

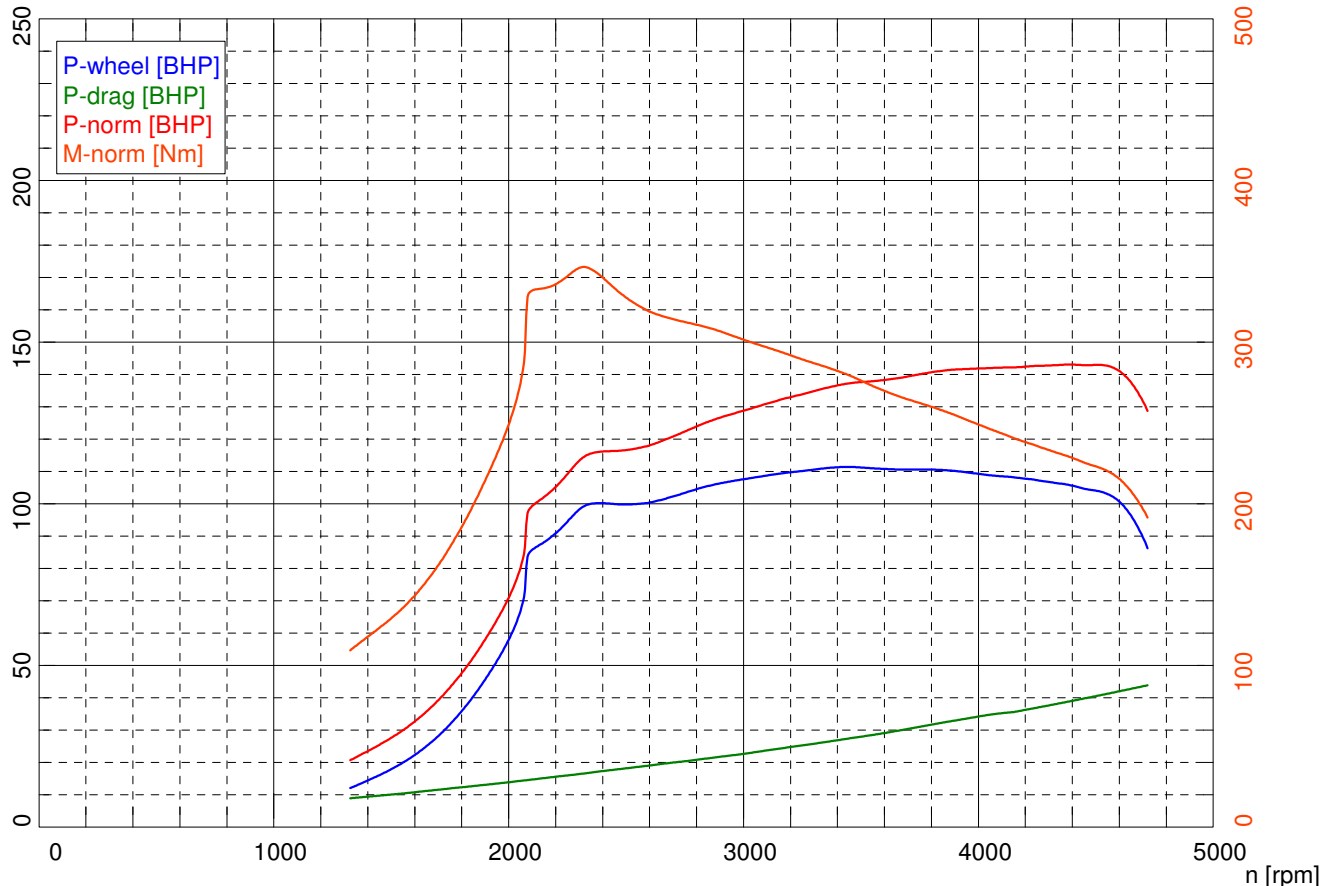
Vehicle type: VW Golf 1.9TDI 110BHP  
License plate: BT2123KA  
Inspector: Nikolay Nikolov

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

O.E. Motorsport Chip Tuned  
EGR Removal / Hotstart fix

Measurement date: 27.12.2015 (12:33)

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**Power data**

Corrected power 1)	$P_{Norm}$	143.0 BHP / 105.1 kW
Engine power	$P_{Eng}$	144.5 BHP / 106.3 kW
Wheel power	$P_{Wheel}$	105.6 BHP / 77.7 kW
Drag power	$P_{Drag}$	38.9 BHP / 28.6 kW
Max. power at		4395 rpm / 150.6 km/h
Torque 1)	$M_{Norm}$	346.3 Nm
Max. Torque at		2320 rpm / 79.5 km/h
Max. attained RPM		4720 rpm / 161.9 km/h

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

**Ambient data**

Ambient temperature	$T_{Ambient}$	14.1 °C
Intake air temperature	$T_{Intake\ air}$	12.6 °C
Relative humidity	$H_{Air}$	59.9 %
Air pressure	$p_{Air}$	1010.0 hPa
Steam pressure	$p_{Steam}$	9.6 hPa
Oil temperature	$T_{Oil}$	---- °C
Fuel temperature	$T_{Fuel}$	---- °C

**Slip**

Speed no load	$V_{no\ load}$	---- km/h
RPM no load	$n_{no\ load}$	---- rpm
Speed full load	$V_{full\ load}$	---- km/h
RPM full load	$n_{full\ load}$	---- rpm
Slip		---- %

**Rotating mass**

Average delay run down 1	$a_1$	---- m/s <sup>2</sup>
Average Brake force run down 1	$F_1$	---- N
Average delay run down 2	$a_2$	---- m/s <sup>2</sup>
Average brake force run down 2	$F_2$	---- N
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