test group | Zero-Emission      | \$ 12,111.00 |

|                  |                      |
|------------------|----------------------|
| <b>Total Due</b> | <b>\$ 137,885.00</b> |
|------------------|----------------------|

I, [Peter Khamphoung](#)  
[Peter Khamphoung \(Jan 26, 2026 11:15:50 EST\)](#), attest that any information provided is true, accurate, and complete.  
*(Responsible Party Signature Here)*

## Khamphouvong, Peter (PCNA-BR2)

---

**From:** noreply@salesforce.com on behalf of California Air <mscertfees@arb.ca.gov>  
**Sent:** Monday, February 9, 2026 12:33 PM  
**To:** Khamphouvong, Peter (PCNA-BR2)  
**Subject:** MS Fee Payment Confirmation for Invoice MSF250732  
**Attachments:** MSF250732 - signed.pdf

**ATTENTION:** This is an external email. Do not click links or open attachments unless you recognize the sender and know the content is safe. Please use the Phish Alert Button in your Outlook ribbon to report suspicious emails.

Dear Peter Khamphouvong

Attached is documentation for your MS Fee payment for Invoice Name MSF250732. Please include a copy of this invoice and email with each application that is listed when submitting your application to the applicable MS Fee program.

1. Payment ID – 25ATD219
2. Date of Payment – 2/4/2026
3. Payment Status - Paid



## **Section 17~Request for Certification**

### **17.09>> AECD and Defeat Device Compliance Statement**

Appears on the following page.

These answers are provided to the best of Porsche's knowledge and belief, and based on Porsche's current understanding of how U.S. EPA and California ARB interpret the definition and parameters of AECDs, beyond the current regulatory text. If Porsche later realizes that these answers are incomplete or inaccurate or otherwise require revision, it will promptly amend this disclosure.

**Question 1 ARB:**

**Do the test and production vehicles have a defeat device?**

Answer Porsche:

No.

**Question 2 ARB:**

**Have all AECDs been declared and described in the application?**

Answer Porsche:

Yes.

**Question 3 ARB:**

**Do the test and production vehicles have alternate maps \*)?**

Answer Porsche:

Alternate maps are used on the vehicles and they are substantially included in the Federal Test Procedure as well as in the vehicle's operation in customer's hands. The use of these maps is considered to be normal vehicle operation. The switching between the maps is based on physical parameters according to the emission control strategy and drive mode selection. The AECDs fully describe the emission behavior of the vehicle to the best of Porsche's knowledge and belief.

\*)

A map is a strategy, look-up table, computer model, or any combination of strategies, look-up tables, and/or computer models, for operational control of, including but not limited to, fuel metering, EGR, DEF dosing, ignition or injection timing, catalyst light-off, particulate filter loading and regeneration, NOX catalyst loading and regeneration, carbon canister loading and purging, (for hybrid vehicles) engine on/off, and the modifiers (multiplier or adjustment factor) for any of the parameters mentioned above. Alternate maps are deemed to exist when, for the same engine load and speed, vehicle load and speed, and engine coolant temperature, more than one strategy, look-up table, computer model, or any different combination of these parameters, can be used through activation by an installed computer program or on demand by an operator

**Question 4 ARB:**

**Is the transmission part of any AECD, for example, by receiving outputs from the ECU or providing inputs to the ECU, in any emission control strategy, for example, engine and/or catalyst warm-up? If yes, please describe, including purpose, entry/exit conditions, actuations, and justifications.**

Answer Porsche:

Porsche does not consider the transmission to be part of the emission control system of the vehicle. Nevertheless, for certain AECDs, we can state that the transmission receives certain output signals from the ECU or provides certain input signals to the ECU that could affect entry or exit conditions of such AECDs \*)

The purpose, inputs/outputs, entry/exit conditions, actuations, and justifications for all such AECDs are detailed in the corresponding AECD disclosures, the "Parameter I/O" section within the individual strategy disclosures, and as part of the "Transmission Functional Description" included in the AECD annex chapter.

