

**Tesla MODEL 3**

2023 long-range updated version dual-motor all-wheel drive

2023

Vehicle Type	Pure electric car
Vehicle model	TSL7000BEVBA4
Manufacturer	Tesla (Shanghai) Co., Ltd.
Manufacturing year and month	2023-11
Energy type	pure electric
system version	v11.1(2023.38.9.1 663a5e630e82)
Vehicle Identification Number	LRW3E7EK0PC004850



Smart driving

G

Smart security

G

Smart parking

—



Intelligent interaction

G

Smart energy efficiency

G
 Note* **G** excellent **A** good **M** generally **P** Poor
environment sensing sensor

sensor type	quantity
Camera	9
lidar	0
millimeter wave radar	0
ultrasonic radar	0



Smart driving

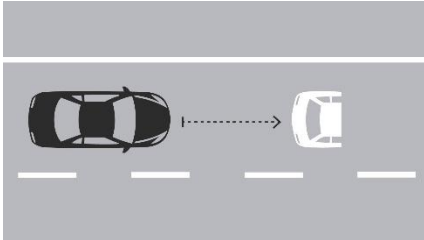
G

27 points/84%

Single lane longitudinal control capability

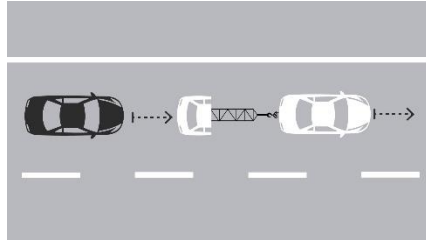
20.5/22.5 points

The target car is stationary



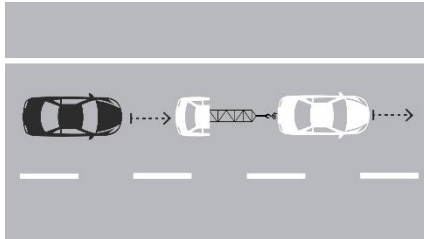
6/6 points

Target car low speed



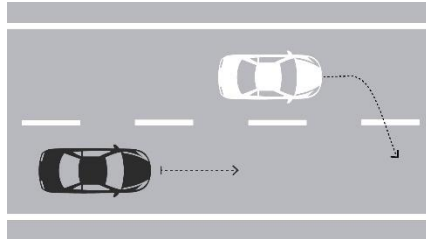
8.5/9 points

Target vehicle slows down



2/3 points

The car in front cuts in

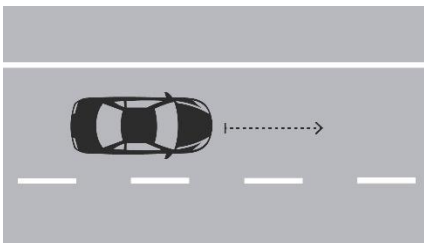


4/4.5 points

Single lane lateral control capability

1/1 point

Driving in the center of the lane

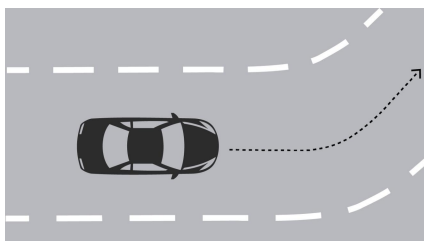


1/1 point

Single lane longitudinal and lateral control capabilities

3/4 points

straight into curve



3/4 points



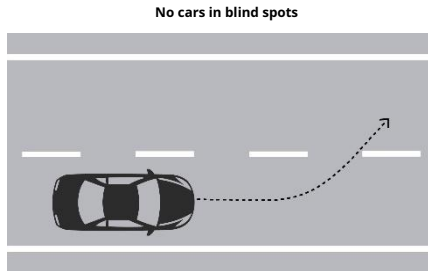
Smart driving

G

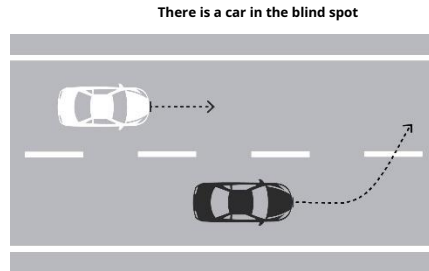
27 points/84%

Lane changing assistance ability

1.5/1.5 points



0.5/0.5 points



1/1 point

