

ACC Update Necessity:

Critical Bugs and Competitive Integrity

Balance of Performance (BoP) Issues

The current BoP shows significant inconsistencies, particularly in the top speed and acceleration of various GT3 vehicles, which impairs competitive fairness.

- **Excessive Top Speeds:** The top speeds of the Ford Mustang, Aston Martin, and BMW M4 are considered too strong. The top speed table across different tracks shows that the Ford Mustang, Aston Martin, and BMW M4 often achieve the highest speeds.
- **BoP Adjustment Proposals:** To correct this, a top-speed nerf (weakening) for the Ford and Aston Martin from 4th gear onwards is proposed. In return, an acceleration buff (improvement) for the Lamborghini and Ferrari is suggested.
- **Further BoP Issues:** There are also specific Wet BoP problems with the Aston and Honda.

Traction Control (TC) and Driving Physics Exploits

Inconsistencies in driving aid functionality and exploits in the physics model compromise the authenticity of GT3 competition.

- **Traction Control (TC) Restrictions:** The ability to completely deactivate Traction Control (TC off) in GT3 vehicles should be prevented, as this is unrealistic. It should not be possible to set a value lower than TC1.
- **TC Cut Functionality:** The TC Cut function (which controls the torque reduction of the TC) is only useful in the Aston, Ford, and Honda vehicles. All other vehicles experience worse performance when using this.
- **Slick Tire Grip:** The most serious physics issue is the excessive performance of slick tires in wet conditions (With slicks having a disproportionately high amount of grip on a wet track), which destroys authenticity and is counted among the "Pressing Issues."

Tire and Temperature Inconsistencies

Problems with the tire temperature simulation influence vehicle choice and race setups, making some cars too strong in certain contexts whilst destroying competitiveness of others.

- **Temperature Imbalances:** Certain vehicles show extreme deviations in tire temperatures in comparison to most cars:
 - **Porsche:** Rear tires temperatures are disproportionately high.
 - **Ford and Honda:** Tires also run hot, making these cars less competitive in endurance races.

- **Bentley and Nissan:** Tire temperatures are too low, resulting in these cars having a large tire wear advantage.
- **Impact:** These differences are critical with the current tire model and lead to some cars being avoided for endurance races, particularly in wet conditions. Possibly making them the same or very similar could resolve this issue

Track and Server Issues (Inconsistencies & Bugs)

Unresolved server-side stability issues and track bugs affect the reliability of organized leagues.

- **Track Bugs:** The Laguna Seca track causes servers to crash randomly, making it unfeasible to use in organized leagues.
- **Wet Track Limits:** When leaving the track limits on a wet track, track cut warnings are very inconsistent. Things like receiving a warning the second you leave the track or still receiving one even after losing 4+ seconds isn't uncommon. This could be resolved by adjusting the off-track zones as well as changing the calculation used to determine whether an advantage was gained.
- **Further Bugs:** A list of other bugs includes:
 - Double warnings (e.g., Degners Suzuka, Triple Right Misano).
 - Issues with the "helicorsa" tool (rotating car blobs).
 - Car being set to a full fuel tank in Qualifying.
 - Fast/Bumpy Pit Stops and Pitlane Bugs (Suzuka, Nürburgring, Paul Ricard Entry, RBR Pit Entry, fast pit stop exploit).
 - Stalling-Car-Engine-Blow-Up-Bug in the pit lane.
 - ACC Lobby Servers failing far too often.