There is no transmission warm-up strategy.

\*)

Out of an abundance of caution, where a functionality within the vehicle's engine could possibly be categorized as an AECD, Porsche considered that functionality for possible inclusion in this submission. However, by including a function in this submission, Porsche does not concede that the function is an AECD, and reserves the right to assert that it is not.

**Question 5 ARB:**

**Does the transmission behave and perform the same as, or differently than, while on road versus on a dynamometer? Please explain any differences.**

Answer Porsche:

Porsche understands this question to relate to whether the transmission operates the same for equivalent driving profiles on a dynamometer as on a flat, straight road.

Subject to the foregoing understanding and assuming other conditions being equal (e.g., ambient conditions – wind, temperature, barometric pressure), the behavior of the transmission is the same whether driving on dyno (with activated dyno mode of the vehicle) or on road (based on the same boundary conditions).

## **Section 17~Request for Certification**

### **17.10>> CARB Carryover Compliance Statement**

Appears on the following page.

# PORSCHE

May 05, 2026

Ms. Robin Lang  
California Air Resources Board  
Emissions Certification and Compliance Division  
4001 Iowa Ave.  
Riverside, CA 92507

Porsche Cars North America, Inc.  
Nick Tamborra, Manager, Vehicle Certification  
One Porsche Drive  
Atlanta, GA 30354  
Telephone: 248-464-1836  
Email: nicholas.tamborra@porsche.us

**Subject: 2027 Model Year Carryover Application Request (VPRXV03.6T92)**

Dear Ms. Lang,

Porsche Cars North America, Inc. (Porsche) is requesting the Air Resources Board approve the following Carryover Application for VPRXV03.6T92 (Porsche GTS) based on Carryover data from the model year 2026 TPRXV03.6T92 test group and Executive Order number A-019-0368. Per Mail-Out # ECARS 2015-7, Porsche is requesting expedited review of 30 days. By signing this letter, Porsche is certifying that this model year's application package:

1. Includes no change of the emission standards/FELs, regulation requirements, emission characteristics of the engine, or test procedures requirements.
2. The 2027 application package differs from the 2026 application package only by:
  - ☒ Model year
  - ☒ Test Group/Engine/Vehicle/Evaporative family name (typically the first character)
  - ☐ Manufacturer contact information
  - ☒ Projected sales data
3. All other information in the 2027 application package is identical to the 2026 application package (incorporates all approved running changes to date).
4. The application package is complete and named correctly using the appropriate E-Files file and workflow naming conventions and submitted using the correct workflow process.

If you have any questions regarding this request, please contact myself or Todd Groghan at +1 (470) 957-7186 or by email at todd.groghan@porsche.us.



Sincerely,

A handwritten signature in black ink, appearing to read "Nick Tamborra". The signature is fluid and cursive, with the first name "Nick" and last name "Tamborra" clearly distinguishable.

