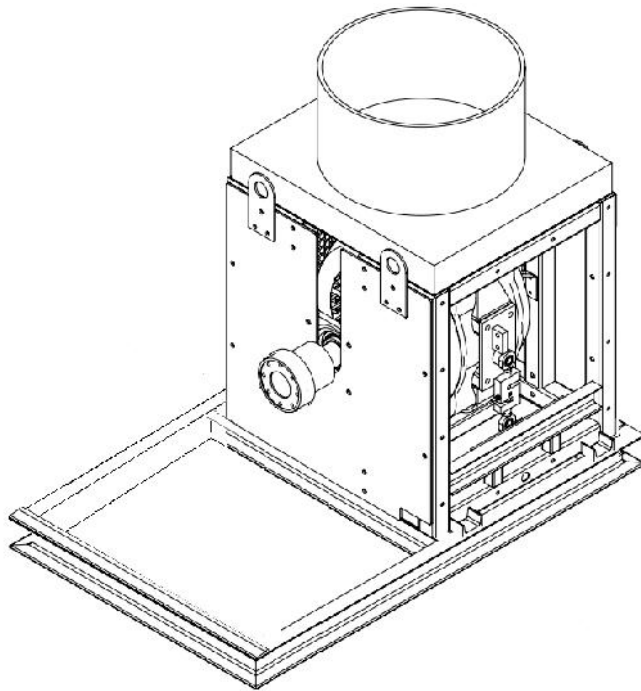




FOCUS APPLIED TECHNOLOGIES DYNAMOMETER SYSTEM ELECTRIC MOTOR DYNO CONTROLLER MODEL DC5

Manual Rev. 1-0119

300kW ELECTRIC MOTOR DYNAMOMETER

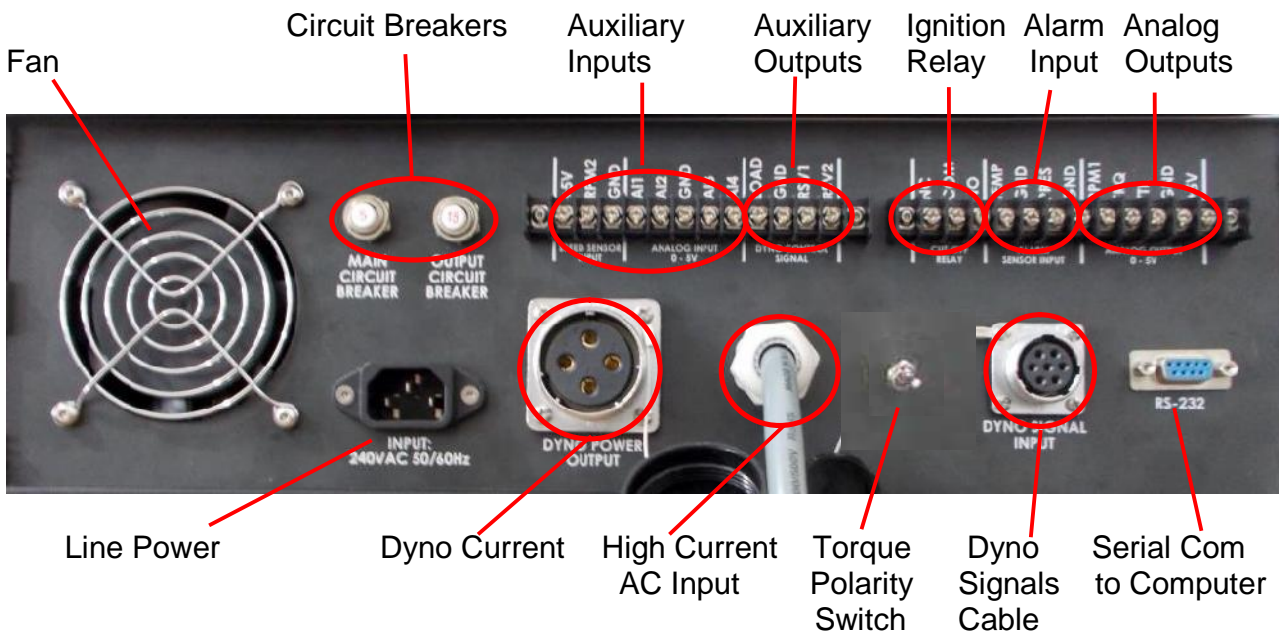


FOCUS APPLIED TECHNOLOGIES SDN. BHD.
