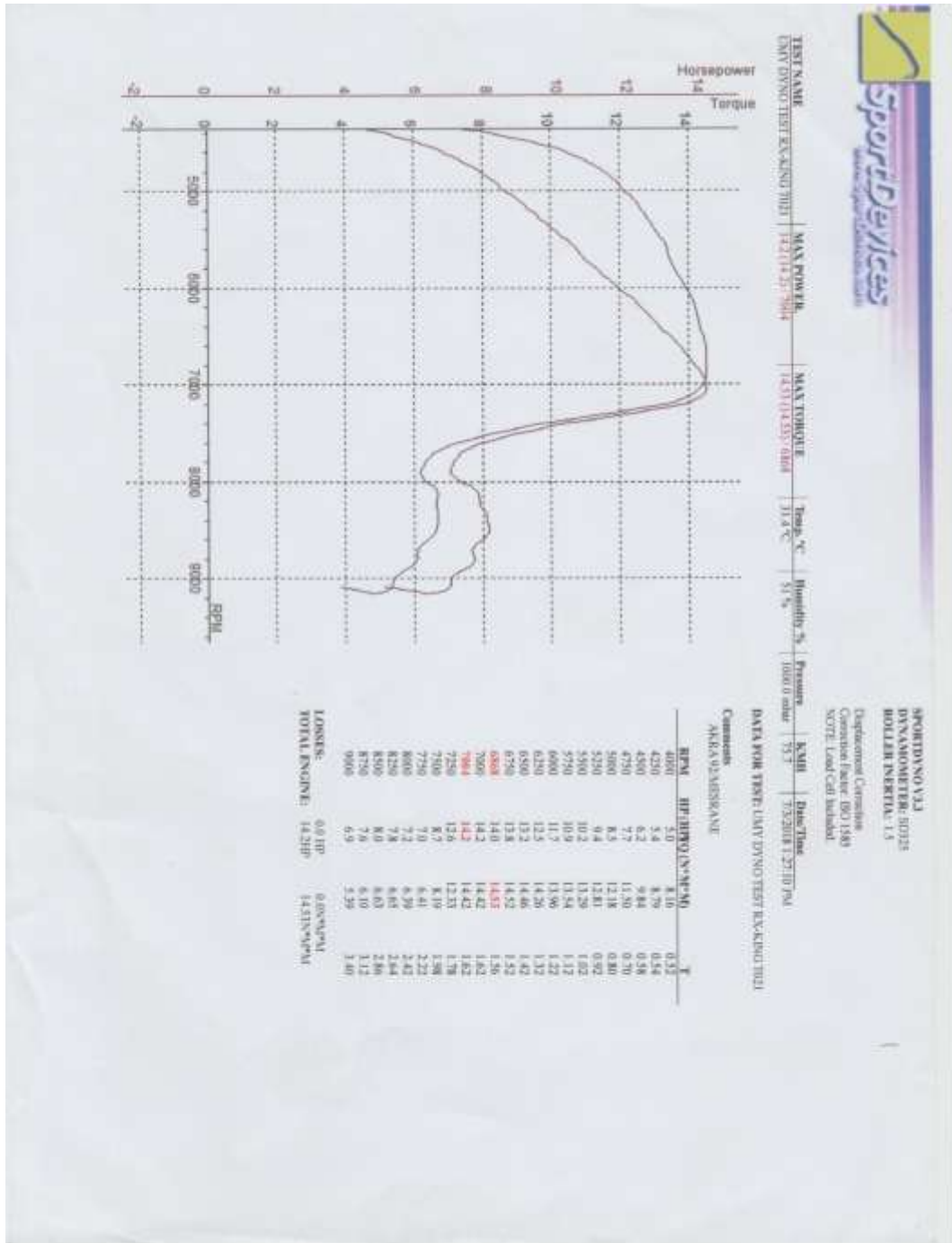
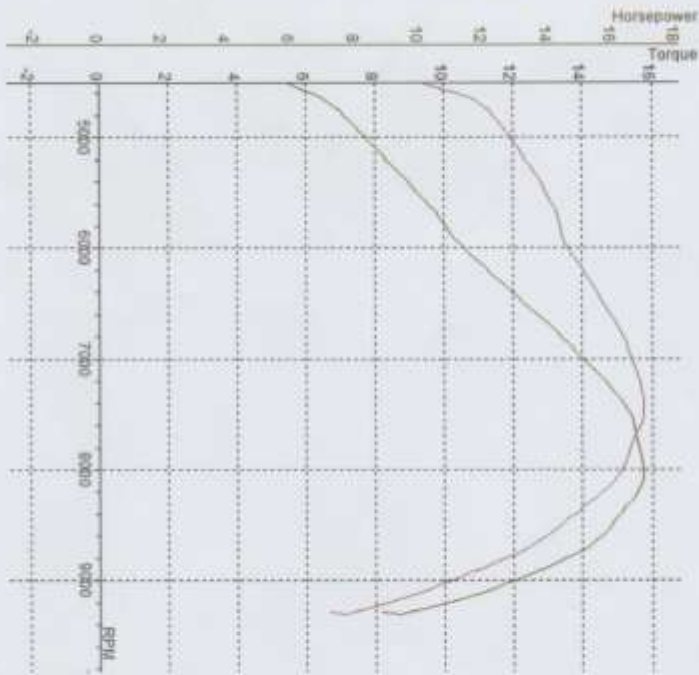


LAMPIRAN



RP0RTDYN0 V13
 DYNAMOMETER: 30553
 ROLLER INERTIA: 1.5
 Dependent Correction
 Correction Factor: 0.01983
 NOTE: Load Cell limited.

TEST NAME: LMT DYN0 TEST RACING T026 | MASS POWER: 170.177 BTU | MAX TORQUE: 31.4 Nm | Temp. °C: 31 °C | Humidity %: 31 % | Pressure: 1000.0 mbar | NSM: 77.0 | Dyno/Time: 17/0/2018 1:28:40 PM
 DATA FOR TEST: LMT DYN0 TEST RACING T026



Comments: ABLA VAMBIKANE

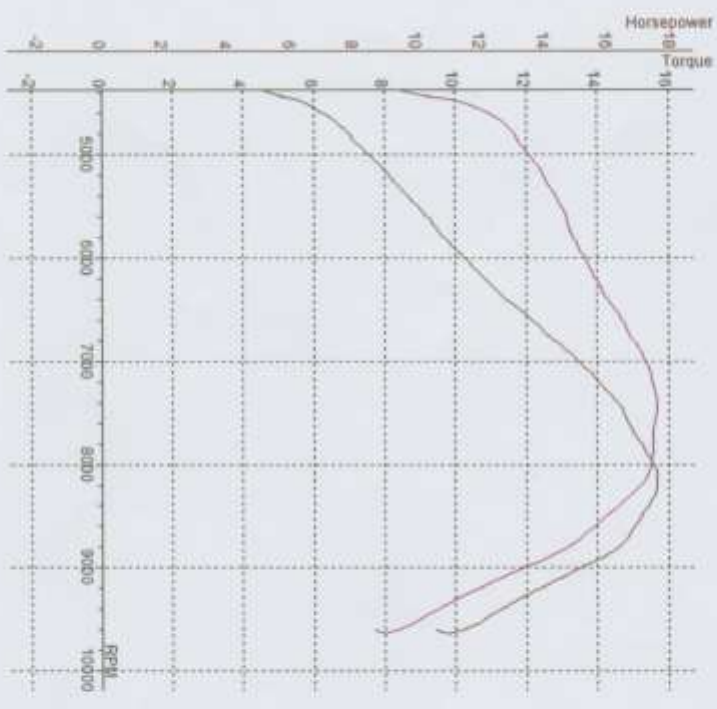
| RPM | HP | HP/(N*M*MIN) | N*M*MIN | T |
|------|------|--------------|---------|---|
| 4250 | 6.3 | 9.90 | 0.57 | |
| 4500 | 6.6 | 10.31 | 0.54 | |
| 4750 | 7.5 | 11.32 | 0.62 | |
| 5000 | 8.4 | 11.97 | 0.74 | |
| 5250 | 9.1 | 12.46 | 0.84 | |
| 5500 | 10.0 | 12.99 | 0.98 | |
| 5750 | 10.7 | 13.52 | 1.08 | |
| 6000 | 11.8 | 13.61 | 1.18 | |
| 6250 | 12.4 | 14.10 | 1.20 | |
| 6500 | 13.2 | 14.57 | 1.34 | |
| 6750 | 14.3 | 15.12 | 1.44 | |
| 7000 | 15.2 | 15.46 | 1.54 | |
| 7250 | 15.9 | 15.60 | 1.62 | |
| 7500 | 16.5 | 15.77 | 1.70 | |
| 7750 | 16.6 | 15.95 | 1.72 | |
| 8000 | 16.8 | 15.40 | 1.82 | |
| 8250 | 17.0 | 15.98 | 1.92 | |
| 8500 | 17.8 | 15.98 | 1.92 | |
| 8750 | 18.7 | 14.30 | 2.02 | |
| 9000 | 14.8 | 13.34 | 2.14 | |
| 9250 | 12.8 | 12.92 | 2.28 | |
| 9500 | 9.9 | 10.10 | 2.44 | |
| 9750 | | 7.50 | 2.66 | |