Related functions

0/2 points

heads up display	—	0/0.5 points
driver monitoring	—	0/1 points
Cellular Internet of Vehicles	—	0/0.5 points
carry	● Requires optional equipment ○ Not equipped —	

User manual review

1/1 point

system definition	●	0.25/0.25 points
Driver Responsibilities	●	0.25/0.25 points
System usage conditions	●	0.25/0.25 points
System limitations	●	0.25/0.25 points
clear	● Not clear —	



Smart driving

G

27 points/84%



overall evaluation

This model performs well in single-lane longitudinal control in low-speed scenarios of the target vehicle at 120km/h and deceleration of the target vehicle. Scenario-4m/s² working condition and the front vehicle cutting scene 65km/h working condition, the deceleration change rate exceeds the limit; single lane lateral control The control ability is excellent; the single-lane longitudinal and lateral control ability is good when driving straight into a curve. The lateral acceleration exceeds the limit when driving in a curve with a radius of 250m at 90km/h and 100km/h; the lane change assist ability is excellent show.

This model is not equipped with head-up display, driver monitoring and cellular car networking functions.

The user manual of this model clearly describes the system usage conditions and system limitations.

The model's intelligent driving sub-index received an excellent (G) rating.



Smart security

G

100 points/93%



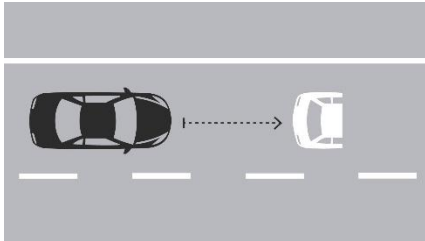
Vehicle-to-vehicle automatic emergency braking system (standard on all series)

