

# AUTOTECHNIQUE

## Mainline DynoLog Chassis Dyno Report

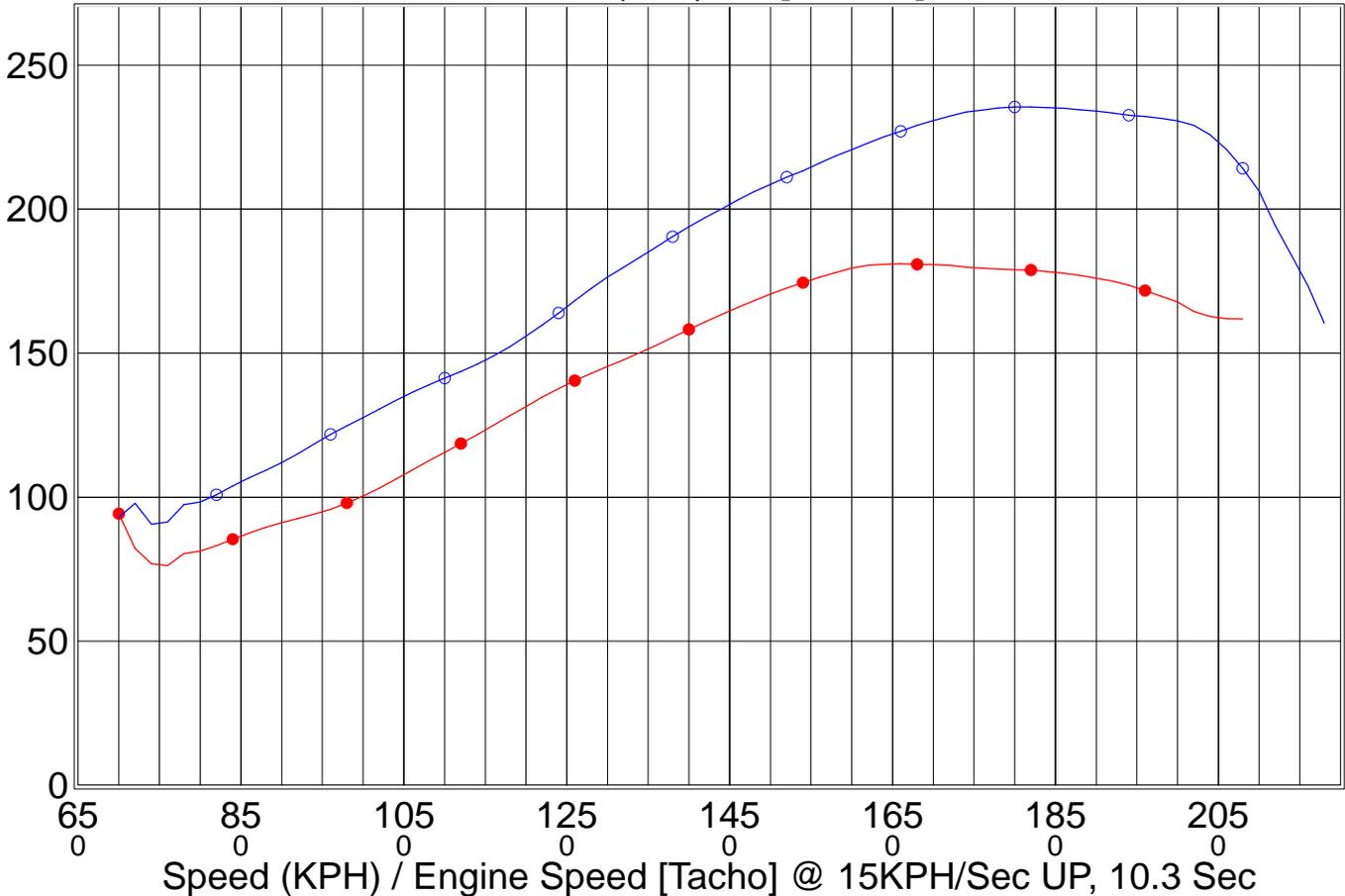
**Test ID: BASELINE TEST,178 KW STOCK**

Customer:	Heads: <b>STD</b>
Test Date: <b>15-Mar-2011 8:30</b>	Camshaft: <b>STD</b>
Test #: <b>8446</b> Operator: <b>Mario</b>	Exhaust: <b>STD</b>
Rego No: <b>L502483</b> VIN: <b>0</b>	Manifolds: <b>STD</b>
Vehicle: <b>HOLDEN SS</b>	Induction: <b>STD</b>
Capacity: <b>0.000 lt</b> Air Density: <b>98.3%</b>	Odometer: <b>6</b>
Correction: <b>2.66 SAE J607 (19°C, 1009mBar, 71%)</b>	Cylinders: <b>8</b>
	Fuel: <b>PULP</b>
	Gear: <b>4</b>

**Test ID: POWER TEST 232 KW, TUNE & OTR**

Customer:	Heads: <b>STD</b>
Test Date: <b>15-Mar-2011 13:26</b>	Camshaft: <b>STD</b>
Test #: <b>8454</b> Operator: <b>Mario</b>	Exhaust: <b>STD</b>
Rego No: <b>L502483</b> VIN: <b>0</b>	Manifolds: <b>STD</b>
Vehicle: <b>HOLDEN SS</b>	Induction: <b>VCM OTR MAF</b>
Capacity: <b>0.000 lt</b> Air Density: <b>95.9%</b>	Odometer: <b>6</b>
Correction: <b>4.24 SAE J607 (26°C, 1009mBar, 52%)</b>	Cylinders: <b>8</b>
	Fuel: <b>PULP</b>
	Gear: <b>4</b>

**Power(KW) [ Cor'd ]**



Max: ■ Torque= <b>526.0N.M @ 70KPH</b>	● Power= <b>181.0KW @ 166KPH</b>	▲ Motive Force= <b>4848N @ 70KPH</b>
Max: ■ Torque= <b>543.9N.M @ 148KPH</b>	● Power= <b>235.6KW @ 180KPH</b>	▲ Motive Force= <b>5013N @ 148KPH</b>