LOSSES: 0.01HP | 0.05%HP
 TOTAL ENGINE: 17.0HP | 15.77%HP



SPORTID NO. VJ
 DYNAMOMETER: S923
 ROLLER RESISTANCE: 1.5
 Deployment Correction
 Correction Factor: 100.1545
 NOTE: Cool Cell Included

TEST NAME: | MAX POWER: | MAX TORQUE: | Temp: °C: | Humidity: %: | Pressure: | KMH: | Dyno/Time: |
 DAVE DYNO TEST RX-KANGI T024 | 135.07307815 | 11300(11367) 5403 | 31.4 °C | 51 % | 1000.0 mbars | 79.2 | 7/3/2018 1:28:08 PM



DATA FOR TEST: VINY DYNO TEST RX-KANGI T024

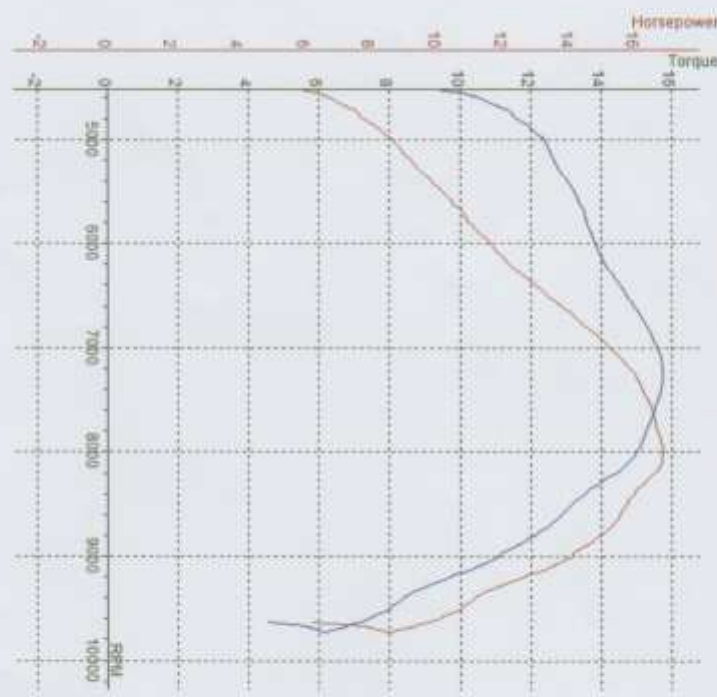
Comments
 AALKA 92 MESSRANE

| RPM | HP (HP) | Q (N·m) | T |
|-------|---------|---------|------|
| 4000 | 5.7 | 9.20 | 0.32 |
| 4250 | 6.1 | 9.78 | 0.34 |
| 4500 | 6.4 | 10.25 | 0.36 |
| 4750 | 7.7 | 11.57 | 0.48 |
| 5000 | 8.5 | 12.13 | 0.50 |
| 5250 | 9.2 | 12.57 | 0.50 |
| 5500 | 10.1 | 13.03 | 1.02 |
| 5750 | 10.7 | 13.28 | 1.12 |
| 6000 | 11.5 | 13.70 | 1.22 |
| 6250 | 12.4 | 14.09 | 1.32 |
| 6500 | 13.2 | 14.51 | 1.40 |
| 6750 | 14.2 | 14.98 | 1.50 |
| 7000 | 15.2 | 15.43 | 1.60 |
| 7250 | 15.9 | 15.61 | 1.68 |
| 7500 | 16.3 | 15.78 | 1.74 |
| 7750 | 16.5 | 15.66 | 1.78 |
| 8000 | 16.9 | 15.47 | 1.80 |
| 8250 | 17.4 | 15.50 | 1.96 |
| 8500 | 17.5 | 15.28 | 2.02 |
| 8750 | 17.4 | 15.03 | 2.06 |
| 9000 | 16.9 | 14.09 | 2.18 |
| 9250 | 15.4 | 13.35 | 2.28 |
| 9500 | 13.4 | 11.84 | 2.42 |
| 9800 | 12.0 | 10.21 | 2.58 |
| 10000 | 8.69 | 8.69 | 2.74 |

LOSSES:
 TOTAL ENGINE: 0.0 HP
 17.5 HP
 0.0%
 15.7%
 1.5%
 1.5%



TEST NAME: **MAN POWER** | MAX POWER: **13341.15 W** | MAX TORQUE: **31.4 Nm** | Temp. °C: **51.2** | Humidity %: **100.0** | Pressure: **1000.0 mbar** | Altitude: **80.0** | Wind: **0.0** | Day/Time: **13/07/2021 12:27:48 PM**



SPORTIVO V33
 DYNAMOMETER: S0225
 ROLLER INERTIA: 1.3
 Dynamometer Correction:
 Correction Factor: 80.1585
 NOTE: Load Cell Included

Comments:
 ALCANTARA SEAT

| RPM | HP | HP/HP0 | N/M | T |
|------|------|--------|------|------|
| 4250 | 6.4 | 10.64 | 10.5 | 0.37 |
| 4500 | 6.7 | 11.47 | 11.5 | 0.34 |
| 4750 | 7.2 | 12.45 | 12.5 | 0.62 |
| 5000 | 8.8 | 12.79 | 13.5 | 0.74 |
| 5250 | 9.4 | 13.27 | 14.5 | 0.84 |
| 5500 | 10.2 | 13.35 | 15.5 | 0.94 |
| 5750 | 10.9 | 13.85 | 16.5 | 1.04 |
| 6000 | 11.6 | 14.28 | 17.5 | 1.14 |
| 6250 | 12.5 | 14.77 | 18.5 | 1.24 |
| 6500 | 13.4 | 15.27 | 19.5 | 1.32 |
| 6750 | 14.3 | 15.77 | 20.5 | 1.42 |
| 7000 | 15.3 | 16.30 | 21.5 | 1.50 |
| 7250 | 15.9 | 16.74 | 22.5 | 1.58 |
| 7500 | 16.0 | 16.74 | 23.5 | 1.60 |
| 7560 | 16.4 | 16.56 | 24.0 | 1.70 |
| 7750 | 16.2 | 16.25 | 24.5 | 1.80 |
| 8000 | 16.8 | 16.62 | 25.0 | 1.90 |
| 8045 | 16.8 | 16.62 | 25.0 | 1.90 |
| 8250 | 16.4 | 16.31 | 25.5 | 2.00 |
| 8500 | 16.7 | 16.81 | 26.0 | 2.12 |
| 8750 | 16.0 | 16.00 | 26.5 | 2.24 |
| 9000 | 16.0 | 16.00 | 27.0 | 2.36 |
| 9250 | 16.7 | 16.70 | 27.5 | 2.46 |
| 9500 | 16.8 | 16.80 | 28.0 | 2.74 |

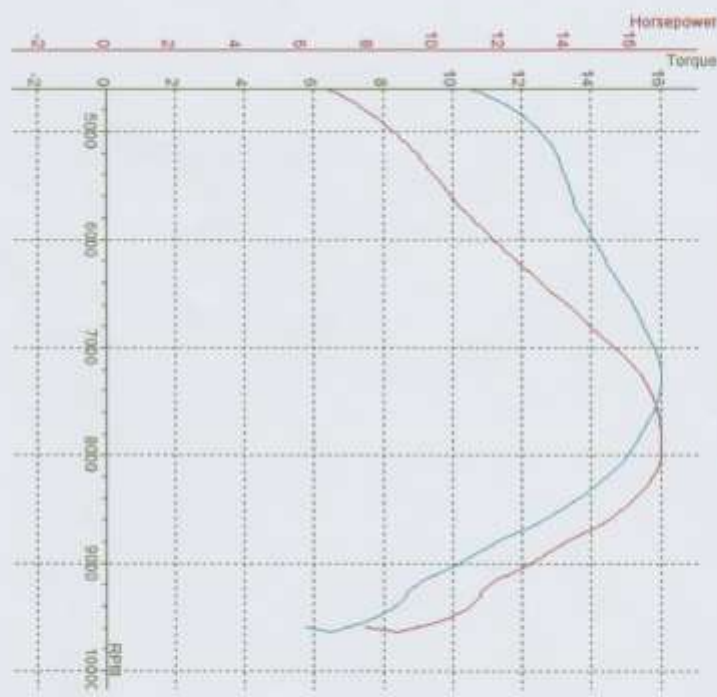
LOSSES: 0.0 HP
 TOTAL ENGINE: 16.8 HP
 0.08% PM
 15.74% PM



