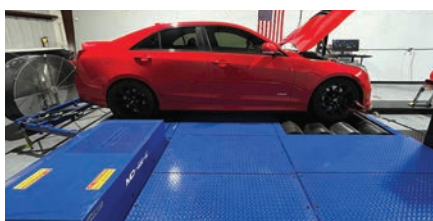


## Performance Chassis Dynamometer Specification Sheet

### Specifications

Max Horsepower	3,000HP(AWD) 1,500HP(2WD)	
Max Speed	190MPH	306KPH
Roll Diameter	12.625"	32.1cm
Face Length	37"	93.9cm
Inner Track	24"	60.9cm
Outer Track	98"	248.9cm
Wheelbase Range*	84-126"	213-320cm
Inertia	3,625 lbs(AWD) 2,000 lbs(2WD)	
Max Axle Weight	6,000 lbs	2,722Kg
Power Req.:	230VAC, 1 phase, 60 Hz, 40A - SE 230VAC, 3 phase, 60 Hz, 40A - DE	
Loading Device:	Air-cooled eddy current power absorber (model MDK-250)	
Controls:	Closed Loop Digital Controller with web based Hole Shot Software. Includes Patented Virtual Road Simulation Technology	
Roll Lock:	Between roll lift with integrated roll lock	
Roll Decelerator:	Allows vehicle deceleration without use of vehicle brakes. Eddy Current PAU used to decelerate rollers.	
Air Requirements:	80 PSI, dry, regulated, oil free	
Shipping Weight:	3,000 lbs. (dynamometer only)	

\* Longer wheelbase range available



The key to designing an All-Wheel-Drive dynamometer properly is to understand the methods currently being used by manufacturers in the field of AWD drivetrain technology. A dynamometer that can accommodate various types of AWD vehicle transmissions and wheelbases without excessive complication and, more importantly, without risking damage to a client's AWD system is paramount.

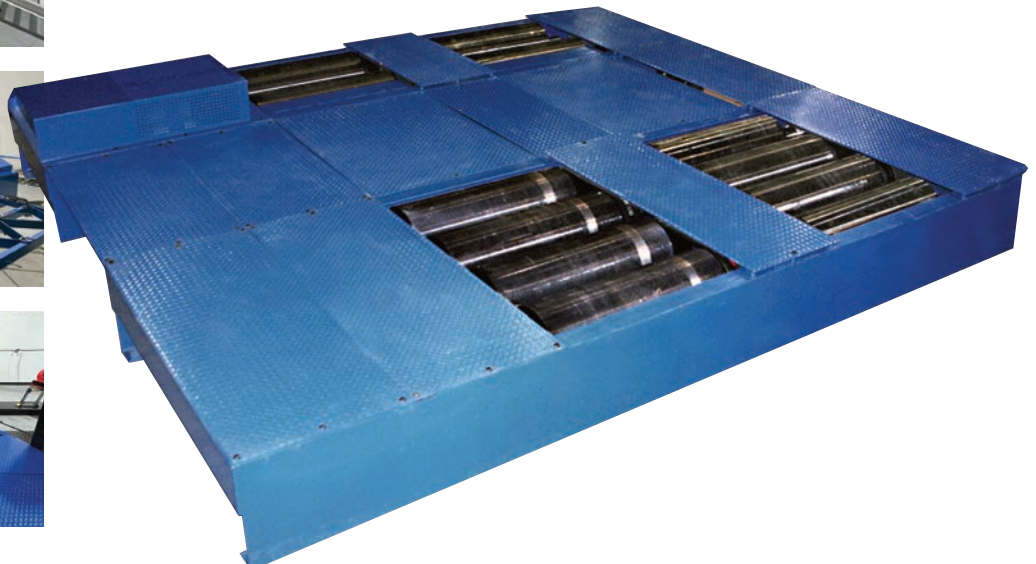
Full time AWD vehicles are designed to provide maximum performance regardless of road conditions. In cases where traction is less than ideal, a vehicle may be designed to improve stability and traction at the expense of power. This means adding torque to a spinning wheel or retarding of timing. In order to properly test an AWD vehicle for peak performance, an AWD chassis dynamometer must be able to simulate ideal road-load conditions to the vehicle. This

approach allows the vehicle to be evaluated under "optimum" operational conditions; whereby torque is distributed to the vehicle's tires in the same manner that would normally occur when a vehicle has equal traction at all four drive wheels, and is therefore operating at peak efficiency.

To achieve this, Mustang's AWD-500 Series incorporates an internal drive system that synchronizes the front and back rollers to simulate a flat, dry road condition. Synchronization, or linkage, insures that the front and rear rollers are always spinning at precisely the same road speed. This process eliminates the possibility of activating a vehicle's traction control system and also insures that a vehicle's torque management system is operating under the assumption that the vehicle is not skidding, turning or slipping.