Nick Tamborra  
Manager, Vehicle Certification  
Porsche Cars North America

2026 Running Changes for Test Group TPRXV03.6T92

| RC #    | Date RC<br>uploaded to<br>CARB | Model Type(s)                                   | Model Year(s) | Change Issue                             | Transmission Type | Test Group                                   | Evaporative Group                            |
|---------|--------------------------------|-------------------------------------------------|---------------|------------------------------------------|-------------------|----------------------------------------------|----------------------------------------------|
| NAR1002 | 8/28/2025                      | 911 Carrera 4 GTS, 911 Carrera GTS, 911 Turbo S | 2025-2026     | magnet of valve for camshaft<br>adaption | automatic         | SPRXV03.6T92<br>TPRXV03.6T92<br>TPRXV03.6H92 | SPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92 |
| NAR1008 | 9/8/2025                       | 911 Carrera 4 GTS, 911 Carrera GTS              | 2025-2026     | 12V Battery                              | automatic         | SPRXV03.6T92<br>TPRXV03.6T92                 | SPRXR0170R92<br>TPRXR0170R92                 |
| NAR1009 | 9/8/2025                       | 911 Carrera 4 GTS, 911 Carrera GTS              | 2025-2026     | Transmission                             | automatic         | SPRXV03.6T92,<br>TPRXV03.6T92                | SPRXR0170R92,<br>TPRXR0170R92                |
| NAR1019 | 10/21/2025                     | 911 Carrera GTS                                 | 2026          | Engine ECU                               | automatic         | TPRXV03.6T92                                 | TPRXR0170R92                                 |
| NAR1022 | 8/8/2025                       | 911 Carrera 4 GTS, 911 Carrera GTS              | 2026          | high voltage battery                     | automatic         | TPRXV03.6T92                                 | TPRXR0170R92                                 |
| NAR1027 | 8/28/2025                      | 911 Carrera 4 GTS, 911 Carrera GTS, 911 Turbo S | 2026          | 12V Battery                              | automatic         | SPRXV03.6T92<br>TPRXV03.6T92<br>TPRXV03.6H92 | SPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92 |
| NAR1027 | 8/28/2025                      | 911 Carrera 4 GTS, 911 Carrera GTS, 911 Turbo S | 2026          | 12V Battery                              | automatic         | SPRXV03.6T92<br>TPRXV03.6T92<br>TPRXV03.6H92 | SPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92 |

|         |            |                                                  |           |                                                         |                      |                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                    |
|---------|------------|--------------------------------------------------|-----------|---------------------------------------------------------|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| NAR1029 | 9/26/2025  | 911, 911 4 GTS, 911 GTS, 911 Turbo S             | 2020-2026 | Vacuum Change-Over Valve                                | automatic and manual | LPRXV04.0S82<br>LPRXV03.0C92<br>MPRXV03.0C92<br>MPRXV04.0S82<br>NPRXV03.0C92<br>NPRXV04.0S82<br>NPRXV04.0S92<br>PPRXV03.0C92<br>PPRXV04.0S82<br>PPRXV04.0S92<br>RPRXV03.0C92<br>RPRXV04.0S82<br>RPRXV04.0S92<br>SPRXV03.0C92<br>SPRXV04.0S82<br>SPRXV03.6T92<br>SPRXV04.0R82<br>TPRXV03.0C92<br>TPRXV03.6T92<br>TPRXV03.6H92 | LPRXR0150R82<br>LPRXR0130R92<br>MPRXR0170R92<br>MPRXR0170R92,<br>MPRXR0150R82<br>NPRXR0170R92<br>NPRXR0115R82,<br>NPRXR0170R92,<br>NPRXR0115R82<br>PPRXR0170R92<br>PPRXR0115R82,<br>PPRXR0170R92<br>PPRXR0115R82<br>RPRXR0170R92<br>RPRXR0170R92,<br>RPRXR0115R82<br>RPRXR0115R82SP<br>RXR0170R92<br>SPRXR0115R82,<br>SPRXR0170R92<br>SPRXR0170R92<br>SPRXR0115R82<br>TPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92 |
| NAR1044 | 9/16/2025  | 911 Turbo S, 911 Carrera 4 GTS, 911 Carrera GTS. | 2025-2026 | fuel line                                               | Automatic            | SPRXV03.6T92<br>TPRXV03.6H92<br>TPRXV03.6T92                                                                                                                                                                                                                                                                                 | SPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92                                                                                                                                                                                                                                                                                                                                                                       |
| NAR1045 | 9/8/2025   | 911 4 GTS, 911 GTS, 911 GT3                      | 2025-2026 | electric cooling fan assembly                           | Automatic and Manual | SPRXV03.6T92<br>SPRXV04.0S92<br>TPRXV03.6T92<br>TPRXV04.0S92<br>TPRXV03.6H92                                                                                                                                                                                                                                                 | SPRXR0170R92<br>SPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92                                                                                                                                                                                                                                                                                                                                       |
| NAR1055 | 10/31/2025 | 911 Carrera 4 GTS, 911 Carrera GTS               | 2025-2026 | electric Turbo Changer (eATL) on Power Electronic (PE): | automatic            | SPRXV03.6T92<br>TPRXV03.6T92<br>TPRXV03.6H92                                                                                                                                                                                                                                                                                 | SPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92                                                                                                                                                                                                                                                                                                                                                                       |