SPORTINO V13
 DYNAMOMETER: 30325
 ROLLER INERTIA: 1.5
 Dependent Correction
 Correction Factor: 0.01388
 NOTE: Load Cell Installed

TEST NAME: UMY DYNOMETER RUNNING TORQUE | MAN POWER: 16.0116 HP | MAN TORQUE: 16.0116 ft-lb | Temp. °C: 31.4 | Humidity %: 51% | Pressure: 1000.0 mbar | Altitude: 79.7 | Date/Time: 5/3/2018 1:27:28 PM

DATA FOR TEST: UMY DYNOMETER RUNNING TORQUE



Comments:
 AERASYS METERING

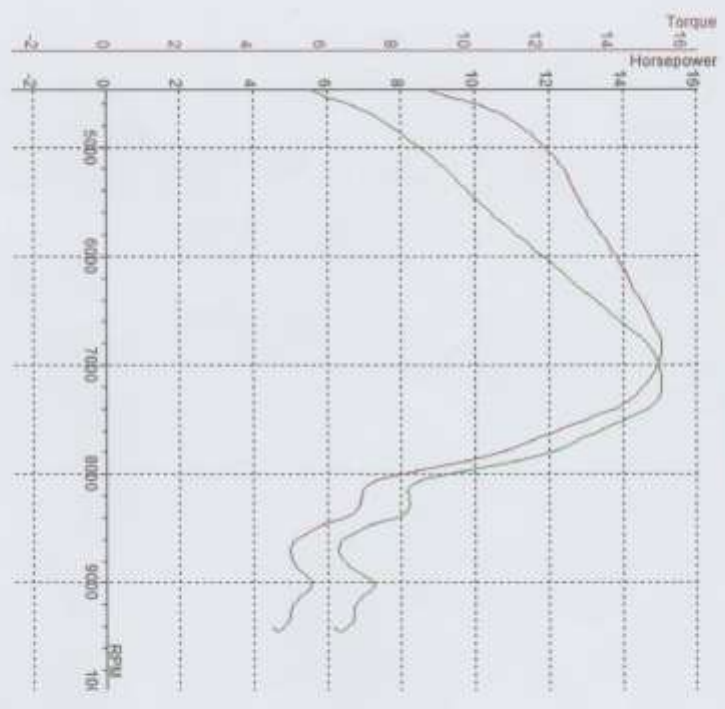
| RPM | HP | HP/ROTATION | MP/M | T |
|------|------|-------------|------|---|
| 4250 | 7.1 | 10.96 | 0.52 | |
| 4500 | 7.4 | 11.20 | 0.54 | |
| 4750 | 7.9 | 11.70 | 0.58 | |
| 5000 | 8.8 | 12.61 | 0.68 | |
| 5250 | 9.6 | 13.08 | 0.78 | |
| 5500 | 10.4 | 13.40 | 0.90 | |
| 5750 | 11.1 | 13.72 | 1.00 | |
| 6000 | 11.8 | 14.08 | 1.08 | |
| 6250 | 12.7 | 14.45 | 1.18 | |
| 6500 | 13.7 | 15.06 | 1.28 | |
| 6750 | 14.6 | 15.45 | 1.36 | |
| 7000 | 15.6 | 15.87 | 1.46 | |
| 7250 | 16.3 | 16.03 | 1.54 | |
| 7500 | 16.9 | 15.87 | 1.54 | |
| 7750 | 16.9 | 15.47 | 1.74 | |
| 8000 | 16.9 | 15.20 | 1.80 | |
| 8250 | 16.9 | 14.90 | 1.84 | |
| 8500 | 16.9 | 14.25 | 1.94 | |
| 8750 | 16.1 | 12.97 | 2.08 | |
| 9000 | 12.9 | 10.18 | 2.22 | |
| 9250 | 10.4 | 8.78 | 2.34 | |
| 9500 | 10.4 | 7.75 | 2.74 | |

LOSSES: 0.0 HP
 TOTAL ENGINE: 16.0 HP



TEST NAME: DYN DYNOTEST EX-KING T027 | MAX POW/H: 11071.5 (6.110) | MAX TORQUE: 7.247 (51.7) (52.5) | Temp. °C: 31.8 °C | Humidity %: 32 % | Pressure: 1000.0 mbars | RPM: 779 | Dyn/Time: 352/318 (1.84) (2.74)

SPORTINO V13
 DYNAMOMETER: S025
 ROLLER INERTIA: 1.5
 Dependent Variable
 Correction Factor: 80 (198)
 NOTE: Load Cell Included



DATA FOR TEST: DYN DYNOTEST EX-KING T027

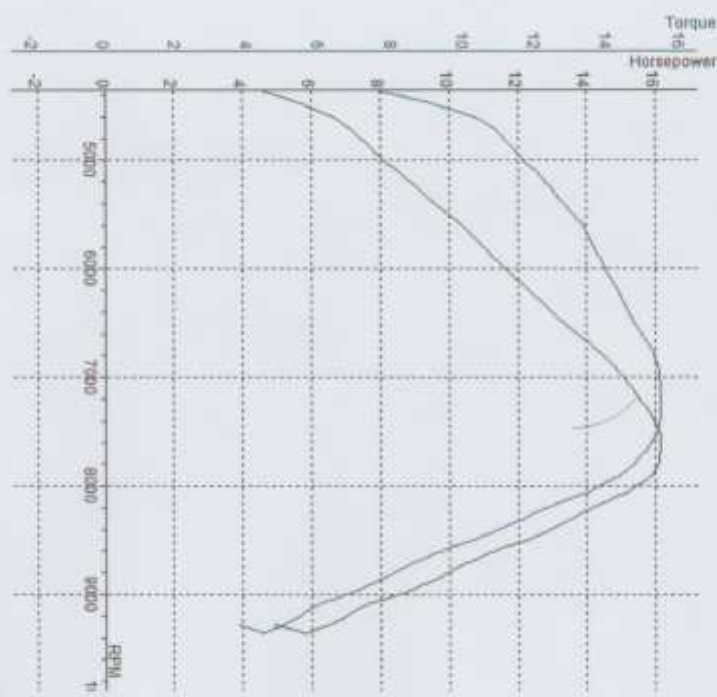
Comments:
 ANSA 92/ULTRALINE

| RPM | HP (HP) | N·M (N·M) | T |
|------|---------|-----------|------|
| 4250 | 6.1 | 9.33 | 0.32 |
| 4350 | 6.4 | 9.98 | 0.34 |
| 4750 | 7.6 | 11.43 | 0.44 |
| 5050 | 8.5 | 12.23 | 0.74 |
| 5250 | 9.5 | 12.83 | 0.86 |
| 5500 | 10.2 | 13.31 | 0.96 |
| 5750 | 11.1 | 13.72 | 1.06 |
| 6000 | 12.0 | 14.22 | 1.16 |
| 6250 | 12.7 | 14.62 | 1.24 |
| 6500 | 13.7 | 15.02 | 1.34 |
| 6750 | 14.6 | 15.39 | 1.44 |
| 6900 | 14.7 | 15.43 | 1.46 |
| 7000 | 15.0 | 15.22 | 1.54 |
| 7092 | 15.9 | 16.64 | 1.60 |
| 7250 | 15.0 | 14.69 | 1.64 |
| 7500 | 14.0 | 13.26 | 1.76 |
| 7750 | 12.4 | 11.34 | 1.90 |
| 8000 | 9.0 | 7.91 | 2.12 |
| 8250 | 4.2 | 2.94 | 2.42 |
| 8500 | 4.9 | 2.72 | 2.60 |
| 8750 | 4.4 | 2.54 | 2.88 |
| 9000 | 2.2 | 2.68 | 3.14 |
| 9250 | 4.7 | 3.12 | 3.42 |

