# AUSTEC RACING LTD

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CRAWLEY WEST SUSSEX RH10 NT

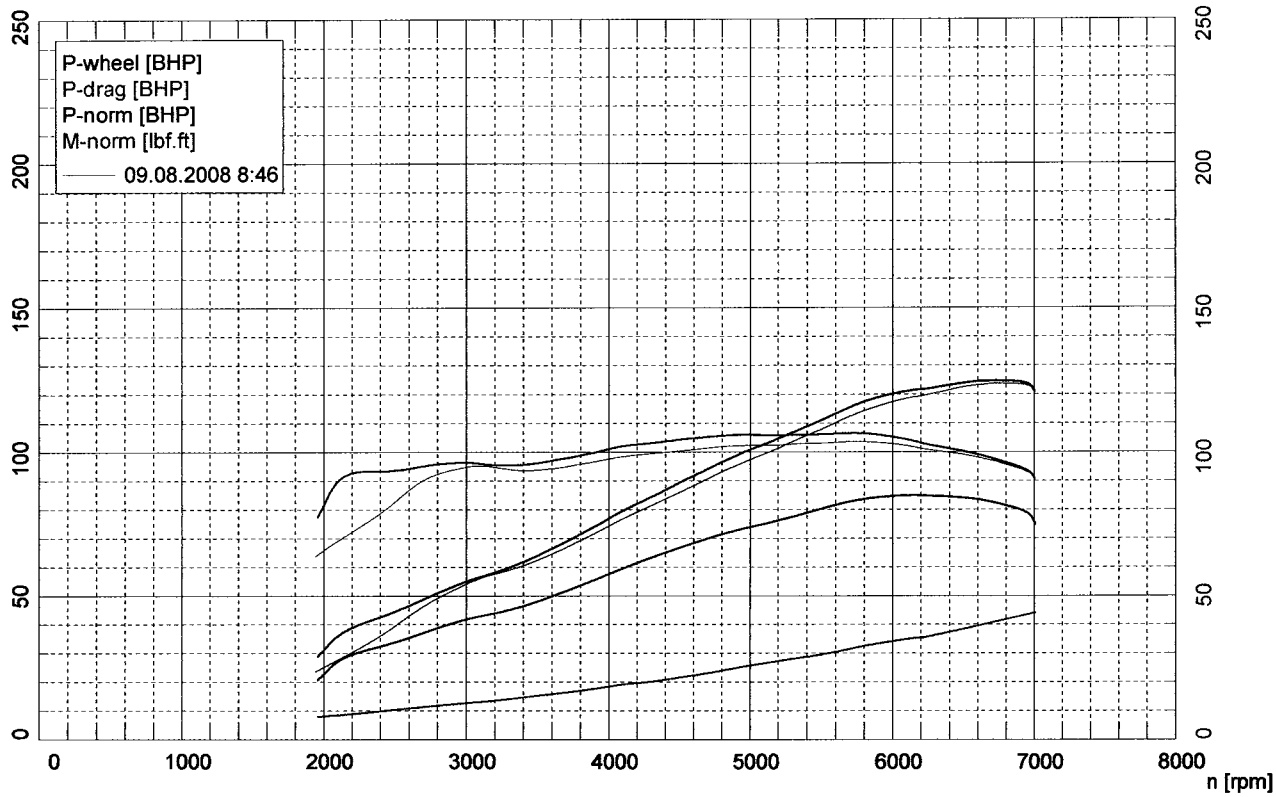
MAHA LPS 3000 PKW

Vehicle type: MX5
License plate:
Inspector:

Otto-Motor / No or mechanical charger
Manual transmission
Rear drive

Measurement date: 09.08.2008 (9:58)






## Power data

| | | | | | |
|---|---|---|---|---|---|
| Corrected power 1) | $P_{Norm}$ | 124.5 | BHP | / 92.8 | kW |
| Engine power | $P_{Eng}$ | 122.9 | BHP | / 91.7 | kW |
| Wheel power | $P_{Wheel}$ | 82.2 | BHP | / 61.3 | kW |
| Drag power | $P_{Drag}$ | 40.7 | BHP | / 30.4 | kW |
| **Max. power at** | | 6725 | rpm | / 103.5 | mph |
| Torque 1) | $M_{Morm}$ | 106.4 | lbf.ft | | |
| **Max. Torque at** | | 5720 | rpm | / 88.1 | mph |
| **Max. attained RPM** | | 7005 | rpm | / 107.9 | mph |