|         |            |                                                                                                                                  |           |                                 |                      |                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                              |
|---------|------------|----------------------------------------------------------------------------------------------------------------------------------|-----------|---------------------------------|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| NAR1058 | 10/1/2025  | 911, 911 4, 911 GTS, 911 4 GTS, 911, S, 911 4S, 911 T, 911 Turbo S, 911 Sport Classic, Safari/Dakar, 911 GT3, 911 GTS, 911 4 GTS | 2020-2026 | Fuel Line and fuel line harness | automatic and manual | LPRXV03.0C92<br>MPRXV03.0C92<br>MPRXV04.0S82<br>NPRXV03.0C92<br>NPRXV04.0S82<br>NPRXV04.0S92<br>PPRXV03.0C92<br>PPRXV04.0S82<br>RPRXV03.0C92<br>RPRXV04.0S82<br>RPRXV04.0S92<br>SPRXV03.0C92<br>SPRXV04.0S82<br>SPRXV03.6T92<br>SPRXV04.0S92<br>TPRXV03.0C92<br>TPRXV04.0S92 | LPRXR0130R92<br>MPRXR0170R92<br>MPRXR0170R92<br>NPRXR0170R92<br>NPRXR0170R92<br>NPRXR0170R92<br>NPRXR0170R92<br>PPRXR0170R92<br>PPRXR0170R92<br>RPRXR0170R92<br>RPRXR0170R92<br>RPRXR0170R92<br>SPRXR0170R92<br>SPRXR0170R92<br>SPRXR0170R92<br>SPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92 |
| NAR1064 | 10/17/2025 | 911 S, 911 GTS, 911 4 GTS                                                                                                        | 2025-2026 | Engine Pre-wiring harness       | automatic            | SPRXV03.0C92<br>SPRXV03.6T92<br>TPRXV03.0C92<br>TPRXV03.6T92                                                                                                                                                                                                                 | SPRXR0170R92<br>SPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92                                                                                                                                                                                                                                 |
| NAR1066 | 9/8/2025   | 911 Carrera 4 GTS, 911 Carrera GTS.                                                                                              | 2025-2026 | DC/DC converter                 | automatic            | SPRXV03.6T92<br>TPRXV03.6T92                                                                                                                                                                                                                                                 | SPRXR0170R92<br>TPRXR0170R92                                                                                                                                                                                                                                                                 |
| NAR1067 | 10/17/2025 | 911, 911 S, 911 T, 911 GTS, 911 4 GTS                                                                                            | 2025-2026 | Throttle Valve                  | automatic            | SPRXV03.0C92<br>SPRXV03.6T92<br>TPRXV03.0C92<br>TPRXV03.6T92                                                                                                                                                                                                                 | SPRXR0170R92<br>SPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92                                                                                                                                                                                                                                 |
| NAR1070 | 10/27/2025 | 911, 911 GTS, 911 S, 911 T, 911 GT3, 911 GT3 RS                                                                                  | 2020-2026 | Fuel Delivery Module            | Automatic and Manual | LPRXV03.0C92<br>MPRXV03.0C92<br>NPRXV03.0C92<br>NPRXV04.0S92<br>PPRXV03.0C92<br>PPRXV04.0S92<br>PPRXV04.0R92<br>RPRXV03.0C92<br>RPRXV04.0R92<br>RPRXV04.0S92<br>SPRXV03.0C92<br>SPRXV04.0R92<br>SPRXV04.0S92<br>SPRXV03.6T92<br>TPRXV03.0C92<br>TPRXV04.0S92<br>TPRXV03.6T92 | LPRXR0130R92<br>MPRXR0170R92<br>NPRXR0170R92<br>NPRXR0170R92<br>PPRXR0170R92<br>PPRXR0170R92<br>PPRXR0170R92<br>RPRXR0170R92<br>RPRXR0170R92<br>RPRXR0170R92<br>SPRXR0170R92<br>SPRXR0170R92<br>SPRXR0170R92<br>SPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92                 |

|         |            |                                     |           |                                               |           |                                              |                              |
|---------|------------|-------------------------------------|-----------|-----------------------------------------------|-----------|----------------------------------------------|------------------------------|
| NAR1078 | 10/28/2025 | 911 Carrera 4 GTS, 911 Carrera GTS. | 2025-2026 | VTMC (Vehicle Thermal Management Controller): | automatic | SPRXV03.6T92<br>TPRXV03.6T92                 | SPRXR0170R92<br>TPRXR0170R92 |
| NAR1079 | 10/13/2025 | 911 Carrera 4 GTS, 911 Carrera GTS  | 2025-2026 | HV-Battery (including BJB):                   | automatic | SPRXV03.6T92<br>TPRXV03.6T92                 | SPRXR0170R92<br>TPRXR0170R92 |
| NAR1082 | 10/27/2025 | 911 Carrera 4 GTS, 911 Carrera GTS  | 2025-2026 | 911 Carrera 4 GTS, 911 Carrera GTS            | automatic | SPRXV03.6T92<br>TPRXV03.6T92                 | SPRXR0170R92<br>TPRXR0170R92 |
| NAR1083 | 10/31/2025 | 911 Carrera 4 GTS, 911 Carrera GTS  | 2025-2026 | HV-Battery (including BJB):                   | automatic | SPRXV03.6T92<br>TPRXV03.6T92                 | SPRXR0170R92<br>TPRXR0170R92 |
| NAR1084 | 10/31/2025 | 911 Carrera 4 GTS, 911 Carrera GTS  | 2025-2026 | BMC                                           | automatic | SPRXV03.6T92<br>TPRXV03.6T92                 | SPRXR0170R92<br>TPRXR0170R92 |
| NAR1086 | 11/6/2025  | 911 Turbo S, 911 GTS                | 2025-2026 | high voltage Battery                          | automatic | SPRXV03.6T92<br>TPRXV03.6T92<br>TPRXV03.6H92 | TPRXR0170R92                 |
| NAR1102 | 12/8/2025  | 911 Carrera 4 GTS, 911 Carrera GTS. | 2025-2026 | intake manifold                               | automatic | TPRXV03.6T92<br>SPRXV03.6T92                 | TPRXR0170R92<br>SPRXR0170R92 |