LOSSES: 0.0 HP 0.05 N·M
 TOTAL ENGINE: 15.0 HP 13.41 N·M



TEST NAME: LAMY DYNO TEST EX-AMINUTHER | MAX POWER: 13.451 @ 7520 | MAX TORQUE: 31.8 @ 7520 | Temp: 31.8 °C | Humidity: 5% | Pressure: 1000.0 mbar | 75.1 | 75.2 | 75.3 | 75.4 | 75.5 | 75.6 | 75.7 | 75.8 | 75.9 | 76.0 | 76.1 | 76.2 | 76.3 | 76.4 | 76.5 | 76.6 | 76.7 | 76.8 | 76.9 | 77.0 | 77.1 | 77.2 | 77.3 | 77.4 | 77.5 | 77.6 | 77.7 | 77.8 | 77.9 | 78.0 | 78.1 | 78.2 | 78.3 | 78.4 | 78.5 | 78.6 | 78.7 | 78.8 | 78.9 | 79.0 | 79.1 | 79.2 | 79.3 | 79.4 | 79.5 | 79.6 | 79.7 | 79.8 | 79.9 | 80.0 | 80.1 | 80.2 | 80.3 | 80.4 | 80.5 | 80.6 | 80.7 | 80.8 | 80.9 | 81.0 | 81.1 | 81.2 | 81.3 | 81.4 | 81.5 | 81.6 | 81.7 | 81.8 | 81.9 | 82.0 | 82.1 | 82.2 | 82.3 | 82.4 | 82.5 | 82.6 | 82.7 | 82.8 | 82.9 | 83.0 | 83.1 | 83.2 | 83.3 | 83.4 | 83.5 | 83.6 | 83.7 | 83.8 | 83.9 | 84.0 | 84.1 | 84.2 | 84.3 | 84.4 | 84.5 | 84.6 | 84.7 | 84.8 | 84.9 | 85.0 | 85.1 | 85.2 | 85.3 | 85.4 | 85.5 | 85.6 | 85.7 | 85.8 | 85.9 | 86.0 | 86.1 | 86.2 | 86.3 | 86.4 | 86.5 | 86.6 | 86.7 | 86.8 | 86.9 | 87.0 | 87.1 | 87.2 | 87.3 | 87.4 | 87.5 | 87.6 | 87.7 | 87.8 | 87.9 | 88.0 | 88.1 | 88.2 | 88.3 | 88.4 | 88.5 | 88.6 | 88.7 | 88.8 | 88.9 | 89.0 | 89.1 | 89.2 | 89.3 | 89.4 | 89.5 | 89.6 | 89.7 | 89.8 | 89.9 | 90.0 | 90.1 | 90.2 | 90.3 | 90.4 | 90.5 | 90.6 | 90.7 | 90.8 | 90.9 | 91.0 | 91.1 | 91.2 | 91.3 | 91.4 | 91.5 | 91.6 | 91.7 | 91.8 | 91.9 | 92.0 | 92.1 | 92.2 | 92.3 | 92.4 | 92.5 | 92.6 | 92.7 | 92.8 | 92.9 | 93.0 | 93.1 | 93.2 | 93.3 | 93.4 | 93.5 | 93.6 | 93.7 | 93.8 | 93.9 | 94.0 | 94.1 | 94.2 | 94.3 | 94.4 | 94.5 | 94.6 | 94.7 | 94.8 | 94.9 | 95.0 | 95.1 | 95.2 | 95.3 | 95.4 | 95.5 | 95.6 | 95.7 | 95.8 | 95.9 | 96.0 | 96.1 | 96.2 | 96.3 | 96.4 | 96.5 | 96.6 | 96.7 | 96.8 | 96.9 | 97.0 | 97.1 | 97.2 | 97.3 | 97.4 | 97.5 | 97.6 | 97.7 | 97.8 | 97.9 | 98.0 | 98.1 | 98.2 | 98.3 | 98.4 | 98.5 | 98.6 | 98.7 | 98.8 | 98.9 | 99.0 | 99.1 | 99.2 | 99.3 | 99.4 | 99.5 | 99.6 | 99.7 | 99.8 | 99.9 | 100.0



SPORTINO V13
 DYNAMOMETER: 80125
 ROLLER INERTIA: 1.5
 Displacement Correction
 Correction Factor: 0.011581
 NOTE: Load Cell Included

DATA FOR TEST: LAMY DYNO TEST EX-AMINUTHER

Comments:
 ALL DATA ELECTRICAL

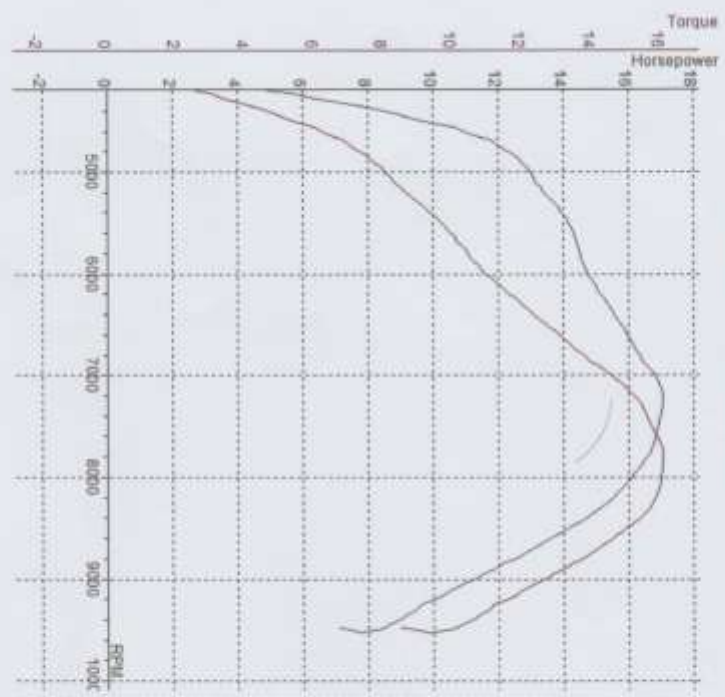
| RPM | HP | HP/HP0% | MP/M | T |
|------|------|---------|------|---|
| 4000 | 5.0 | 8.11 | 0.57 | |
| 4250 | 5.3 | 8.60 | 0.54 | |
| 4500 | 6.0 | 9.46 | 0.58 | |
| 4750 | 7.3 | 10.97 | 0.70 | |
| 5000 | 8.2 | 11.69 | 0.82 | |
| 5250 | 9.2 | 12.90 | 0.94 | |
| 5500 | 10.2 | 13.13 | 1.04 | |
| 5750 | 10.9 | 13.96 | 1.14 | |
| 6000 | 11.8 | 12.97 | 1.24 | |
| 6250 | 12.5 | 14.31 | 1.32 | |
| 6500 | 13.4 | 14.73 | 1.42 | |
| 6750 | 14.5 | 15.2 | 1.52 | |
| 7000 | 15.1 | 15.40 | 1.62 | |
| 7250 | 15.7 | 15.41 | 1.70 | |
| 7500 | 15.7 | 15.45 | 1.70 | |
| 7520 | 16.2 | 15.51 | 1.80 | |
| 7540 | 16.2 | 15.51 | 1.82 | |
| 7560 | 16.2 | 15.51 | 1.82 | |
| 7580 | 16.2 | 15.51 | 1.82 | |
| 7600 | 16.2 | 15.51 | 1.82 | |
| 7620 | 16.2 | 15.51 | 1.82 | |
| 7640 | 16.2 | 15.51 | 1.82 | |
| 7660 | 16.2 | 15.51 | 1.82 | |
| 7680 | 16.2 | 15.51 | 1.82 | |
| 7700 | 16.2 | 15.51 | 1.82 | |
| 7720 | 16.2 | 15.51 | 1.82 | |
| 7740 | 16.2 | 15.51 | 1.82 | |
| 7760 | 16.2 | 15.51 | 1.82 | |
| 7780 | 16.2 | 15.51 | 1.82 | |
| 7800 | 16.2 | 15.51 | 1.82 | |
| 7820 | 16.2 | 15.51 | 1.82 | |
| 7840 | 16.2 | 15.51 | 1.82 | |
| 7860 | 16.2 | 15.51 | 1.82 | |
| 7880 | 16.2 | 15.51 | 1.82 | |
| 7900 | 16.2 | 15.51 | 1.82 | |
| 7920 | 16.2 | 15.51 | 1.82 | |
| 7940 | 16.2 | 15.51 | 1.82 | |
| 7960 | 16.2 | 15.51 | 1.82 | |
| 7980 | 16.2 | 15.51 | 1.82 | |
| 8000 | 16.2 | 15.51 | 1.82 | |
| 8020 | 16.2 | 15.51 | 1.82 | |
| 8040 | 16.2 | 15.51 | 1.82 | |
| 8060 | 16.2 | 15.51 | 1.82 | |
| 8080 | 16.2 | 15.51 | 1.82 | |
| 8100 | 16.2 | 15.51 | 1.82 | |
| 8120 | 16.2 | 15.51 | 1.82 | |
| 8140 | 16.2 | 15.51 | 1.82 | |
| 8160 | 16.2 | 15.51 | 1.82 | |
| 8180 | 16.2 | 15.51 | 1.82 | |
| 8200 | 16.2 | 15.51 | 1.82 | |
| 8220 | 16.2 | 15.51 | 1.82 | |
| 8240 | 16.2 | 15.51 | 1.82 | |
| 8260 | 16.2 | 15.51 | 1.82 | |
| 8280 | 16.2 | 15.51 | 1.82 | |
| 8300 | 16.2 | 15.51 | 1.82 | |
| 8320 | 16.2 | 15.51 | 1.82 | |
| 8340 | 16.2 | 15.51 | 1.82 | |
| 8360 | 16.2 | 15.51 | 1.82 | |
| 8380 | 16.2 | 15.51 | 1.82 | |
| 8400 | 16.2 | 15.51 | 1.82 | |
| 8420 | 16.2 | 15.51 | 1.82 | |
| 8440 | 16.2 | 15.51 | 1.82 | |
| 8460 | 16.2 | 15.51 | 1.82 | |
| 8480 | 16.2 | 15.51 | 1.82 | |
| 8500 | 16.2 | 15.51 | 1.82 | |
| 8520 | 16.2 | 15.51 | 1.82 | |
| 8540 | 16.2 | 15.51 | 1.82 | |
| 8560 | 16.2 | 15.51 | 1.82 | |
| 8580 | 16.2 | 15.51 | 1.82 | |
| 8600 | 16.2 | 15.51 | 1.82 | |
| 8620 | 16.2 | 15.51 | 1.82 | |
| 8640 | 16.2 | 15.51 | 1.82 | |
| 8660 | 16.2 | 15.51 | 1.82 | |
| 8680 | 16.2 | 15.51 | 1.82 | |
| 8700 | 16.2 | 15.51 | 1.82 | |
| 8720 | 16.2 | 15.51 | 1.82 | |
| 8740 | 16.2 | 15.51 | 1.82 | |
| 8760 | 16.2 | 15.51 | 1.82 | |
| 8780 | 16.2 | 15.51 | 1.82 | |
| 8800 | 16.2 | 15.51 | 1.82 | |
| 8820 | 16.2 | 15.51 | 1.82 | |
| 8840 | 16.2 | 15.51 | 1.82 | |
| 8860 | 16.2 | 15.51 | 1.82 | |
| 8880 | 16.2 | 15.51 | 1.82 | |
| 8900 | 16.2 | 15.51 | 1.82 | |
| 8920 | 16.2 | 15.51 | 1.82 | |
| 8940 | 16.2 | 15.51 | 1.82 | |
| 8960 | 16.2 | 15.51 | 1.82 | |
| 8980 | 16.2 | 15.51 | 1.82 | |
| 9000 | 16.2 | 15.51 | 1.82 | |
| 9020 | 16.2 | 15.51 | 1.82 | |
| 9040 | 16.2 | 15.51 | 1.82 | |
| 9060 | 16.2 | 15.51 | 1.82 | |
| 9080 | 16.2 | 15.51 | 1.82 | |
| 9100 | 16.2 | 15.51 | 1.82 | |
| 9120 | 16.2 | 15.51 | 1.82 | |
| 9140 | 16.2 | 15.51 | 1.82 | |
| 9160 | 16.2 | 15.51 | 1.82 | |
| 9180 | 16.2 | 15.51 | 1.82 | |
| 9200 | 16.2 | 15.51 | 1.82 | |
| 9220 | 16.2 | 15.51 | 1.82 | |
| 9240 | 16.2 | 15.51 | 1.82 | |
| 9260 | 16.2 | 15.51 | 1.82 | |
| 9280 | 16.2 | 15.51 | 1.82 | |
| 9300 | 16.2 | 15.51 | 1.82 | |