1) Correction acc. to DIN 70020
Correction factors: $Q_V$ = 0.00 %

## Ambient data

| | | |
|---|---|---|
| Ambient temperature | $T_{Ambient}$ | 26.5 °C |
| Intake air temperature | $T_{Intake\ air}$ | 21.2 °C |
| Relative humidity | $H_{Air}$ | 52.2 % |
| Air pressure | $p_{Air}$ | 1002.1 hPa |
| Steam pressure | $p_{Steam}$ | 18.1 hPa |
| Oil temperature | $T_{Oil}$ | 83.0 °C |
| Fuel temperature | $T_{Fuel}$ | —.- °C |

## Slip

| | | |
|---|---|---|
| Speed no load | $v_{no\ load}$ | —.- mph |
| RPM no load | $n_{no\ load}$ | — rpm |
| Speed full load | $v_{full\ load}$ | —.- mph |
| RPM full load | $n_{full\ load}$ | — rpm |
| Slip | | —.— % |

## Rotating mass

| | | |
|---|---|---|
| Average delay run down 1 | $a_1$ | —.— m/s² |
| Average Brake force run down 1 | $F_1$ | —.- lbf |
| Average delay run down 2 | $a_2$ | —.— m/s² |
| Average brake force run down 2 | $F_2$ | —.- lbf |
| Force of the rotating mass | $F_{rot\text{-}total}$ | —.- lbf |
| Rotating total mass | $m_{rot\text{-}total}$ | 795.6 kg |
| Rotating test stand mass | $m_{rot\text{-}dyno}$ | 705.6 kg |
| Rotating vehicle mass | $m_{rot\text{-}vehicle}$ | 90.0 kg |

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CRAWLEY WEST SUSSEX RH10 9NT