Lot 463 Jalan Relau K134, Sungai Kechil Ilir
Nibong Tebal 14300
PENANG, MALAYSIA
www.FocusAppliedTechnologies.com

CONTROLLER FRONT VIEW



CONTROLLER REAR VIEW



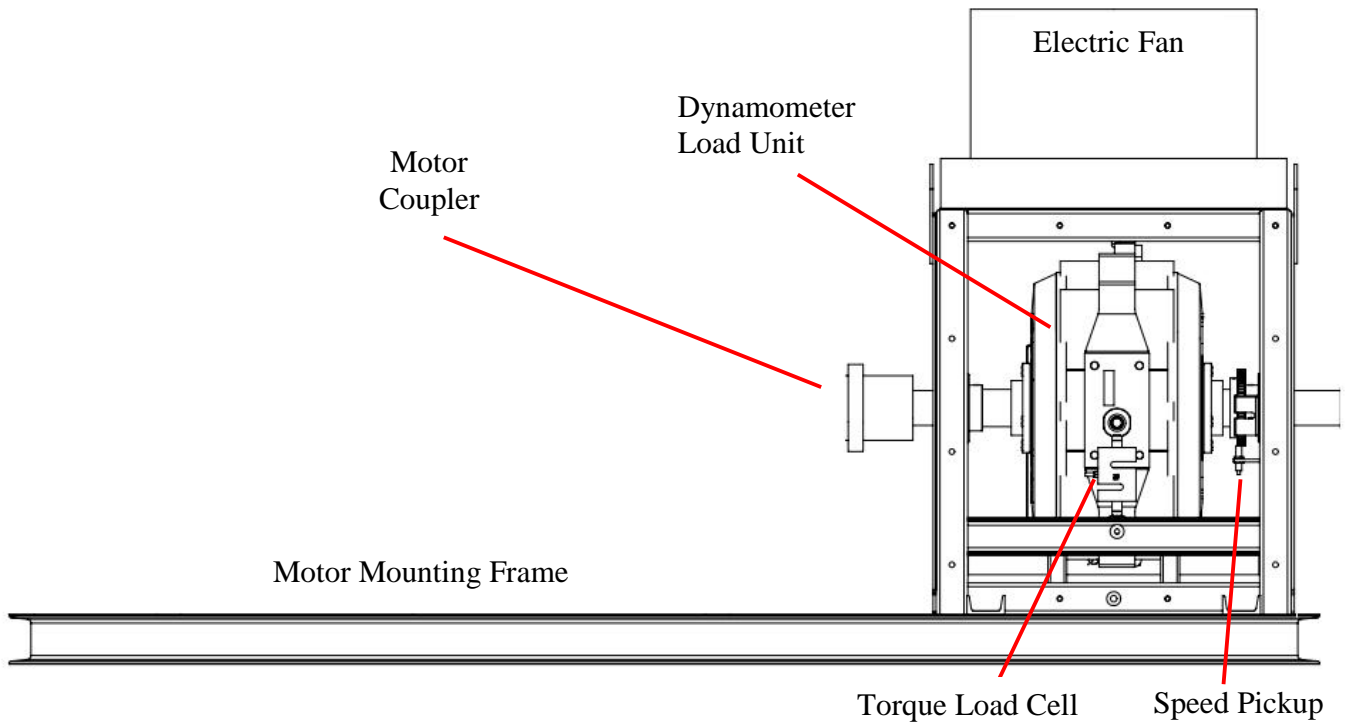
High Current Input is only used on some models