LOSSES: 0.0 HP
 TOTAL ENGINE: 16.2 HP
 0.0% @ 7520
 13.451% @ 7520



SPORTINOVA3
 DYNAMOMETER: SD23
 ROLLER INERTIA: 1.5
 Displacement Correction
 Correction Factor: 0.01295
 NOTE: Load Cell Included

TEST NAME: UNY DYNO TEST EXHAUSTING TEST | MAX POWER: 170.17 @ 7779 | MAX TORQUE: 16.06 @ 6577 | RPM: 31.8 °C | Humidity: 52 % | Pressure: 1000.0 mbars | KWH: 7320.0 | Date/Time: 1.43.22 PM



DATA FOR TEST (UNY DYNO TEST EXHAUSTING TEST)

Comments: AIRCRAFT/THRUST

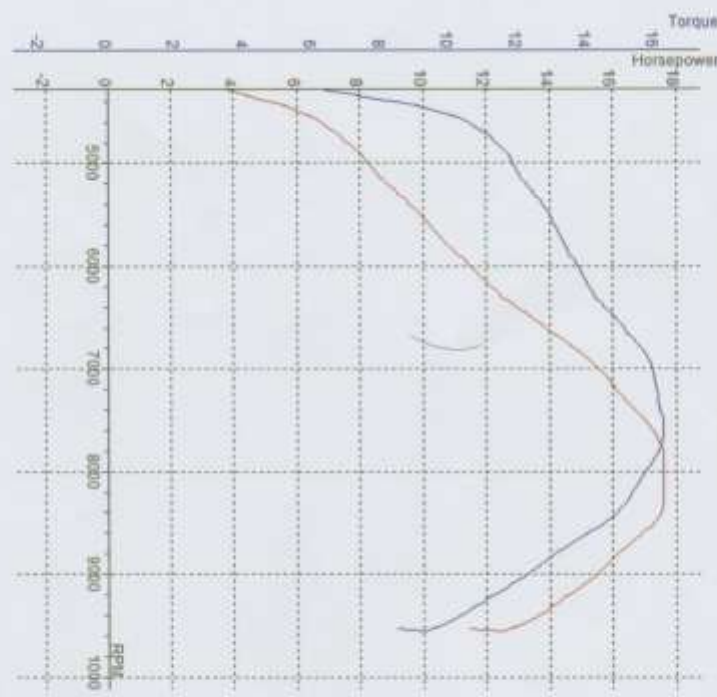
| RPM | HP | HP/CM (N-M/CM) | T |
|-------|------|----------------|------|
| 4000 | 5.2 | 5.34 | 0.32 |
| 4250 | 5.6 | 6.02 | 0.34 |
| 4500 | 6.0 | 6.14 | 0.66 |
| 4750 | 7.7 | 11.56 | 0.78 |
| 5000 | 8.5 | 12.25 | 0.88 |
| 5250 | 9.5 | 12.88 | 1.00 |
| 5500 | 10.3 | 13.30 | 1.10 |
| 5750 | 11.0 | 13.65 | 1.20 |
| 6000 | 11.7 | 13.96 | 1.30 |
| 6250 | 12.2 | 14.46 | 1.40 |
| 6500 | 13.5 | 14.88 | 1.48 |
| 6750 | 14.6 | 15.36 | 1.58 |
| 7000 | 15.5 | 15.85 | 1.66 |
| 7250 | 16.3 | 16.66 | 1.74 |
| 7500 | 16.4 | 16.65 | 1.76 |
| 7750 | 16.7 | 16.80 | 1.84 |
| 8000 | 17.0 | 16.65 | 1.94 |
| 8250 | 17.4 | 16.65 | 1.94 |
| 8500 | 17.8 | 16.65 | 1.94 |
| 8750 | 16.7 | 16.11 | 2.04 |
| 9000 | 15.8 | 15.44 | 2.14 |
| 9250 | 14.8 | 14.44 | 2.28 |
| 9500 | 13.4 | 13.12 | 2.40 |
| 9750 | 11.9 | 11.97 | 2.48 |
| 10000 | 10.8 | 10.88 | 2.54 |
| 10250 | 11.9 | 10.98 | 2.72 |
| 10500 | 10.2 | 9.57 | 2.94 |

LOSSES: 0.0 N/M/CM
 TOTAL ENGINE: 17.0 HP
 16.06 N/M/CM

SPORTDEV001
DYNAMOMETER: 5022
ROLLER INERTIA: 13
Displacement Correction
Correction Factor: 0.01195
NOTE: Load Cell Included