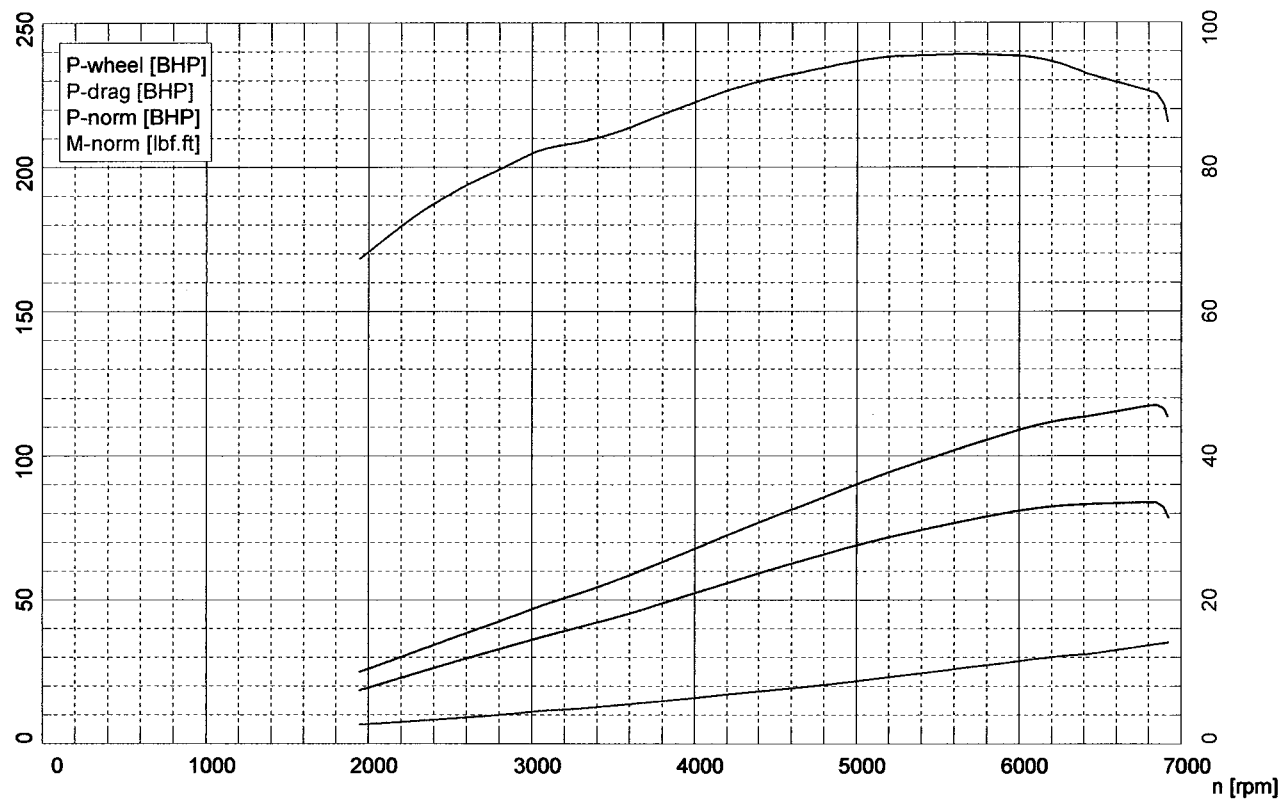
MAHA LPS 3000 PKW

Vehicle type: MX5
License plate:
Inspector:

Otto-Motor / No or mechanical charger
Manual transmission
Rear drive

Measurement date: 14.09.2008 (17:33)






## Power data

| | | | | | |
|---|---|---|---|---|---|
| Corrected power 1) | $P_{Norm}$ | 117.4 | BHP | / 87.6 | kW |
| Engine power | $P_{Eng}$ | 118.1 | BHP | / 88.0 | kW |
| Wheel power | $P_{Wheel}$ | 83.6 | BHP | / 62.4 | kW |
| Drag power | $P_{Drag}$ | 34.4 | BHP | / 25.7 | kW |
| **Max. power at** | | 6845 | rpm | / 101.2 | mph |
| Torque 1) | $M_{Morm}$ | 95.6 | lbf.ft | | |
| **Max. Torque at** | | 5650 | rpm | / 83.5 | mph |
| **Max. attained RPM** | | 6920 | rpm | / 102.4 | mph |

1) Correction acc. to DIN 70020
Correction factors: $Q_V$ = 0.00 %

## Ambient data

| | | | |
|---|---|---|---|
| Ambient temperature | $T_{Ambient}$ | 26.2 | °C |
| Intake air temperature | $T_{Intake\ air}$ | | °C |
| Relative humidity | $H_{Air}$ | | % |
| Air pressure | $p_{Air}$ | | hPa |
| Steam pressure | $p_{Steam}$ | | hPa |
| Oil temperature | $T_{Oil}$ | | °C |
| Fuel temperature | $T_{Fuel}$ | | °C |

## Slip

| | | | |
|---|---|---|---|
| Speed no load | $v_{no\ load}$ | —.- | mph |
| RPM no load | $n_{no\ load}$ | —— | rpm |
| Speed full load | $v_{full\ load}$ | —.- | mph |
| RPM full load | $n_{full\ load}$ | —— | rpm |
| Slip | | —.— | % |

## Rotating mass

| | | | |
|---|---|---|---|
| Average delay run down 1 | $a_1$ | —.— | m/s² |
| Average Brake force run down 1 | $F_1$ | ——.- | lbf |
| Average delay run down 2 | $a_2$ | —.— | m/s² |
| Average brake force run down 2 | $F_2$ | ——.- | lbf |
| Force of the rotating mass | $F_{rot-total}$ | ——.- | lbf |
| Rotating total mass | $m_{rot-total}$ | 805.6 | kg |
| Rotating test stand mass | $m_{rot-dyno}$ | 705.6 | kg |
| Rotating vehicle mass | $m_{rot-vehicle}$ | 100.0 | kg |