Analog Outputs are for Throttle control and alternative data logging by another device

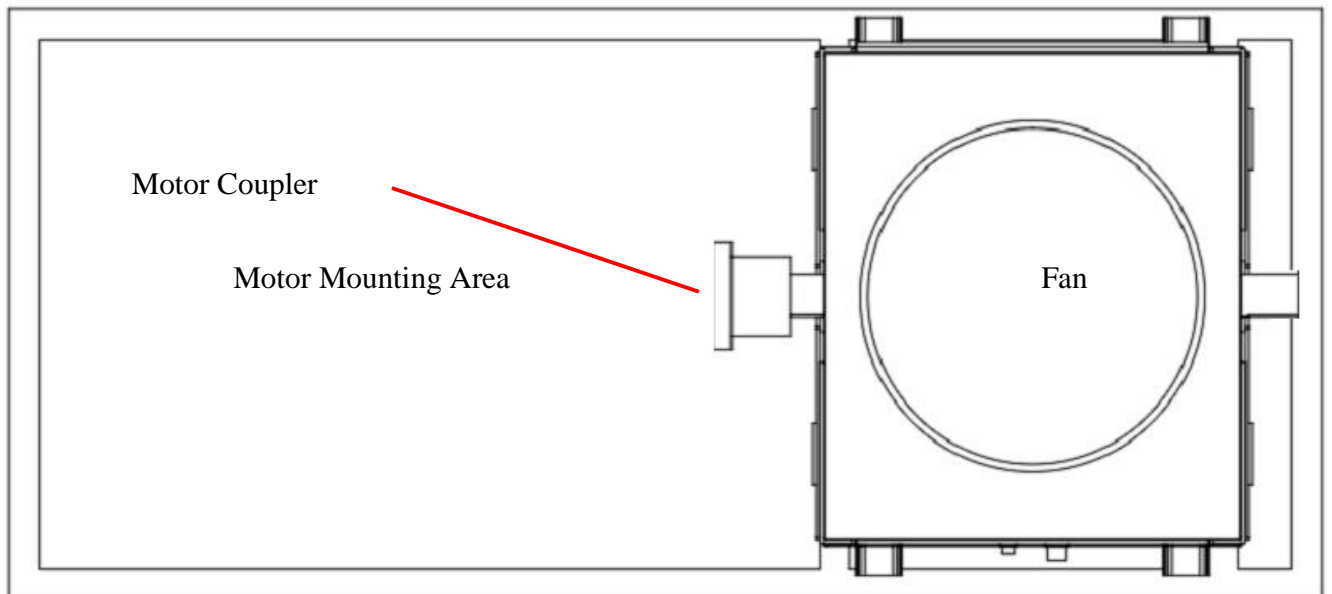
Alarm Inputs are for Thermal or Pressure Switches, and can be shorted to ground to bypass

Auxiliary outputs are generally reserved for operating auxiliary equipment.

DYNAMOMETER SIDE VIEW



DYNAMOMETER TOP VIEW



LOW SPEED MOTOR TESTING

For large, low-speed motor testing it may be necessary to use a step up pulley between the motor and the dynamometer. The dyno should be operated at 1000-2000 rpm for best results, so when testing a 400 rpm motor, you might select a 4:1 pulley ratio so the dynamometer is spinning at 1600 rpm. Insure the belts do not slip, and allow the dynamometer a few minutes of operation to warm up.

Be sure to use the proper version of Dyno Monitor (with Engine side Calibrations) and place the Torque Polarity switch in the proper position (to read positive torque numbers). Also make sure that the appropriate Gear Ratio is entered in the Calibrations panel on the DynoMonitor software.



FEATURES

Dynamometer

The dynamometer is an air-cooled eddy current dynamometer. Power from the engine or motor rotates the rotor of the dyno. The dyno's stator field is controlled by the dynamometer current. More current gives a stronger magnetic field, creating more torque on the rotor. Power from the rotor is dissipated as heat via the air. The dynamometer is suspended on bearings, and torque is read by a load cell. Bearing friction can be calibrated out, resulting in a highly accurate, robust dynamometer.