TEST NAME: UNIV DYN0 TEST EX-KING1 T011 | MAN POWER: 170.177 (253.000) | MAN TORQUE: 16.231 (18.231) (75.9) | Temp. °C: 31.8 °C | Humidity %: 52.5% | Pressure: 1000.07 mbars | RPM: 78.8 | Dyn/Torque: 75.2018 (1.4136) PA

DATA FOR TEST: UNIV DYN0 TEST EX-KING1 T011



Comments: AREA 02:11TRAILINE

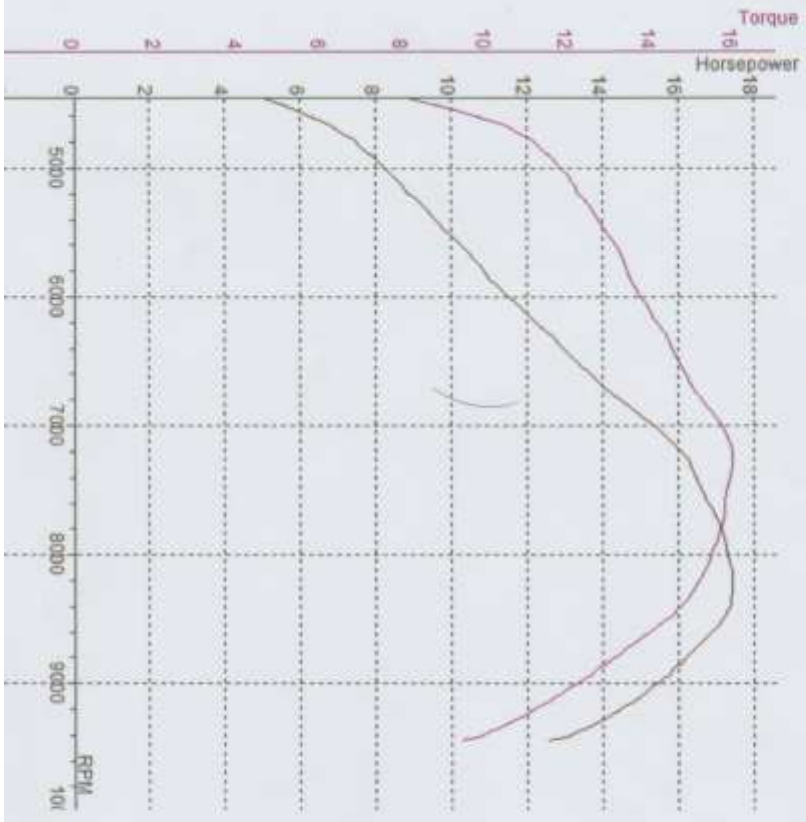
| RPM | HP | DMQ (N·M) | T |
|------|------|-----------|------|
| 4000 | 4.3 | 7.15 | 0.53 |
| 4250 | 4.8 | 7.86 | 0.54 |
| 4500 | 6.3 | 9.66 | 0.62 |
| 4750 | 7.5 | 11.31 | 0.74 |
| 5000 | 8.3 | 11.80 | 0.86 |
| 5250 | 9.1 | 12.38 | 0.96 |
| 5500 | 10.0 | 12.96 | 1.08 |
| 5750 | 10.8 | 13.51 | 1.18 |
| 6000 | 11.6 | 13.77 | 1.28 |
| 6250 | 12.5 | 14.24 | 1.38 |
| 6500 | 13.6 | 14.88 | 1.46 |
| 6750 | 14.6 | 15.47 | 1.54 |
| 7000 | 15.6 | 15.92 | 1.64 |
| 7250 | 16.3 | 16.05 | 1.72 |
| 7500 | 17.1 | 16.23 | 1.82 |
| 7750 | 17.5 | 16.14 | 1.90 |
| 8000 | 17.6 | 15.07 | 2.00 |
| 8250 | 17.6 | 15.19 | 2.10 |
| 8500 | 17.6 | 15.19 | 2.10 |
| 8750 | 17.2 | 14.32 | 2.22 |
| 9000 | 16.2 | 13.51 | 2.34 |
| 9250 | 14.3 | 12.14 | 2.46 |
| 9500 | 12.7 | 10.42 | 2.60 |

LOSSES: 0.0 HP
TOTAL ENGINE: 17.6 HP



TEST NAME: UNY DYNO TEST RX-KING T032 | MAX POWER: 17411.74 HP/8253 | MAX TORQUE: 1598 (1598) 7242 | Temp. °C: 31.8 | Humidity: %: 52 | Pressure: 1000.0 mbar | NMH: 78.0 | Date/Time: 7/2/2018 1:46:14 PM

SPORT DYNO V1.3
 DYNAMOMETER: SD325
 ROLLER INERTIA: 1.5
 Displacement Correction
 Correction Factor: ISO 1585
 NOTE: Load Cell Included



DATA FOR TEST: UNY DYNO TEST RX

Comments
 ANRA92/ULTRALINE

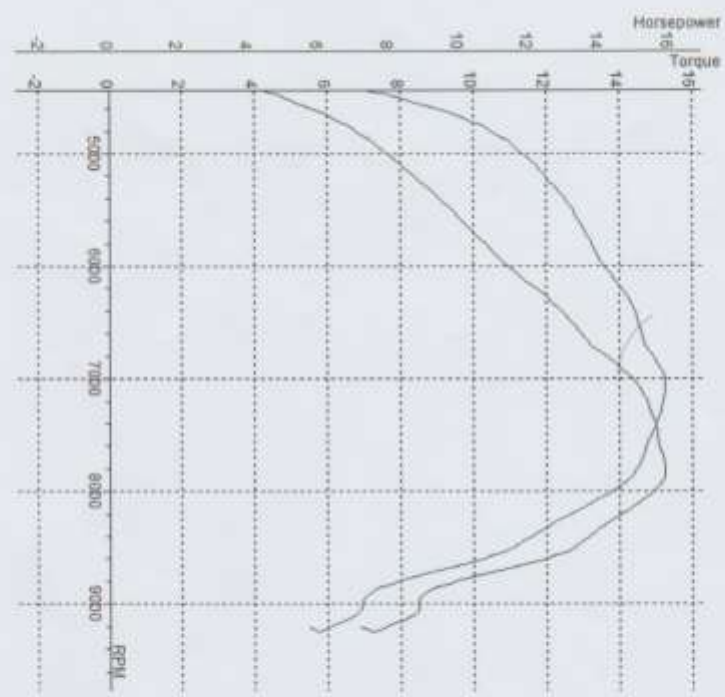
| RPM | HP (DIM) | N·M·M |
|------|----------|-------|
| 4250 | 5.4 | 8.67 |
| 4500 | 5.8 | 9.15 |
| 4750 | 7.4 | 11.10 |
| 5000 | 8.3 | 11.83 |
| 5250 | 9.2 | 12.44 |
| 5500 | 10.0 | 12.95 |
| 5750 | 10.9 | 13.41 |
| 6000 | 11.5 | 13.76 |
| 6250 | 12.5 | 14.28 |
| 6500 | 13.4 | 14.71 |
| 6750 | 14.3 | 15.13 |
| 7000 | 15.5 | 15.78 |
| 7250 | 16.2 | 15.98 |
| 7500 | 16.3 | 15.96 |
| 7750 | 16.6 | 15.82 |
| 8000 | 17.1 | 15.69 |
| 8250 | 17.4 | 15.39 |
| 8500 | 17.4 | 15.08 |
| 8750 | 17.1 | 14.33 |
| 9000 | 16.3 | 13.21 |
| 9250 | 15.5 | 12.20 |
| 9500 | 14.1 | 10.76 |

LOSSES: 0.0 HP
 TOTAL ENGINE: 17.4 HP
 0.0%
 15.98%



TEST NAME: CHRY DYNOTEST KN-KINDI T044 | MAX POWER: 13371.97 | 86.7 | MAX TORQUE: 13270.21 | 70.4 | Temp: °C: 31.9 | Humidity: %: 48 | Pressure: 1000.0 mbar | RMB | Day/Time: 13/2018 2:56:23 PM

SPORTEDNO: V13
 DYNAMOMETER: 8023
 ROLLER SERIAL: 15
 Deployment Correction
 Correction Factor: 150.139
 NOTE: Load Cell Installed