|         |            |                                                                                                                                                                                                                              |           |                |                      |                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|----------------|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| NAR1121 | 12/15/2025 | Boxster, Boxster S, Boxster T, Cayman, Cayman S, Cayman T, Boxster GTS, Cayman GTS, Cayman GT4, Spyder, 911, 911 4, 911 GTS, 911 4 GTS, 911 4S, 911 Turbo, 911 Turbo S, 911 Safari/Dakar 911 Sport-Classic                   | 2018-2026 | Engine Harness | automatic and manual | JPRXV02.5B82<br>KPRXV02.5B82<br>LPRXV02.5B82<br>LPRXV03.0C92<br>LPRXV04.0S82<br>MPRXV02.5B82<br>MPRXV03.0C92<br>MPRXV04.0S82<br>NPRXV02.5B82<br>NPRXV03.0C92<br>NPRXV04.0S82<br>PPRXV02.5B82<br>PPRXV03.0C92<br>PPRXV04.0S82<br>RPRXV02.5B82<br>RPRXV03.0C92<br>RPRXV04.0S82<br>SPRXV03.0C92<br>SPRXV04.0S82<br>TPRXV03.0C92<br>TPRXV03.6T92 | JPRXR0130R82<br>KPRXR0130R82<br>LPRXR0130R82<br>LPRXR0130R92<br>LPRXR0150R82<br>MPRXR0130R82<br>MPRXR0170R92<br>MPRXR0170R92,<br>MPRXR0150R82<br>NPRXR0115R82<br>NPRXR0170R92<br>NPRXR0170R92,<br>NPRXR0115R82<br>PPRXR0115R82<br>PPRXR0170R92<br>PPRXR0170R92,<br>PPRXR0115R82<br>RPRXR0115R82<br>RPRXR0170R92<br>RPRXR0170R92,<br>RPRXR0115R82<br>SPRXR0170R92<br>SPRXR0170R92,<br>SPRXR0115R82<br>TPRXR0170R92<br>TPRXR0170R92 |
| NAR1141 | 1/27/2026  | Cayenne E-Hybrid, Cayenne S E-Hybrid, Cayenne Turbo E-Hybrid, Cayenne Turbo E-Hybrid, GTS, Panamera 4 E-Hybrid, Panamera 4S E-Hybrid, Panamera Turbo E-Hybrid, Panamera Turbo S E-Hybrid, 911 Carrera 4 GTS, 911 Carrera GTS | 2024-2026 | Inverter       | automatic            | RPRXT04.0CH8<br>RPRXT03.0CH6<br>SPRXT03.0CH6<br>SPRXT04.0CH8<br>SPRXV02.9PH6<br>SPRXV04.0PH8<br>SPRXV03.6T92<br>TPRXV03.6T92<br>TPRXT04.0CH8<br>TPRXT03.0CH6<br>TPRXV04.0PV8<br>TPRXV04.0PH8<br>TPRXV02.9PH6                                                                                                                                 | RPRXR0176REH<br>RPRXR0176REH<br>SPRXR0176REH<br>SPRXR0176REH<br>SPRXR0180RPH<br>SPRXR0180RPH<br>SPRXR0170R92<br>TPRXR0170R92<br>TPRXR0176REH<br>TPRXR0176REH<br>TPRXR0190RP7<br>TPRXR0180RPH<br>TPRXR0180RPH                                                                                                                                                                                                                      |
| NAR1143 | 1/27/2026  | 911 GTS, 911 Carrera 4 GTS                                                                                                                                                                                                   | 2025-2026 | 12V Battery    | automatic            | SPRXV03.6T92<br>TPRXV03.6T92                                                                                                                                                                                                                                                                                                                 | SPRXR0170R92<br>TPRXR0170R92                                                                                                                                                                                                                                                                                                                                                                                                      |
| NAR1148 | 3/2/2026   | 911 Carrera 4 GTS, 911 S, 911 Turbo S                                                                                                                                                                                        | 2025-2026 | cardan shaft   | automatic            | SPRXV03.6T92<br>SPRXV03.0C92<br>TPRXV03.6T92<br>TPRXV03.0C92<br>TPRXV03.6H92                                                                                                                                                                                                                                                                 | SPRXR0170R92<br>SPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92                                                                                                                                                                                                                                                                                                                                                      |



