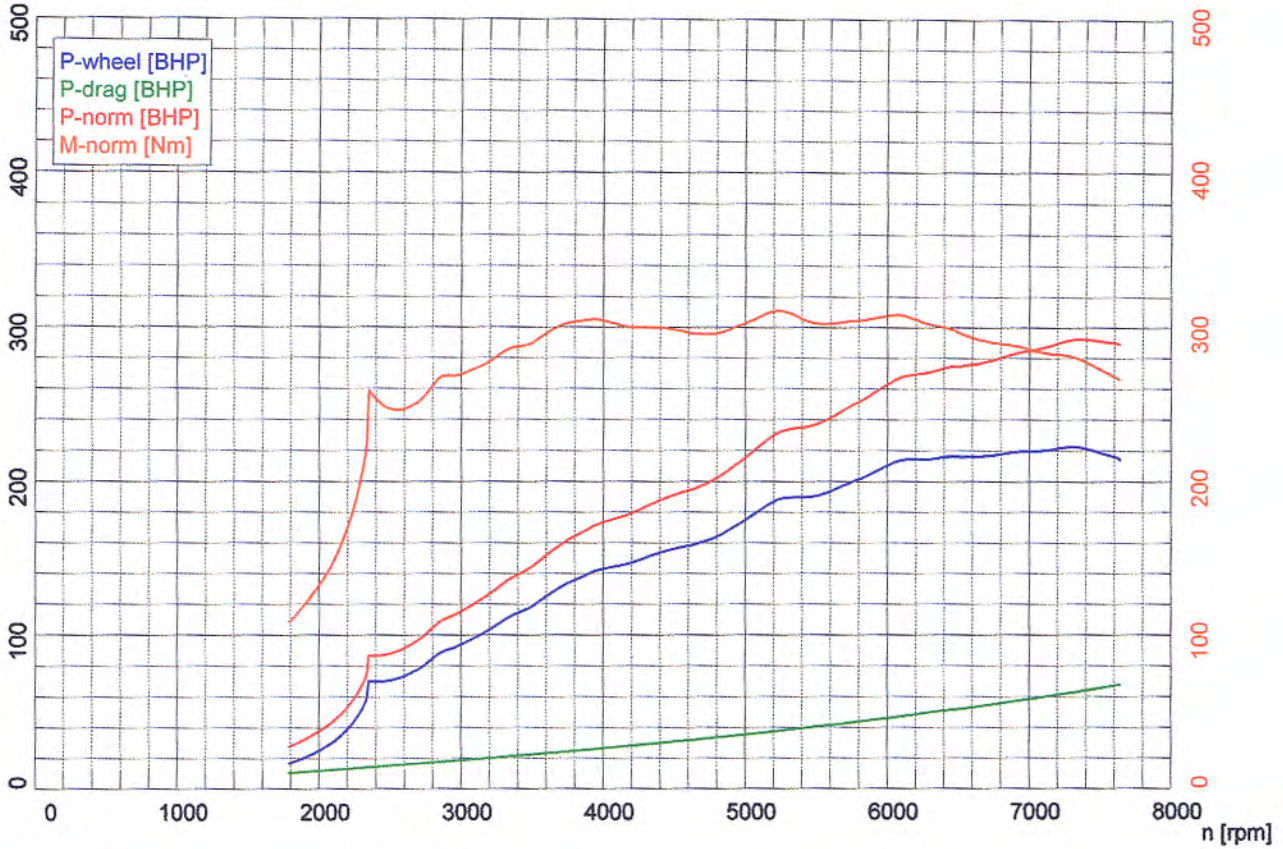


Vehicle type: BMW M3 GT  
 License plate:  
 Inspector: Kev

Otto-Motor / No or mechanical charger  
 Manual transmission

Measurement date: 01.04.2006 (10:01)

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Power data		Ambient data	
Corrected power <sup>1)</sup>	$P_{Norm}$ 292,4 BHP / 215,1 kW	Ambient temperature	$T_{Ambient}$ 7,8 °C
Engine power	$P_{Eng}$ 285,3 BHP / 209,8 kW	Intake air temperature	$T_{Intake\ air}$ 14,6 °C
Wheel power	$P_{Wheel}$ 222,0 BHP / 163,3 kW	Relative humidity	$H_{Air}$ 64,9 %
Drag power	$P_{Drag}$ 63,3 BHP / 46,5 kW	Air pressure	$p_{Air}$ 983,6 hPa
Max. power at	7360 rpm / 205,9 km/h	Steam pressure	$p_{Steam}$ 6,9 hPa
Torque <sup>1)</sup>	$M_{Morm}$ 310,8 Nm	Oil temperature	$T_{Oil}$ 73,0 °C
Max. Torque at	5235 rpm / 146,5 km/h	Fuel temperature	$T_{Fuel}$ —,- °C
Max. attained RPM	7640 rpm / 213,8 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