DATA FOR TEST: CHRY DYNOTEST KN-KINDI T044
 Comments: ALKAS STEEL ADVANCE

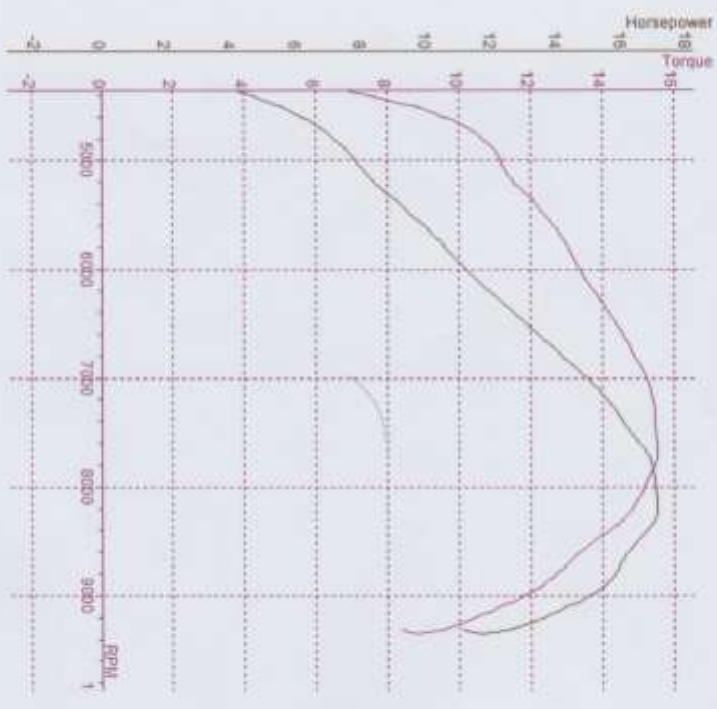
| RPM | HP (HP) | Q (N·M) | T |
|------|---------|---------|------|
| 4250 | 4.3 | 7.63 | 0.33 |
| 4500 | 5.1 | 8.10 | 0.34 |
| 4750 | 6.8 | 10.26 | 0.66 |
| 5000 | 8.0 | 11.42 | 0.78 |
| 5250 | 8.3 | 12.09 | 0.88 |
| 5500 | 9.8 | 12.76 | 1.00 |
| 5750 | 10.6 | 13.17 | 1.10 |
| 6000 | 11.4 | 13.61 | 1.20 |
| 6250 | 12.3 | 14.23 | 1.30 |
| 6500 | 13.3 | 14.66 | 1.40 |
| 6750 | 14.0 | 14.82 | 1.48 |
| 7000 | 15.0 | 15.26 | 1.58 |
| 7250 | 15.1 | 15.27 | 1.60 |
| 7500 | 15.4 | 15.15 | 1.64 |
| 7750 | 15.6 | 14.85 | 1.78 |
| 8000 | 15.9 | 14.57 | 1.88 |
| 8250 | 15.9 | 14.49 | 1.90 |
| 8500 | 15.5 | 13.72 | 2.00 |
| 8750 | 14.1 | 12.12 | 2.14 |
| 9000 | 13.1 | 10.92 | 2.28 |
| 9250 | 10.2 | 8.27 | 2.48 |
| 9500 | 8.3 | 6.94 | 2.68 |
| 9750 | 7.5 | 5.71 | 2.94 |

LOSSES: 0.0 HP | 0.0 N·M
 TOTAL ENGINE: 15.9 HP | 13.27 N·M



SPORTDYN013
 DYNAMOMETER: 5033
 ROLLER SERIAL: 13
 Displacement Correction
 Correction Factor: 0.01495
 NOTE: Load Cell Included

TEST NAME: DAY DYNOTEST RUNNING TORQ | MAX POWER: 13344 | MAX TORQUE: 13241 | Temp: °C: 31.0 | Humidity: %: 48 | Pressure: 1000.0 mbar | R/H: 77.2 | Date/Time: 13/2018 23:53:194



DATA FOR TEST: DAY DYNOTEST RUNNING TORQ

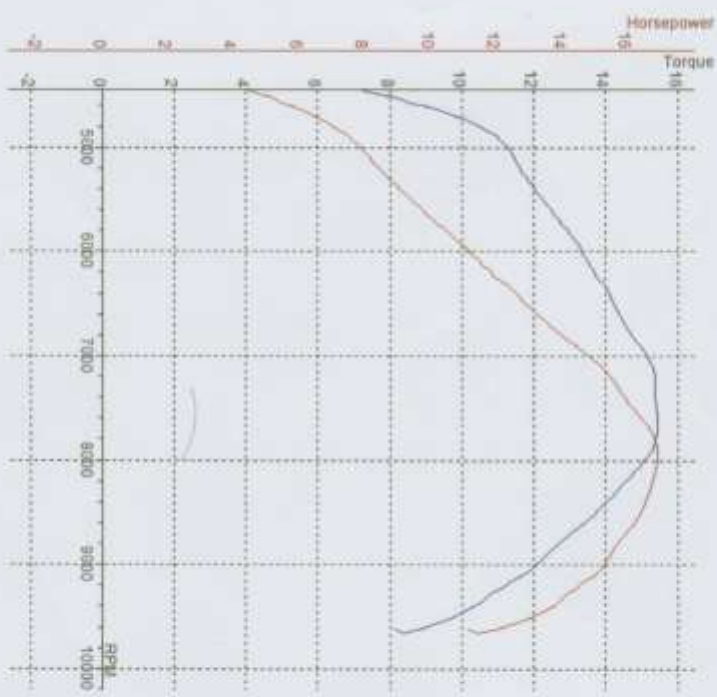
Comments: AERIALSHELL ADVANCE

| RPM | HP | HP (COR) | HP (COR) (N·M/PM) | T |
|------|------|----------|-------------------|---|
| 4250 | 4.0 | 7.40 | 0.32 | |
| 4500 | 5.6 | 8.87 | 0.38 | |
| 4750 | 7.1 | 10.63 | 0.72 | |
| 5000 | 7.9 | 11.21 | 0.84 | |
| 5250 | 8.6 | 11.70 | 0.94 | |
| 5500 | 9.6 | 12.40 | 1.06 | |
| 5750 | 10.4 | 12.96 | 1.10 | |
| 6000 | 11.2 | 13.37 | 1.26 | |
| 6250 | 12.1 | 13.88 | 1.36 | |
| 6500 | 13.1 | 14.42 | 1.46 | |
| 6750 | 14.1 | 14.88 | 1.56 | |
| 7000 | 14.9 | 15.24 | 1.64 | |
| 7250 | 15.7 | 15.45 | 1.74 | |
| 7500 | 16.4 | 15.40 | 1.84 | |
| 7750 | 16.8 | 15.44 | 1.90 | |
| 8000 | 17.0 | 15.14 | 1.94 | |
| 8250 | 17.6 | 14.83 | 2.02 | |
| 8500 | 18.3 | 14.61 | 2.14 | |
| 8750 | 18.8 | 13.55 | 2.20 | |
| 9000 | 19.9 | 12.86 | 2.30 | |
| 9250 | 19.1 | 10.65 | 2.46 | |

LOSSES: 0.0 HP
 TOTAL ENGINE: 17.1 HP



TEST NAME: UAT DYNO TEST RACING TROT | MAX POWER: 16.4 HP @ 8200 RPM | MAX TORQUE: 11.7 Nm @ 7000 RPM | Temp: 31.0 °C | Humidity: 48 % | Pressure: 1000 hPa | KMH: 70.4 | Date/Time: 13/05/18 2:39:14 PM



SPORTINO V1.1
DYNAMOMETER: S0129
ROLLER INERTIA: 13
Displacement Correction
Correction Factor: 100.1581
NOTE: Load Cell Malfunction

