

drag, thus the sum of the three contributors are sometimes larger than the peak power per cycle. With two exceptions, for the City car in EUDC and NEDC, the acceleration peak power is the largest of the three, followed by the aerodynamic drag. The aerodynamic drag is naturally larger for those cycles with higher top speed levels.

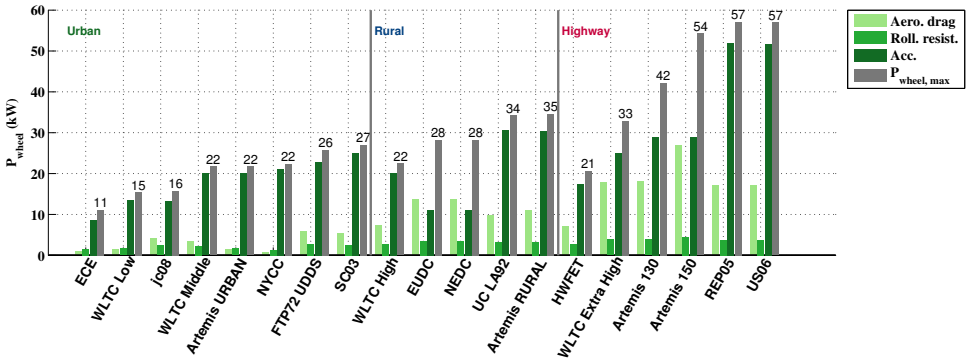


Figure 4.17 Max. Positive wheel power during Urban, Rural and Highway Test cycles, for the concept City car.

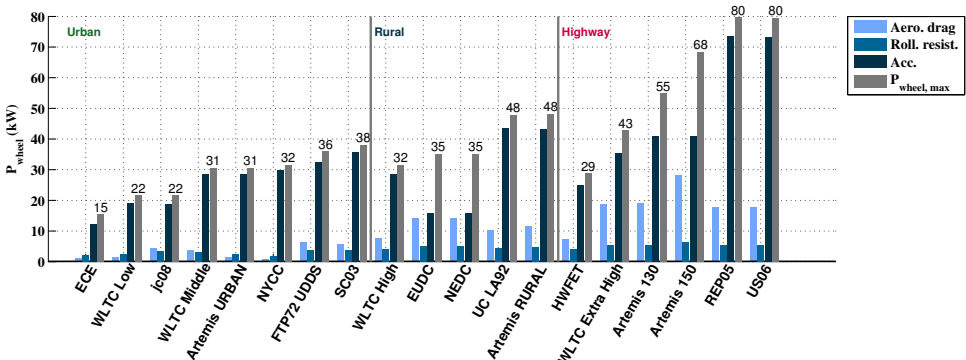


Figure 4.18 Max. Positive wheel power during Urban, Rural and Highway Test cycles, for the concept Highway car.