

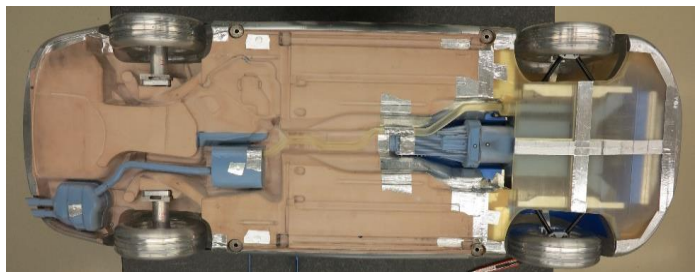


COMPANY	FKFS	DATE	13.8.2018	CONTACT	Dr. Timo Kuthada
DrivAer Configuration	F_EB_wM_wW_woL_oG			EMAIL	timo.kuthada@fkfs.de


Tires		Wheels and Track		Geometrical Data	
Wheel Type	DrivAer Aluminium	Track Front [mm]	380	Length [mm]	1153
Wheel Type (Comments)	- Rigid (no tire deformation)	Track Rear [mm]	380	Width [mm]	438
		Tires Front	Scaled CAD	Height [mm]	357
		Tires Rear	Scaled CAD	Wheelbase [mm]	697

Cooling Package		Cooling Intakes / With Active Shutters		Ride Heights <small>from Ground to Wheel-Arch</small>	
Heat Exchanger	FKFS	Upper Grill	Open	Front Ride Height [mm]	172
HX Pressure Drop	A: 0.0237	Lower Grill	Open	Rear Ride Height [mm]	171
$\Delta p = A \cdot v + B \cdot v^2$	B: 6.5678				
HX x-Position [mm]	13 (top); 34 (bottom)				
HX Thickness [mm]	10				
Fan Shroud x-Pos. [mm]	58 (top); 79 (bottom)				
Sealing	Fully sealed				
Leakage Area (mm ²)	0				



Wheels as tested

Underbody (CAD-Data or Photo)

Test Facility & Vehicle Setup					
Test Facility	IVK Model WT	Windspeed [kph]	270		
Data Correction	None	Road Simulation	5-Belt		
Blockage	8.18%	YAW Angle	0		
Boundary Layer Treatment	FKFS Straßenfahrtsimulation	Model Mounting	Struts in ground		
Model Scale	1:4				
REMARKS <small>(Deviations from Baseline OC DrivAer model)</small>	FKFS Straßenfahrtsimulation: Boundary layer suction at nozzle exit; tangential blowing in front of center belt				

Front View

Test Data				
	Open Cooling	Closed Cooling	Additional Test Data	
Cx	0.274	0.263		
A [m ²]	0.133	0.133		
Czf	0.003	-0.021		
Czr	0.117	0.143		
Cooling Mass flow [kg/s]	0.12			
Underhood Ref Pressure (#415) (Cp) [-]:	-	-		
Wheelhouse Ref Pressure (#566) (Cp) [-]:	-	-		