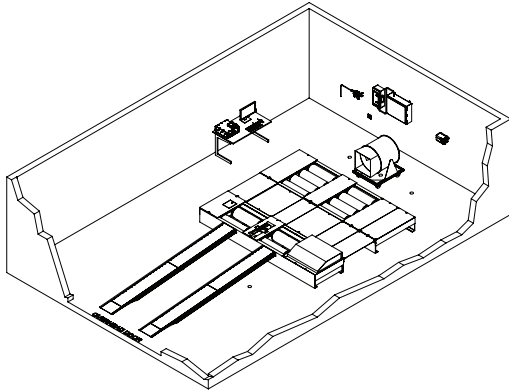
### Options and Hardware

- SmartTach Engine RPM
- Temperature Sensors
- Pressure Sensors
- Weather Station
- Air to Fuel Ratio Modules
- 5 Gas Analyzer
- Optical RPM Pick-up
- DE Upgrade
- Above Ground Kit
- Opacity Meter
- Above Ground Ramps
- Vehicle Pull Down Kit
- Integrated Xmas Tree
- Motorcycle Kit
- OBD Interface
- On-Site Training
- Touchscreen Interface
- Vehicle Cooling Fan
- TS1 Coil Pickup



**Configurations**

**Above Ground (AG):** with truss and either aluminum or composite ramps



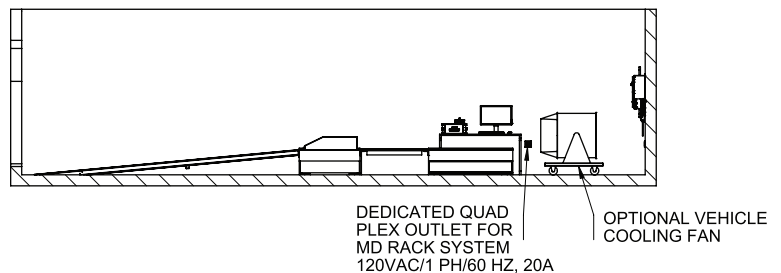
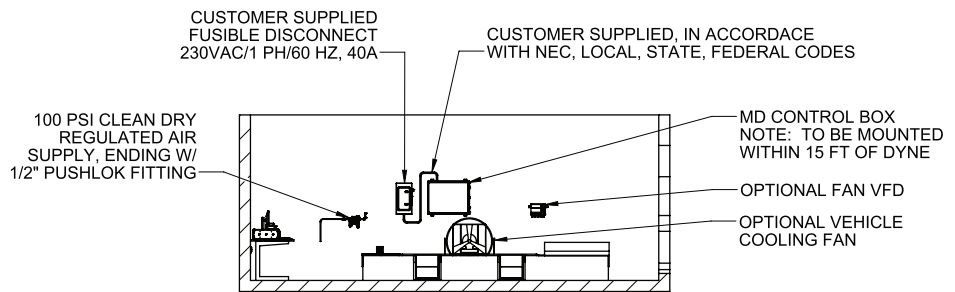
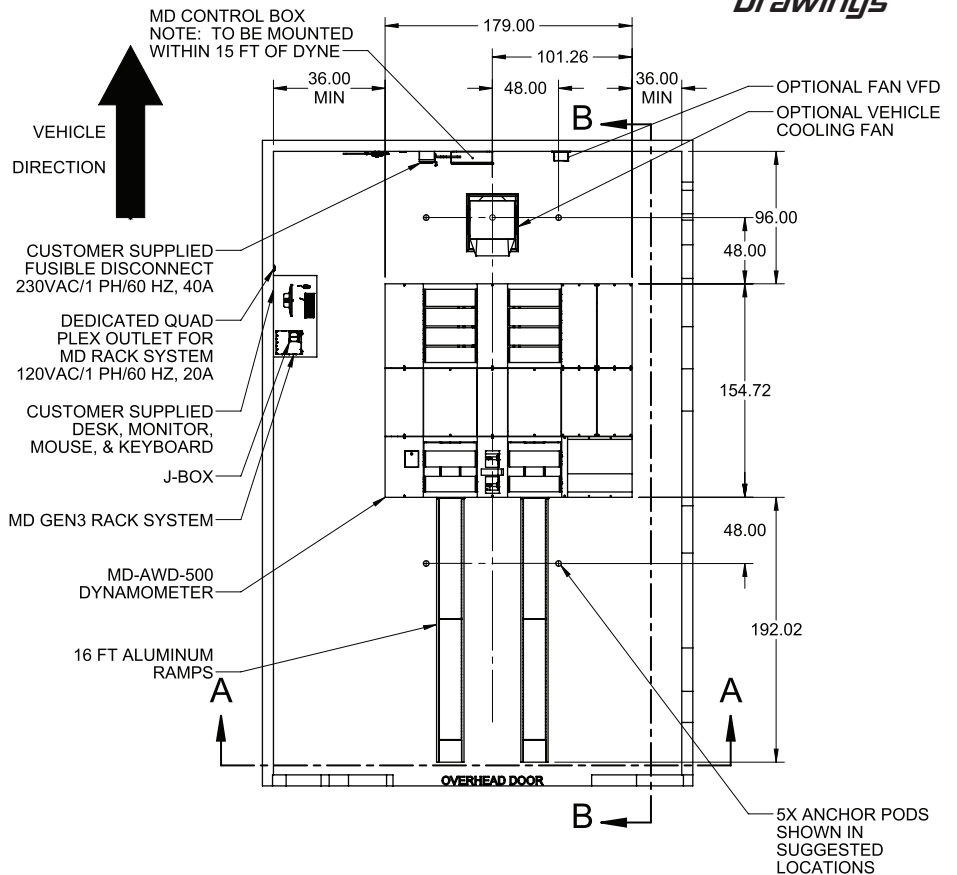
**Below Ground (BG):** Contact Mustang Dynamometer for pit drawing

**Portable (P):** Contact Mustang Dynamometer for dimensional drawings for portable version

NOTE: Anchor pod locations are suggestions only; final locations to be determined by customer, dependent on test vehicle & space limitations; anchor pods are customer installed

Typical shop installation shown; minimum walking space of 36" on dynes sides is required, or in accordance to local, state, & federal codes, whichever is greater

Dimensions are for reference only



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