20(19+1)/22 points

FCW function

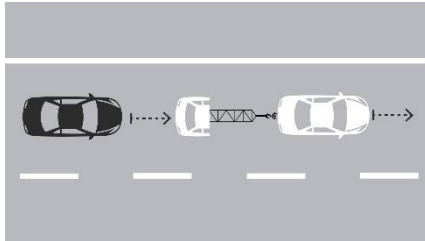
3/3 points

The target car is stationary



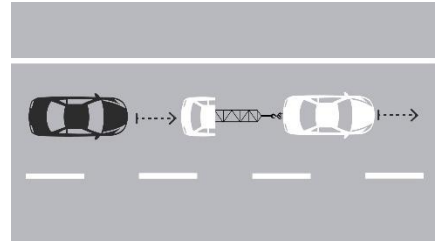
1/1 point

Target car low speed



1/1 point

Target vehicle slows down

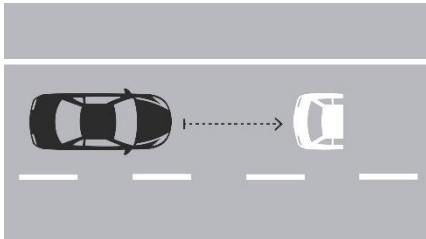


1/1 point

AEB function

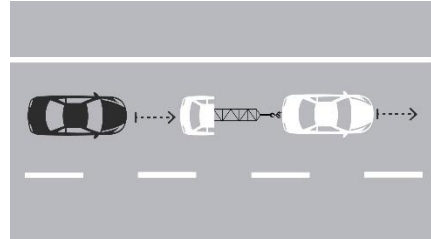
16/16 points

The target car is stationary



8/8 points

Target car low speed



8/8 points

Advanced accessibility features

0/3 points

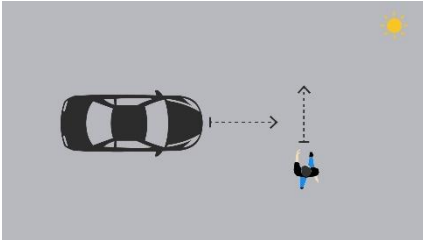
FCW auxiliary alarm form	—	0/1 points
Active seat belt pretensioner	—	0/1 points
Emergency steering to avoid collision	—	0/1 points
carry	<input type="radio"/> Requires optional equipment <input type="radio"/> Not equipped	

Smart security G **100 points/93%**

Automatic emergency braking system for pedestrians and cyclists (standard on all series) **56/56 points**

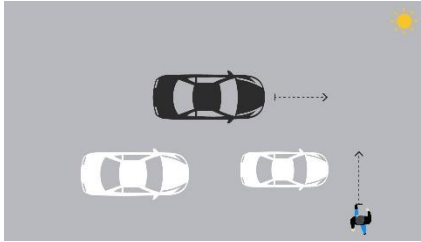
AEB pedestrian function **40/40 points**

Adult proximal crossing 25%



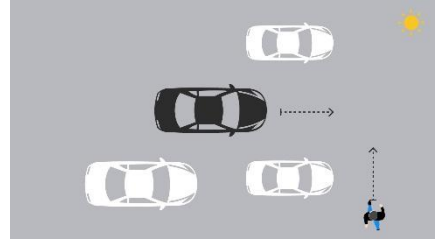
8/8 points

Children's proximal crossing unilateral occlusion 50%



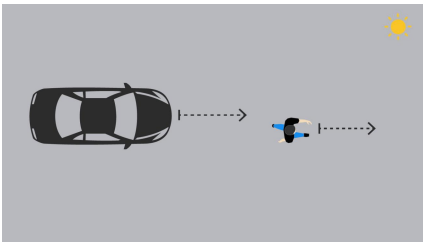
8/8 points

Children have 50% proximal transverse bilateral occlusion



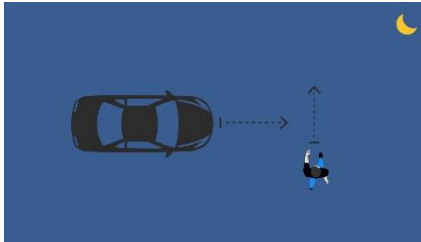
5/5 points

25% of adult rear-end collisions



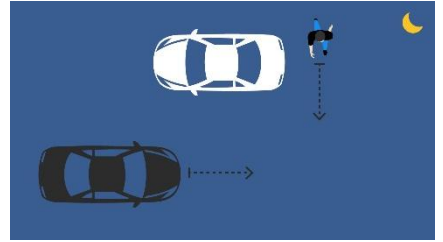
6/6 points

Adult proximal crossing 25%



8/8 points

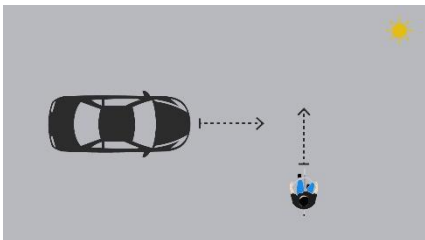
Adult far-end crossing occlusion 50%



5/5 points

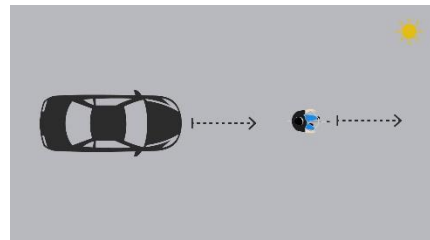
AEB bike rider features **16/16 points**

Adult cyclists near-side crossing 50%



8/8 points

Adult cyclists are rear-ended 50% of the time



8/8 points



Smart security

G

100 points/93%



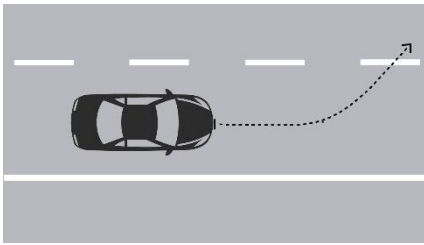
Lane assist system (standard on all series)

14/14 points

LDP function

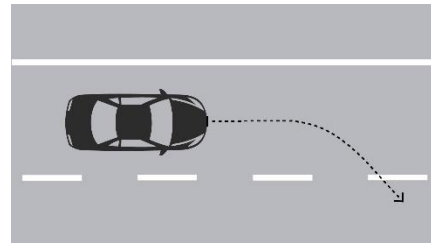
8/8 points

Straight line deviation suppression-left side



4/4 points

Straight line deviation suppression-right side

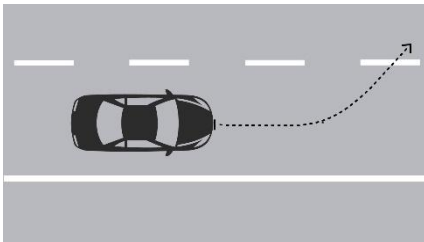


4/4 points

LDW function

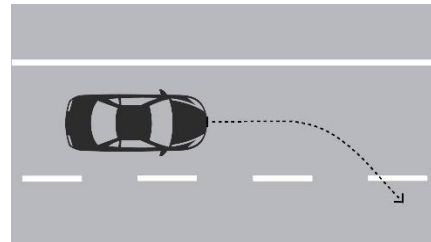
6/6 points

Straight Departure Alarm Repeatability - Left



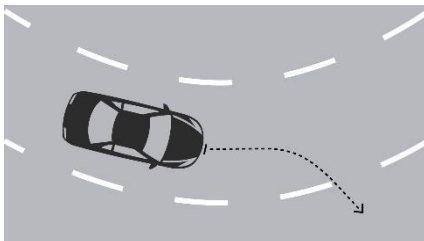
2/2 points

Straight line departure alarm repeatability - right side



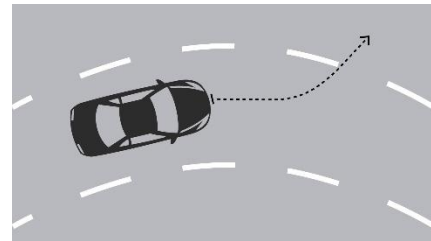
2/2 points

Curve deviation alarm is generated - turn left and right



1/1 point

Curve deviation alarm is generated - turn right to the left



1/1 point



Smart security

G

100 points/93%



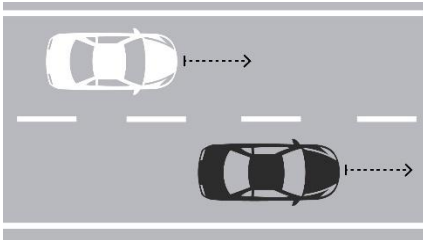
Lateral assist system (standard for all series)