DATA FOR TEST: UAT DYNO TEST RACING TROT

Comments: ALCERA 92 BELL ADVANCE

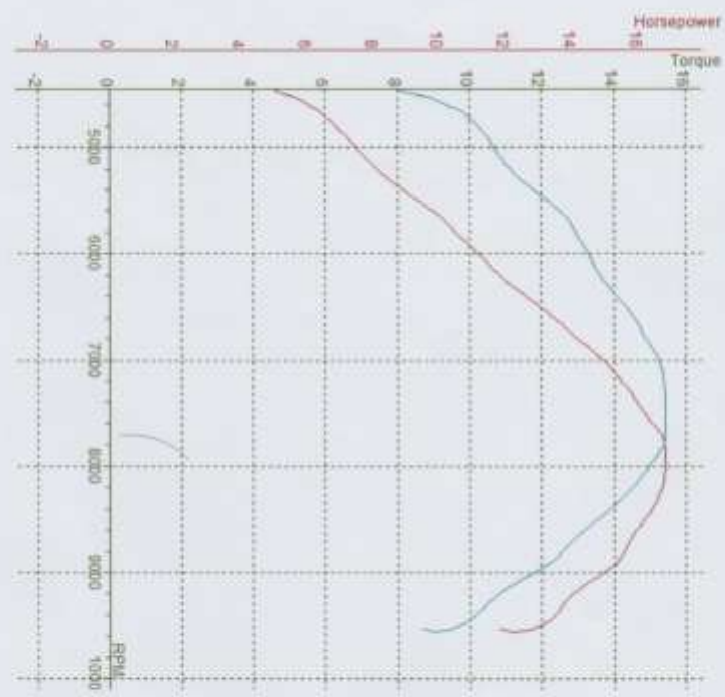
| RPM | HP (HP) | Q (N·M) | T (s) |
|------|---------|---------|-------|
| 4250 | 4.8 | 7.77 | 0.32 |
| 4500 | 5.2 | 8.18 | 0.34 |
| 4750 | 6.9 | 10.34 | 0.66 |
| 5000 | 7.9 | 11.21 | 0.78 |
| 5250 | 8.7 | 11.76 | 0.80 |
| 5500 | 9.4 | 12.26 | 1.00 |
| 5750 | 10.4 | 12.80 | 1.12 |
| 6000 | 11.3 | 13.10 | 1.22 |
| 6250 | 12.2 | 13.66 | 1.32 |
| 6500 | 13.0 | 14.28 | 1.42 |
| 6750 | 13.8 | 14.64 | 1.50 |
| 7000 | 14.9 | 15.19 | 1.60 |
| 7250 | 15.7 | 15.37 | 1.70 |
| 7500 | 16.2 | 15.41 | 1.78 |
| 7641 | 16.6 | 15.42 | 1.84 |
| 7750 | 16.8 | 15.42 | 1.88 |
| 7863 | 16.9 | 15.35 | 1.96 |
| 8000 | 16.9 | 15.04 | 1.98 |
| 8250 | 16.6 | 14.30 | 2.10 |
| 8500 | 16.4 | 13.67 | 2.20 |
| 8750 | 15.2 | 12.78 | 2.32 |
| 9000 | 13.9 | 11.69 | 2.42 |
| 9250 | 12.2 | 10.44 | 2.60 |
| 9500 | 12.0 | 9.62 | 2.70 |

LOSSES: 0.0 HP
TOTAL ENGINE: 16.0 HP



SPORTDYN V3
 DYNAMOMETER, SD35
 HOLLER INSTRUK: 15
 Displacement Corrective
 Correction Factor: 150.1585
 NOTE: Load Cell Behind.

TEST NAME: CITY DYNO TEST EXAMINER: TSHB | MAX POWER: 11.84711447 | MAX TORQUE: 31.9 | Temp. °C: 48 | Humidity %: | Pressure: | IASH: | Test Date: 13/08/18 2:36:57 PM



DATA FOR TEST: CITY DYNO TEST EXAMINER: TSHB

Comments
 AREA: 92.5811 ADVANCE

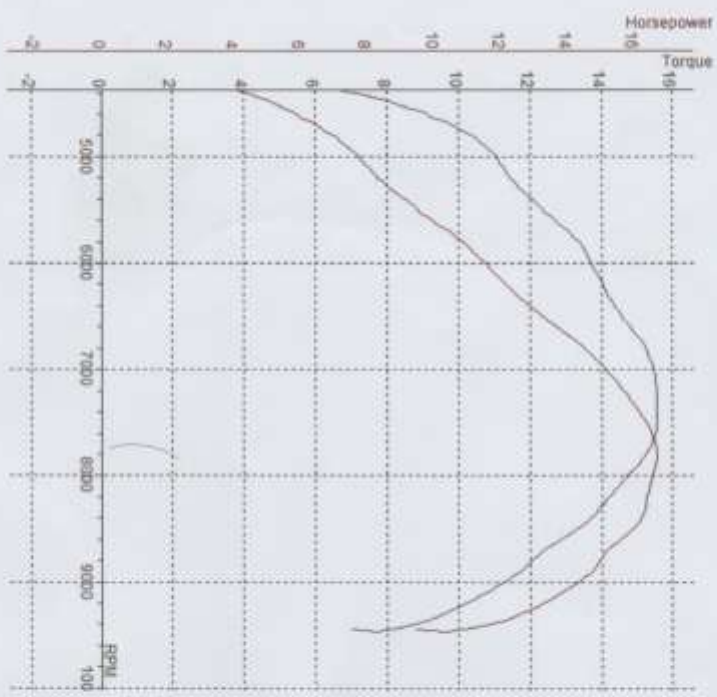
| RPM | HP | HP/CM | CM/HP | T |
|------|------|-------|-------|---|
| 4250 | 5.3 | 8.46 | 0.52 | |
| 4500 | 5.6 | 8.83 | 0.54 | |
| 4750 | 6.7 | 10.10 | 0.66 | |
| 5000 | 7.5 | 10.72 | 0.80 | |
| 5250 | 8.4 | 11.38 | 0.92 | |
| 5500 | 9.4 | 12.21 | 1.02 | |
| 5750 | 10.3 | 12.85 | 1.12 | |
| 6000 | 11.3 | 13.36 | 1.24 | |
| 6250 | 12.2 | 13.85 | 1.34 | |
| 6500 | 13.1 | 14.37 | 1.42 | |
| 6750 | 14.1 | 14.87 | 1.52 | |
| 7000 | 15.1 | 15.36 | 1.62 | |
| 7250 | 15.7 | 15.40 | 1.70 | |
| 7500 | 16.3 | 15.42 | 1.80 | |
| 7750 | 16.6 | 15.44 | 1.86 | |
| 8000 | 16.8 | 15.38 | 1.90 | |
| 8250 | 16.8 | 15.21 | 1.94 | |
| 8500 | 16.6 | 14.71 | 2.09 | |
| 8750 | 16.1 | 13.44 | 2.27 | |
| 9000 | 15.6 | 12.65 | 2.34 | |
| 9250 | 14.8 | 11.66 | 2.48 | |
| 9500 | 13.8 | 10.54 | 2.62 | |
| 9750 | 12.9 | 9.64 | 2.78 | |

LOSSES: 0.0 HP
 TOTAL ENGINE: 16.8 HP



TEST NAME: MAX POWER | TEST DATE: 10/16/2018 7:57:29PM | MAX TORQUE: 13.56 (15.56) | 7140 | Temp °C: 31.9 | Humidity %: 48 | Pressure: 1000.0 mbars | RPM: 7833 | Dyno Type: 3/3 2018 2.36 ft PA

SPORTED NO V12
 DYNAWORTH TEST: S0124
 ROLLER INERTIA: 1.5
 Displacement Correction
 Correction Factor: 0.01388
 NOTE: Load Cell Included



DATA FOR TEST: VMA DYNO TEST (VMA-DNG-7045)
 Comments: AKEVA 92 SHELL ADVANCE

| RPM | HP (BHP) | Q (N·M) | T |
|------|----------|---------|------|
| 4250 | 4.4 | 7.26 | 0.57 |
| 4500 | 5.3 | 8.37 | 0.58 |
| 4750 | 6.9 | 10.27 | 0.72 |
| 5000 | 7.8 | 11.11 | 0.84 |
| 5250 | 8.6 | 11.69 | 0.96 |
| 5500 | 9.6 | 12.43 | 1.06 |
| 5750 | 10.7 | 13.27 | 1.16 |
| 6000 | 11.5 | 13.74 | 1.26 |
| 6250 | 12.3 | 14.11 | 1.36 |
| 6500 | 13.4 | 14.64 | 1.46 |
| 6750 | 14.5 | 15.34 | 1.56 |
| 7000 | 15.2 | 15.87 | 1.64 |
| 7250 | 15.9 | 16.56 | 1.74 |
| 7500 | 16.0 | 16.84 | 1.76 |
| 7750 | 16.4 | 17.54 | 1.84 |
| 8000 | 16.7 | 18.25 | 1.94 |
| 8250 | 16.5 | 18.75 | 1.94 |
| 8500 | 16.3 | 19.42 | 2.04 |
| 8750 | 15.9 | 19.96 | 2.14 |
| 9000 | 15.8 | 20.22 | 2.20 |
| 9250 | 15.3 | 20.78 | 2.28 |
| 9500 | 14.3 | 21.27 | 2.36 |
| 9750 | 12.7 | 21.70 | 2.42 |

LOSSES: 0.0 HP
 TOTAL ENGINE: 16.7 HP