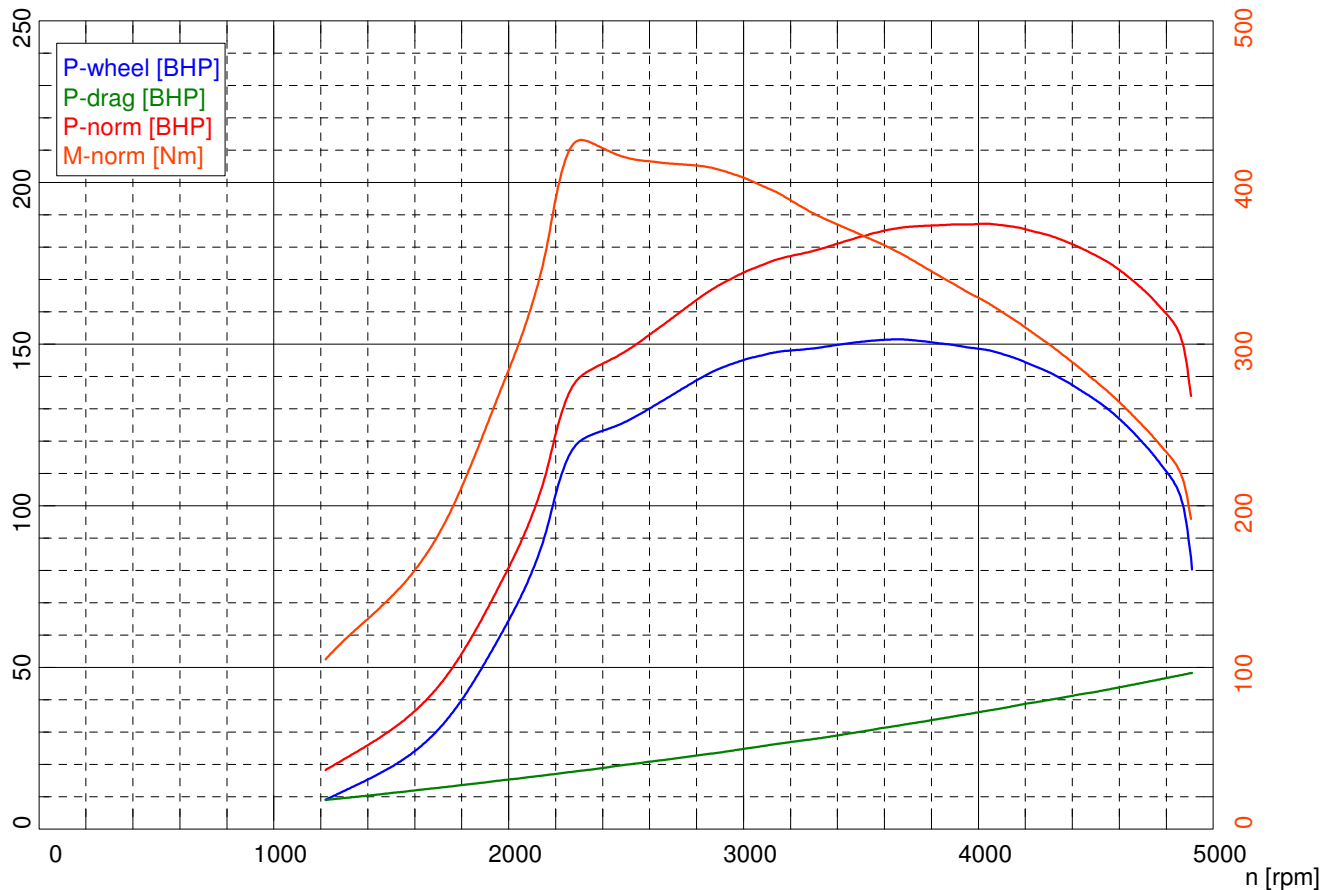


Vehicle type: Honda Civic 2.2ICDTI  
 License plate: CA8684TH  
 Inspector: Nikolay Nikolov

Diesel-Motor / Turbo charger (air-cooled)  
 Manual transmission

Measurement date: 18.04.2015 (10:00)

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Power data		Ambient data	
Corrected power <sup>1)</sup>	$P_{Norm}$ 187.1 BHP / 137.6 kW	Ambient temperature	$T_{Ambient}$ 19.7 °C
Engine power	$P_{Eng}$ 184.6 BHP / 135.8 kW	Intake air temperature	$T_{Intake\ air}$ 19.2 °C
Wheel power	$P_{Wheel}$ 148.2 BHP / 109.0 kW	Relative humidity	$H_{Air}$ 49.1 %
Drag power	$P_{Drag}$ 36.5 BHP / 26.8 kW	Air pressure	$p_{Air}$ 990.3 hPa
Max. power at	4030 rpm / 147.1 km/h	Steam pressure	$p_{Steam}$ 11.3 hPa
Torque <sup>1)</sup>	$M_{Norm}$ 426.0 Nm	Oil temperature	$T_{Oil}$ ---- °C
Max. Torque at	2310 rpm / 84.2 km/h	Fuel temperature	$T_{Fuel}$ ---- °C
Max. attained RPM	4910 rpm / 179.2 km/h		
<sup>1)</sup> Correction acc. to DIN 70020 Correction factors: $Q_v = 0.00\%$			
Slip		Rotating mass	
Speed no load	$v_{no\ load}$ ---- km/h	Average delay run down 1	$a_1$ ---- m/s <sup>2</sup>
RPM no load	$n_{no\ load}$ ---- rpm	Average Brake force run down 1	$F_1$ ---- N
Speed full load	$v_{full\ load}$ ---- km/h	Average delay run down 2	$a_2$ ---- m/s <sup>2</sup>
RPM full load	$n_{full\ load}$ ---- rpm	Average brake force run down 2	$F_2$ ---- N
Slip	---- %	Force of the rotating mass	$F_{rot-total}$ ---- N
		Rotating total mass	$m_{rot-total}$ 310.0 kg
		Rotating test stand mass	$m_{rot-dyno}$ 250.0 kg
		Rotating vehicle mass	$m_{rot-vehicle}$ 60.0 kg