10(9+1)/15 points

BSD features

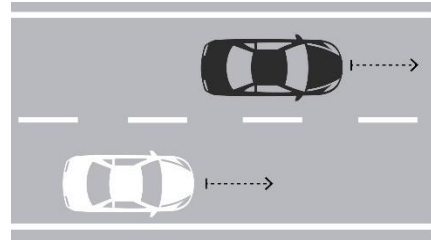
9/10 points

The target car overtakes the main car - on the left



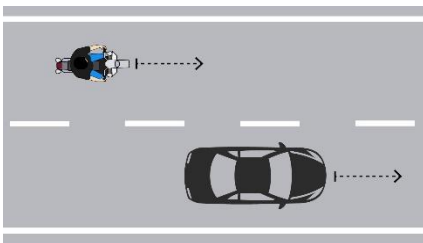
4/4 points

The target car overtakes the main car - on the right side



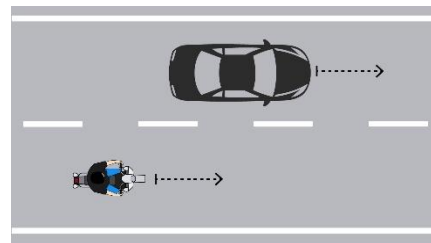
3/4 points

The two-wheeled target vehicle overtakes the main vehicle - on the left



1/1 point

The two-wheeled target vehicle overtakes the main vehicle - on the right side

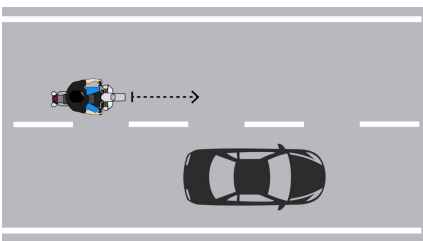


1/1 point

DOW function

0/3 points

The two-wheeled target vehicle overtakes the main vehicle



0/3 points

Advanced accessibility features

0/2 points

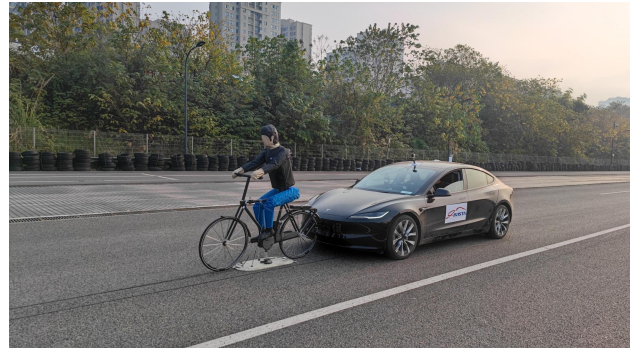
Rear collision warning	—	0/0.5 points
Tips for passing traffic from behind	—	0/0.5 points
DOW rear independent alarm	—	0/1 points
carry	<input checked="" type="radio"/> Requires optional equipment <input type="radio"/> Not equipped	



Smart security

G

100 points/93%



overall evaluation

The vehicle-to-vehicle automatic emergency braking system (AEB C2C) of this model performs well; the vehicle's FCW function has no other assistance Alarm mode, not equipped with active seat belt pretensioning and emergency steering collision avoidance functions; the vehicle is equipped with vehicle-to-vehicle automatic emergency braking as standard dynamic system.

This model's pedestrian and cyclist automatic emergency braking system (AEB VRU) performs well; the vehicle comes standard with pedestrian and cyclist automatic emergency braking systems. Walker automatic emergency braking system.

The lane assist system (LSS) of this model performs well; the vehicle comes standard with lane assist system.

The BSD function of the side assist system (SSS) of this model performs well, and the target car overtakes the main car by about 120km/h. The alarm time of 2 of the 3 tests in the side working condition did not meet the requirements; the vehicle did not have a DOW function; the vehicle was not equipped with a rear Collision warning, rear traffic crossing reminder and DOW (door opening warning) rear independent alarm function; the vehicle comes standard with side assist assistance system.

The model's intelligent safety sub-index received an excellent (G) rating.



Intelligent interaction

G

28.65 points/84%



Voice interaction

14.9/19 points

wake	1/4 points
functional satisfaction	9.7/10 points
Feature richness	4/4 points
Dialect support	0.2/1 points



Touch screen interaction

13.75/15 points

Availability	2/2.5 points
Richness	2/2.5 points
Application startup time	5.75/6 points
fluency	4/4 points



Intelligent interaction

G

28.65 points/84%



overall evaluation

The voice interactive wake-up function of this model has poor performance, has no voice wake-up function, and only supports manual wake-up; the function is satisfactory

Performance is good, able to recognize and respond to most voice commands; feature richness is excellent; dialect support table

The performance is poor and can only recognize and respond to one dialect.