|         |           |                                                                                                                              |           |                                                      |           |                                                                                                                                                                                              |                                                                                                                                                                                              |
|---------|-----------|------------------------------------------------------------------------------------------------------------------------------|-----------|------------------------------------------------------|-----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| NAR1184 | 4/8/2026  | 911 Carrera 4 GTS, 911 Carrera GTS, 911 Turbo S                                                                              | 2025-2026 | Oil pressure sensor                                  | automatic | SPRXV03.6T92<br>TPRXV03.6T92<br>TPRXV03.6H92                                                                                                                                                 | SPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92                                                                                                                                                 |
| NAR1188 | 4/15/2026 | 911, 911 S, 911 T, 911 GTS, 911 Carrera 4 GTS, 911 Turbo S, 911 GT3                                                          | 2026      | fuel door                                            | automatic | TPRXV03.6T92<br>TPRXV03.0C92<br>TPRXV03.6H92<br>TPRXV04.0S92                                                                                                                                 | TPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92                                                                                                                                 |
| NAR1188 | 4/15/2026 | 911, 911 S, 911 T, 911 GTS, 911 Carrera 4 GTS, 911 Turbo S, 911 GT3                                                          | 2026      | fuel door                                            | automatic | TPRXV03.6T92<br>TPRXV03.0C92<br>TPRXV03.6H92<br>TPRXV04.0S92                                                                                                                                 | TPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92<br>TPRXR0170R92                                                                                                                                 |
| NAR844  | 2/21/2025 | 911 Carrera 4 GTS, 911 Carrera GTS, 911 Turbo S                                                                              | 2025      | Inverter                                             | automatic | SPRXV03.6T92<br>TPRXV03.6H92                                                                                                                                                                 | SPRXR0170R92<br>TPRXR0170R92                                                                                                                                                                 |
| NAR875  | 9/8/2025  | 911 Carrera 4 GTS, 911 Carrera GTS, 911 Turbo S                                                                              | 2025-2026 | electric Turbo Changer (eATL)<br>on Power Electronic | automatic | SPRXV03.6T92,<br>TPRXV03.6T92,<br>TPRXV03.6H92                                                                                                                                               | SPRXR0170R92,<br>TPRXR0170R92<br>TPRXR0170R92                                                                                                                                                |
| NAR920  | 3/21/2025 | 911 Carrera 4 GTS, 911 Carrera GTS                                                                                           | 2025-2026 | high voltage battery                                 | automatic | SPRXV03.6T92<br>TPRXV03.6T92                                                                                                                                                                 | SPRXR0170R92<br>TPRXR0170R92                                                                                                                                                                 |
| NAR969  | 8/28/2025 | 911 Carrera 4 GTS, 911 Carrera GTS                                                                                           | 2026      | Secondary Air Valve                                  | automatic | TPRXV03.6T92                                                                                                                                                                                 | TPRXR0170R92                                                                                                                                                                                 |
| NAR970  | 8/28/2025 | 911 Carrera 4 GTS, 911 Carrera GTS                                                                                           | 2026      | Secondary Air Control Valve                          | automatic | TPRXV03.6T92                                                                                                                                                                                 | TPRXR0170R92                                                                                                                                                                                 |
| NAR977  | 10/1/2025 | Cayenne, 911 GTS, 911 Carrera 4 GTS, Cayenne E-Hybrid, Cayenne S E-Hybrid,<br>Cayenne Turbo E-Hybrid, Cayenne S, Cayenne GTS | 2026      | Gateway                                              | automatic | TPRXV03.0C92<br>TPRXV04.0S92<br>TPRXT04.0CV8<br>TPRXV02.9PV6<br>TPRXV04.0PV8<br>TPRXV02.9PH6<br>TPRXV04.0PH8<br>TPRXV03.6T92<br>TPRXT03.0CH6<br>TPRXT04.0CH8<br>TPRXT04.0CE8<br>TPRXV03.0CV6 | TPRXR0170R92<br>TPRXR0170R92<br>TPRXR0176RED<br>TPRXR0190RP7<br>TPRXR0190RP7<br>TPRXR0180RPH<br>TPRXR0180RPH<br>TPRXR0170R92<br>TPRXR0176REH<br>TPRXR0176REH<br>TPRXR0176RED<br>TPRXR0176RED |
| NAR998  | 8/8/2025  | 911 Carrera 4 GTS, 911 Carrera GTS                                                                                           | 2025-2026 | electric turbo charger                               | automatic | SPRXV03.6T92<br>TPRXV03.6T92                                                                                                                                                                 | SPRXR0170R92<br>TPRXR0170R92                                                                                                                                                                 |

END OF DOCUMENT