This model has two shaft inputs:

High torque, low speed PTO testing is done via the large input shaft on the gear box.

Smaller, high-speed engines can be tested via a 1:3 pulley ratio directly to the dynamometers shaft.

NOTE: Low power tractors can also be tested by coupling directly to the smaller shaft (direct to dyno) on the gear box. In this case the Gear Ratio (on the Configurations menu) needs to be set to 1). Note that the dyno may be spinning in the reverse direction, requiring switching the Dyno Direction switch at the back of the Dynamometer Controller. Also only run the dynamometer in the reverse direction (opposite of the directional arrow on the rotor) at low powers as it will run hotter in the reverse direction.

Dynamometer Controller

This dynamometer controller allows the user to control the dynamometer in several different modes: Manual, Speed, Torque, Road Load (RPM²) and Computer (remote) mode. Which of these modes to use depends on the specifics of your testing. For simple loading of an engine (ie. adding or reducing the load) the easiest mode is the Manual Control mode. For constant speed operation (Torque will vary) use the Speed Control mode. Road Load mode is commonly used to simulate the aerodynamic load a vehicle when operated on the road, or simulate various fan or pump loads. Note that inertia/mass is not matched unless this dynamometer specifically has an inertial load. Computer control mode is used for automated testing, often in conjunction with the throttle control, which can also be operated remotely from the computer.

Computer Communications

A computer can be connected to the dynamometer controller for logging data from the Dynamometer Controller, Fuel Scale and Data Acquisition systems via Serial Ports. If serial ports are unavailable then a USB-Serial Port converter may be used. Serial port communications are via RS232: 9600 baud, No parity, 1 Stop bit. The cable should be a "straight through" cable connecting pins 2, 3, and 5 at both ends. In Verbose mode the controller automatically sends data out in the format shown below at approximately 4Hz. During power on the controller sends out a "Power On" message with the firmware code. Data can be logged from various serial communications programs including Hyperterminal. Various controller parameters can be modified from the computer interface, and data can be logged by the computer as well. In Verbose mode

the controller will automatically output data to the serial port every 250ms. When the control is NOT in Verbose mode sending the character "A" will cause the controller to respond with the data.

In general the computer data is output in the following format:

ZSSSS1_SSSS2_TT.TTT_LLL_Mode_SP_TTL_Alarm_A1_A2_A3_A4 [CR]

Where:

S is speed in RPM (S1 is rpm1, displayed on the front panel, S2 is rpm2 which is not displayed on the front panel)

T is torque in Nm

L is load in %

Mode is the mode:

NM for front panel Manual mode, CM for Computer Manual

NS for front panel Speed mode, CS for Computer Speed

NT for front panel Torque mode, CT for Computer Torque

NR for front panel Road Load mode, CR for Computer Road Load

SP is the set point

TTL is the throttle position (0-1023 is 0 to Wide Open)

Alarm is 0 for no alarm, and 1 for alarm

A1 .. A4 is the Analog input in 0-1024 (ie. 10 bit) 5V resolution.

The separator between the fields is a space character

For example:

Z2510 6500 12.345 20 NS 2500 53 0 123 345 678 1023

Speed is 2510 RPM

Speed 2 is 6500 rpm

Torque is 12.345Nm

Load is 20%

Mode is Front Panel, Speed Mode

Set Point is 2500

Throttle is 53

No Alarm state present

Analog Input 1 is 0.601V (ie. $5 \cdot 123 / 1023$)