The touch screen interaction richness and usability of this model are good, the pixel density is low, and there is no WIFI sharing function; application

The startup time is good, and the phone application startup time is relatively long; the screen smoothness is excellent.

The model's intelligent interaction sub-index received an excellent (G) rating.



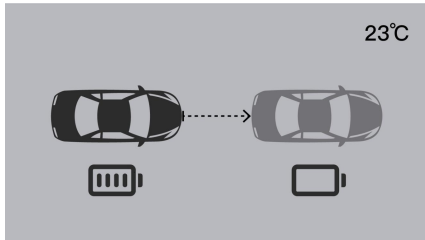
Smart energy efficiency

G

94.03/100 (weighted score)

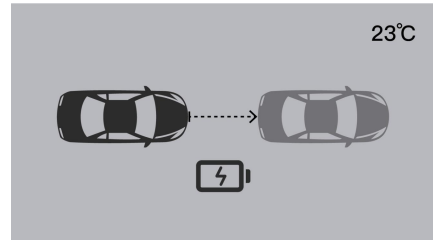
Working condition adaptability

WLTC cruising range attenuation at room temperature



28.74/30 (weighted score)

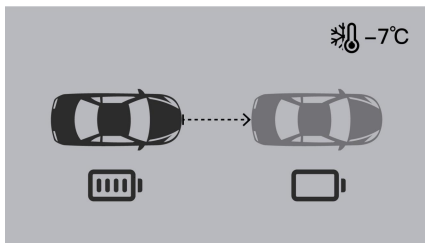
Room temperature WLTC energy consumption rate



20/20 (weighted score)

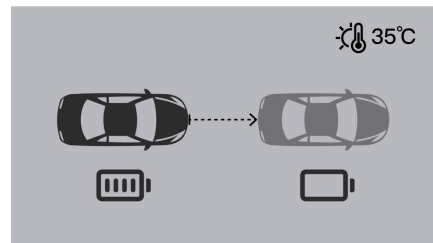
environmental adaptability

Low temperature WLTC cruising range degradation



20/20 (weighted score)

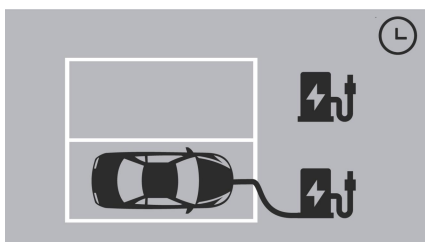
High temperature WLTC cruising range degradation



5.29/10 (weighted score)

Charging efficiency

Charging time of 100 kilometers



20/20 (weighted score)



Smart energy efficiency

G

94.03/100 (weighted score)



overall evaluation

The working condition adaptability test of this model showed that under normal temperature WLTC working conditions, the relative announced mileage attenuation rate was 11.58%, and it was awarded

Earned a "G" rating; power consumption per 100 kilometers was 14.7kWh/100km, earning a "G" rating.

In the environmental adaptability test of this model, in a high-temperature environment, the mileage attenuation rate under normal temperature WLTC operating conditions was 15.59%, and

it obtained a "P" rating; in a low-temperature environment, the mileage attenuation rate under normal temperature WLTC operating conditions was 26.53%, and it obtained a "G" rating."

Rating. The heating and cooling effect of the passenger cabin air conditioner can meet the requirements.

In the charging efficiency test, the model was able to charge the electricity required to travel 100 kilometers within 10 minutes, and received a "G" rating.

class.

The model's intelligent energy efficiency sub-index received an excellent (G) rating.