



RFC-system comparison RFC-88 vs. RFC-89(prototype)

RFC system comparison: RFC-88 vs. RFC-89-prototype

testing concitions:

- old FIA Rig (# 2013)
- drop height 2,37m
- 38mm ACO Restriktor
- Krontec special hose – 3 meter

1. Coupling RFC-88-K-SL., Nipple RFC-88-TN (topic system)				
128 l	34,30 s	3,72 l/s		
128 l	34,39 s	3,72 l/s		
128,4 l	34,45 s	3,72 l/s		
		3,72 l/s		
2. RFC-88-K-SL., RFC-89-TN (topic coupling – new prototype nipple)				
127,6 l	32,73 s	3,89 l/s		
128,4 l	32,93 s	3,9 l/s		
128,2 l	32,88 s	3,9 l/s		
		3,9 l/s	4,8% higher flow	
3. RFC-89-K-DF, RFC-88-TN (new prototype coupling ; topic nipple)				
129,4 l	32,38 s	3,99 l/s		
129,4 l	32,40 s	3,99 l/s		
128,8 l	32,30 s	3,98 l/s		
		3,99 l/s	7,25% higher flow	
4. RFC-89-K-DF, RFC-89-TN (both new prototypes)				
128,6 l	31,46 s	4,08 l/s		
128,8 l	31,11 s	4,14 l/s		
128,8 l	31,24 s	4,12 l/s		
		4,12 l/s	10,7% higher flow	

Attention:

The flow was reached under the testing conditions above.

The results have to be rated in percent!!!

Advantages of the new RFC 89-system:

- more compact design
- smoother flow due to streamlined design
- **10,7%** higher flow.
- Significant reduction in weight - car sides : RFC-88(topic system –nipple and collector) = 1670 Gramm
RFC-89(MKII- system –nipple and collector) = **1080** Gramm
- by using carbon material a system- weight of about 900 gramms could be reached
- „low-spillage“ design