Analog Input 2 is 1.686V

Analog Input 3 is 3.314V

Analog Input 4 is 5.00V

Data Acquisition System

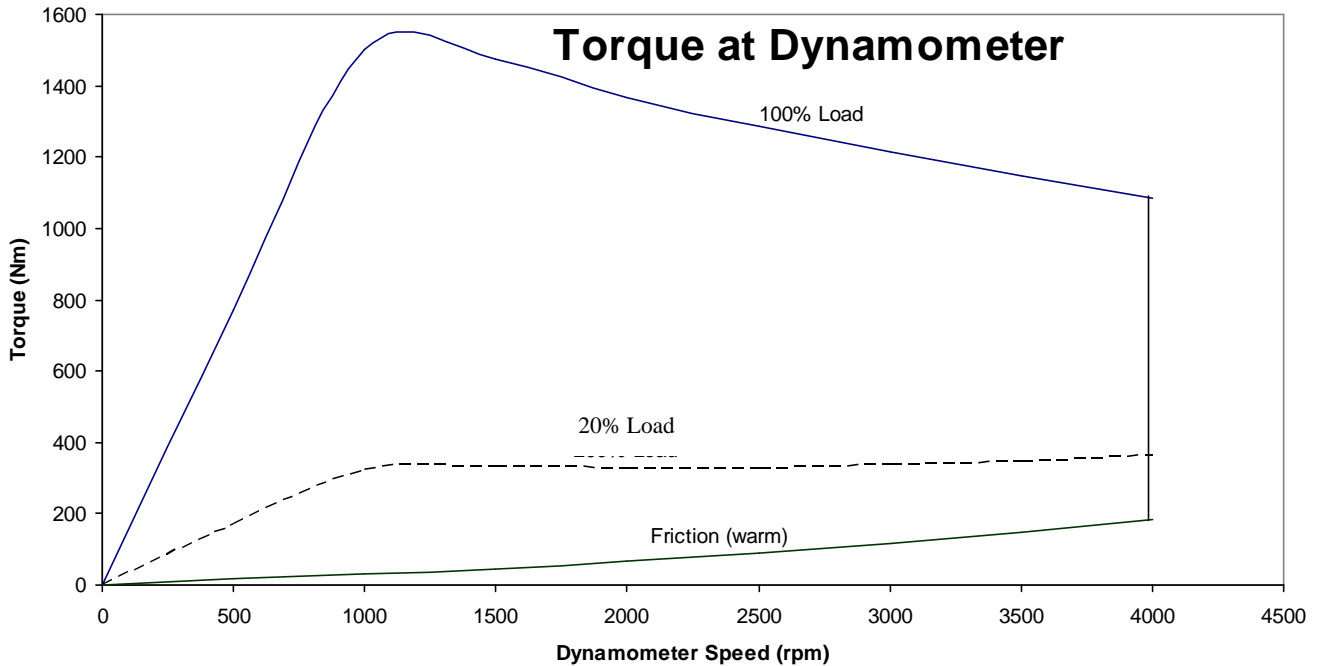
The basic dynamometer controller has several channels of Data Acquisition. This is used for measuring common engine sensors such as Air/Fuel Ratio, Thermocouples, Pressure Sensors and etc. The channels can be user configured for different sensors. All of these sensors can be read by the computer data logging software for display and recording. A separate Combustion Analysis system is also available which reads combustion pressure sensors in a high-speed mode where the pressure is recorded and displayed through out an individual engine cycle. Additional expansion DAQ units are also available which can be read by the dyno monitor program as well.

CURRENT CLAMP METER

This high-quality digital current clamp meter can measure both AC and DC currents, outputting a DS signal to the Dynamometer Controller for graphing and logging. It should only be clamped to a SINGLE wire supplying current to the motor. Make sure the clamp jaws are fully closed, and it is best to ZERO the meter once clamped and positioned (with no current flow) before taking readings. For DC currents, place it in DC mode. For AC Currents, place it in the combined AC/DC mode to read RMS voltage. Also make sure it is on the proper current setting range for your current.

Power – Torque Curves

This dynamometer can absorb torque and power up to the limit listed in the specifications below. A typical torque curve is shown below (for the 2800Nm load unit). Speeds refer to the dyno speed in this case which should be the same as the motor speed. As this is an air cooled eddy current dynamometer, the actual torque depends on the speed and temperature of the dyno: cooler dynos give more torque.



