
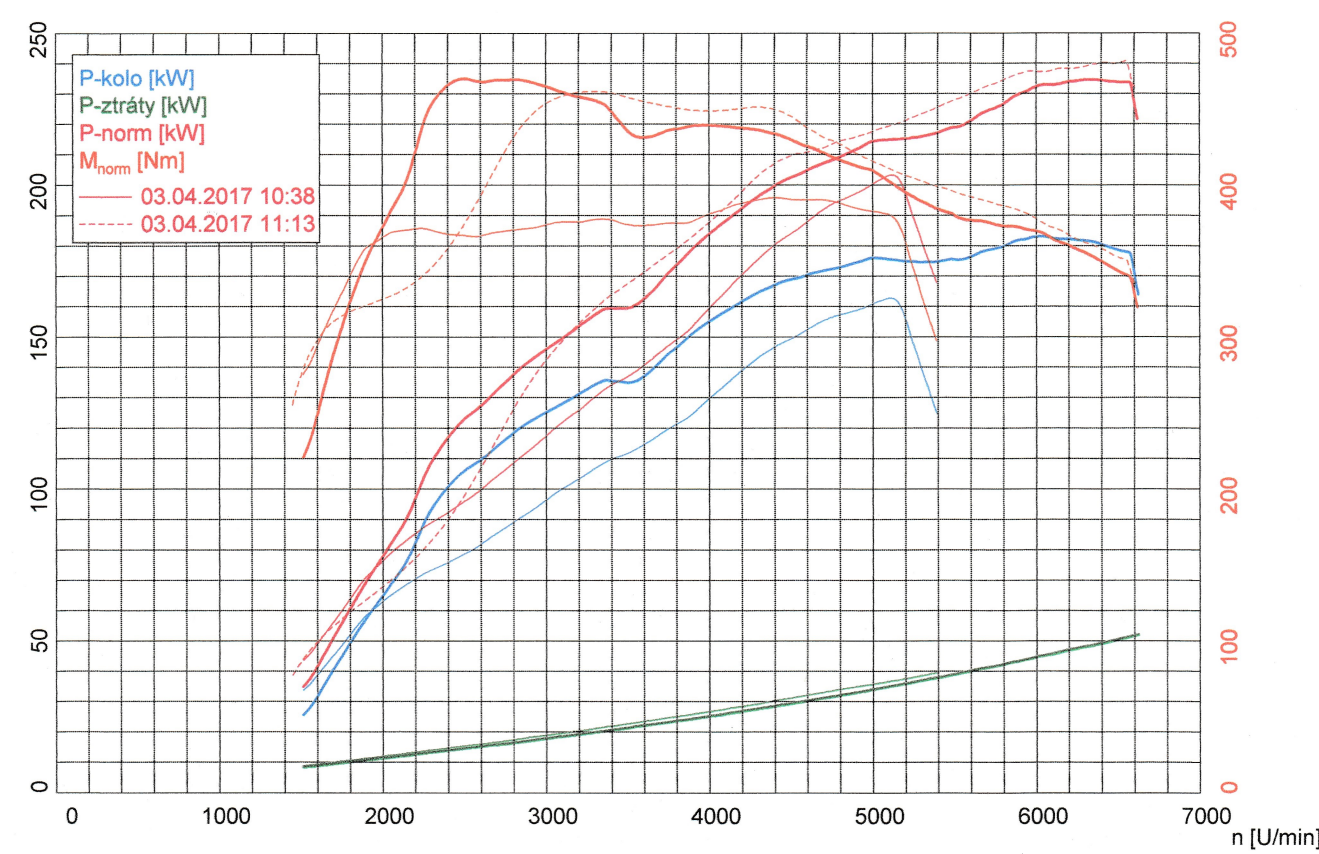


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|--|--|-------------------------|------------------------|-------------------|-------------------|---------------------|-------------------------|-------------------|---------------------|-----------------------|-------------------|-------------------|----------------|--|-------------------------|--|------------|------------------------|------------------------|------------------------|------------------------|----------------------|------------|-------------------------|---|------------------------|--------------|------------------------|----------------------------|------------------------|------------|---------------------------|-------------------|---------|-------------------|--------------|-------------------|-----------|-------------------|----------|-------------------|------------|-------------------|----------------|------------------|----------|------------------|---------|
| Auto Jarov a.s. Osiková Praha 3 |  MSR 500 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Typ vozidla: Golf GTI ClubSport Reg. značka: Technik: | Zážehový motor / Turbodmychadlo (vodou chlazené) Manuální převodovka Pohon 4x4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Datum měření: 03.04.2017 (11:20) Strana 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <h3>Údaje o výkonu</h3> <table border="0"> <tr> <td>Korigovaný výkon ¹⁾</td> <td>P_{norm}</td> <td>234,7 kW / 319,2 PS</td> </tr> <tr> <td>Výkon motoru</td> <td>P_{mot}</td> <td>230,2 kW / 313,0 PS</td> </tr> <tr> <td>Výkon na kole</td> <td>P_{kolo}</td> <td>181,5 kW / 246,8 PS</td> </tr> <tr> <td>Ztrátový výkon</td> <td>$P_{ztráty}$</td> <td>48,7 kW / 66,2 PS</td> </tr> <tr> <td>Max. výkon při</td> <td></td> <td>6350 U/min / 207,9 km/h</td> </tr> <tr> <td>Točivý moment ¹⁾</td> <td>M_{norm}</td> <td>470,1 Nm</td> </tr> <tr> <td>Max. točivý moment při</td> <td></td> <td>2500 U/min / 81,8 km/h</td> </tr> <tr> <td>Max. dosažené otáčky</td> <td></td> <td>6625 U/min / 217,0 km/h</td> </tr> </table> <p>¹⁾ Korekce dle normy DIN 70020 Korekční faktory: $Q_v = 0,00 \%$</p> | Korigovaný výkon ¹⁾ | P_{norm} | 234,7 kW / 319,2 PS | Výkon motoru | P_{mot} | 230,2 kW / 313,0 PS | Výkon na kole | P_{kolo} | 181,5 kW / 246,8 PS | Ztrátový výkon | $P_{ztráty}$ | 48,7 kW / 66,2 PS | Max. výkon při | | 6350 U/min / 207,9 km/h | Točivý moment ¹⁾ | M_{norm} | 470,1 Nm | Max. točivý moment při | | 2500 U/min / 81,8 km/h | Max. dosažené otáčky | | 6625 U/min / 217,0 km/h | <h3>Vnější data</h3> <table border="0"> <tr> <td>Teplota vzduchu</td> <td>T_{vzduch}</td> <td>19,9 °C</td> </tr> <tr> <td>Teplota nasávaného vzduchu</td> <td>$T_{nasávaný\ vzduch}$</td> <td>21,6 °C</td> </tr> <tr> <td>Relativní vlhkost vzduchu</td> <td>H_{vzduch}</td> <td>57,5 %</td> </tr> <tr> <td>Tlak vzduchu</td> <td>p_{vzduch}</td> <td>996,1 hPa</td> </tr> <tr> <td>Tlak páry</td> <td>$p_{pára}$</td> <td>13,4 hPa</td> </tr> <tr> <td>Teplota oleje</td> <td>T_{olej}</td> <td>116,0 °C</td> </tr> <tr> <td>Teplota paliva</td> <td>T_{palivo}</td> <td>---,- °C</td> </tr> </table> | Teplota vzduchu | T_{vzduch} | 19,9 °C | Teplota nasávaného vzduchu | $T_{nasávaný\ vzduch}$ | 21,6 °C | Relativní vlhkost vzduchu | H_{vzduch} | 57,5 % | Tlak vzduchu | p_{vzduch} | 996,1 hPa | Tlak páry | $p_{pára}$ | 13,4 hPa | Teplota oleje | T_{olej} | 116,0 °C | Teplota paliva | T_{palivo} | ---,- °C | | |
| Korigovaný výkon ¹⁾ | P_{norm} | 234,7 kW / 319,2 PS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Výkon motoru | P_{mot} | 230,2 kW / 313,0 PS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Výkon na kole | P_{kolo} | 181,5 kW / 246,8 PS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ztrátový výkon | $P_{ztráty}$ | 48,7 kW / 66,2 PS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Max. výkon při | | 6350 U/min / 207,9 km/h | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Točivý moment ¹⁾ | M_{norm} | 470,1 Nm | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Max. točivý moment při | | 2500 U/min / 81,8 km/h | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Max. dosažené otáčky | | 6625 U/min / 217,0 km/h | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Teplota vzduchu | T_{vzduch} | 19,9 °C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Teplota nasávaného vzduchu | $T_{nasávaný\ vzduch}$ | 21,6 °C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Relativní vlhkost vzduchu | H_{vzduch} | 57,5 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tlak vzduchu | p_{vzduch} | 996,1 hPa | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tlak páry | $p_{pára}$ | 13,4 hPa | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Teplota oleje | T_{olej} | 116,0 °C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Teplota paliva | T_{palivo} | ---,- °C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <h3>Prokluz</h3> <table border="0"> <tr> <td>Rychlost bez zátěže</td> <td>$v_{bez\ zátěže}$</td> <td>---,- km/h</td> </tr> <tr> <td>Otáčky bez zátěže</td> <td>$n_{bez\ zátěže}$</td> <td>--- U/min</td> </tr> <tr> <td>Rychlost s plnou zátěží</td> <td>$v_{plná\ zátěž}$</td> <td>---,- km/h</td> </tr> <tr> <td>Otáčky s plnou zátěží</td> <td>$n_{plná\ zátěž}$</td> <td>--- U/min</td> </tr> <tr> <td>Prokluz</td> <td></td> <td>---,- %</td> </tr> </table> | Rychlost bez zátěže | $v_{bez\ zátěže}$ | ---,- km/h | Otáčky bez zátěže | $n_{bez\ zátěže}$ | --- U/min | Rychlost s plnou zátěží | $v_{plná\ zátěž}$ | ---,- km/h | Otáčky s plnou zátěží | $n_{plná\ zátěž}$ | --- U/min | Prokluz | | ---,- % | <h3>Rotující hmotnost</h3> <table border="0"> <tr> <td>a_{1-PN}</td> <td>---,- m/s²</td> <td>a_{1-ZN}</td> <td>---,- m/s²</td> </tr> <tr> <td>F_{1-PN}</td> <td>---,- N</td> <td>F_{1-ZN}</td> <td>---,- N</td> </tr> <tr> <td>a_{2-PN}</td> <td>---,- m/s²</td> <td>a_{2-ZN}</td> <td>---,- m/s²</td> </tr> <tr> <td>F_{2-PN}</td> <td>---,- N</td> <td>F_{2-ZN}</td> <td>---,- N</td> </tr> <tr> <td>$F_{rot-celk-PN}$</td> <td>---,- N</td> <td>$F_{rot-celk-ZN}$</td> <td>---,- N</td> </tr> <tr> <td>$m_{rot-celk-PN}$</td> <td>330,0 kg</td> <td>$m_{rot-celk-ZN}$</td> <td>330,0 kg</td> </tr> <tr> <td>$m_{rot-zkuš-PN}$</td> <td>280,0 kg</td> <td>$m_{rot-zkuš-ZN}$</td> <td>280,0 kg</td> </tr> <tr> <td>$m_{rot-voz-PN}$</td> <td>50,0 kg</td> <td>$m_{rot-voz-ZN}$</td> <td>50,0 kg</td> </tr> </table> | a_{1-PN} | ---,- m/s ² | a_{1-ZN} | ---,- m/s ² | F_{1-PN} | ---,- N | F_{1-ZN} | ---,- N | a_{2-PN} | ---,- m/s ² | a_{2-ZN} | ---,- m/s ² | F_{2-PN} | ---,- N | F_{2-ZN} | ---,- N | $F_{rot-celk-PN}$ | ---,- N | $F_{rot-celk-ZN}$ | ---,- N | $m_{rot-celk-PN}$ | 330,0 kg | $m_{rot-celk-ZN}$ | 330,0 kg | $m_{rot-zkuš-PN}$ | 280,0 kg | $m_{rot-zkuš-ZN}$ | 280,0 kg | $m_{rot-voz-PN}$ | 50,0 kg | $m_{rot-voz-ZN}$ | 50,0 kg |
| Rychlost bez zátěže | $v_{bez\ zátěže}$ | ---,- km/h | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Otáčky bez zátěže | $n_{bez\ zátěže}$ | --- U/min | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rychlost s plnou zátěží | $v_{plná\ zátěž}$ | ---,- km/h | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Otáčky s plnou zátěží | $n_{plná\ zátěž}$ | --- U/min | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Prokluz | | ---,- % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| a_{1-PN} | ---,- m/s ² | a_{1-ZN} | ---,- m/s ² | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F_{1-PN} | ---,- N | F_{1-ZN} | ---,- N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| a_{2-PN} | ---,- m/s ² | a_{2-ZN} | ---,- m/s ² | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F_{2-PN} | ---,- N | F_{2-ZN} | ---,- N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| $F_{rot-celk-PN}$ | ---,- N | $F_{rot-celk-ZN}$ | ---,- N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| $m_{rot-celk-PN}$ | 330,0 kg | $m_{rot-celk-ZN}$ | 330,0 kg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| $m_{rot-zkuš-PN}$ | 280,0 kg | $m_{rot-zkuš-ZN}$ | 280,0 kg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| $m_{rot-voz-PN}$ | 50,0 kg | $m_{rot-voz-ZN}$ | 50,0 kg | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |