

On Road Vehicle Testing

Applications

Automobiles
Trucks
Railroad Engines

Departments

Research and Development
Product Test



Overview

Automobiles, trucks and railroad engines require on-road testing to verify their design. Characterizing a variety of parameters can lead to better and more efficient vehicles. Often the electronic circuitry used to control the engine can be improved for better economy.

Problem

A mobile system with high reliability is needed to withstand road test conditions and still provide accurate measurements. Electronic noise introduced by the operating vehicle must not adversely affect measurements. Large amounts of data must be stored for subsequent analysis in the lab.

Solution

VXI Technology Data Acquisition equipment can withstand less than ideal conditions and still make accurate measurements. By using VTI scanning digitizers, low level (millivolt and microvolt) measurements can be made in the presence of electronic noise. High reliability is an important attribute of VTI data acquisition and control systems. When coupled with a computer and disc drive, the system can make measurements, perform some real time analysis, and store large quantities of data for later in-depth analysis.

Implementation

Temperatures

A variety of temperature measurements are made during on-road vehicle testing. Temperature data on inside and outside air, engine, brakes, gears and fuel is used in characterizing vehicle performance. Temperature can also indicate wear in mechanical parts. Generally thermocouples or thermistors are used to make these measurements.

Instrumentation: VT1419A with VT1508A

Vehicle Speed

The speed in the vehicle can be easily measured using a shaft encoder and a quadrature counter. The frequency of the pulses from the shaft encoder are proportional to the speed of the vehicle.

Instrumentation: VT1538A

Fuel Flow

Vehicle efficiency is determined by measuring the amount of fuel used during a test. By monitoring fuel flow, fuel consumption can be correlated with road conditions and engine control settings to optimize the fuel delivery system. Some flow meters put out microvolt signals and others output a series of pulses.

Instrumentation: VT1509A VT1538A

Braking Pressure

The frequency and intensity of brake application is a measure of typical driving conditions encountered by the vehicle. Heavy braking pressures may require design modifications in the braking system. In railroad tests, characterizing the entire route helps the engineer in determining when to apply the brakes to slow the train to an optimum speed with minimum brake pressure, thus saving time and energy.

Instrumentation: VT1419A VT1506A, VT1507A

Body/Suspension Vibration

Strain and vibration on both the vehicle body and the suspension system can be measured with the data acquisition system. Strain measurements of dynamic conditions can be used to calculate high stress points. The strain on gears and bearings can be used to predict their useful life.

Instrumentation: VT1529B VT1432A VXI DSA



Key System Features

- Strain Gage Linearization
- Temperature Linearization
- Data Storage
- Noise Immunity

Typical Configuration

Data Acquisition System	Qty
13 Slot Mainframe	1
VT1419A 64 Channel DAC	1
Temperature (VT1508A)	1
Counter Channels (VT1538A)	3-10
Strain Gage Channels(VT1507A)	5-20
Computer/Software	
PC Embedded Controller	
Keyboard, Monitor and Mouse	
Disc Drive, Printer	
Software - DAC Express	