Peak torque of the load unit is approximately 1500Nm around 1000 rpm. The maximum power of this unit when operating at 4000 rpm is approximately 375kW or about 500hp (cold).

Test Duration vs. Power

The air cooled retarder’s torque drops as it heats up. The maximum temperature of the rotors should be kept below 400C to insure rotor strength. Also high-power testing should be performed for shorter periods of time, while lower power testing may be run continuously. Below is a table indicating the approximate maximum power rating as a function of run time.

Minutes	kw	hp
1	300	500
15	200	250
30	150	200
Continuous	75	100

SPECIFICATIONS

DIMENSIONS

LxWxH: 218x106x131 cm
Weight: about 500 kg

POWER IN

Voltage: 220 VAC +/- 10%
Frequency: 50Hz
Current Draw: 25A max

CONTROLLER OUTPUT

Resistance: 10 ohms minimum
Power: 3500W maximum
Voltage: 220V typical
Current: 5A to 35A typical

DYNAMOMETER

Mechanical Power: 300kW (cold)
Torque: 1500Nm
Speed: 4000 rpm maximum
Temperature: 400C Max at Rotor Surface
Inertia: 5.0 kg/m²
Friction (warm): $12 + \text{rpm} \times 0.0106 + \text{rpm}^2 \times 8\text{E-}6$ Nm
Ratio: 1

INPUTS

Speed Input: Hall Effect or Variable Reluctance type input
1 to 60 pulse per revolution
30V pk-pk maximum
60 to 10,000 rpm (typical)
Strain: 200 to 500 ohm
4-wire Wheatstone bridge
5 or 10V excitation

SERIAL COMMUNICATIONS

Baud, Bits, Parity, Stop: 9600, 8, N, 1

ENVIRONMENT

Temperature: 10 to 40°C Operational
0 to 50°C Non-Operational
Humidity: 5 to 90% Non-condensing
Shock/Vibe: <10g

MODES OF OPERATION

Modes of Control

This dynamometer controller allows the user to control the dynamometer in several different modes: Manual, Speed, Torque, Road (RPM²) and Computer Control mode. Which of these modes to use depends on the specifics of your engine testing. For simple loading of an engine (ie. adding or reducing the load) the easiest mode is the Manual Control mode. For constant speed operation (Torque will vary) use the Speed Control mode. For automated testing, use the COMputer controlled mode, which also allows control of the Throttle setting. In all operating modes the **TARE** key zeros out the torque reading, and **Alarm Reset** resets the alarm state, assuming the cause of the alarm condition has been cleared.

Manual Control Mode (MAN)

In Manual Control mode the Set Point Adjust knob directly controls the current going to the dynamometer. For a given speed, the load will be directly proportional to the knob setting: 0% load at one end, 100% load at the other end.

The most common engine testing is done using manual mode control. For a torque/power curve of the engine, the engine can be started and throttled up to “redline” (ie. the maximum speed. Dyno load is increased as the throttle is opened to keep the engine just at redline speed. Once the throttle is full open, the torque and speed are recorded. Subsequently the load is increased in small steps, causing the engine speed to decrease. At each new speed the torque and speed are again recorded. Repeating this in steps of 500 rpm allows the wide open throttle (WOT) torque curve to be determined.

Speed Control Mode (RPM)

In Speed control mode the Set Point Adjust knob sets the desired speed. If the engine is operating above the set speed, the controller will increase the current to the dynamometer, increasing the load on the engine, and slowing it down to the set speed. If the engine is incapable of reaching the set speed at a given throttle, the engine will operate at a speed below the set point, and the dynamometer will be completely unloaded. For best results the PID gains must be carefully adjusted.

Torque Control

In Torque control mode the Set Point Adjust knob sets the desired Torque. If the dyno is operating below the set torque, the controller will increase the current to the dynamometer, increasing the load on the engine, and slowing it down, while the torque increases to the set point. If the engine is incapable of reaching the set torque at a given throttle, the dynamometer will continue to add load until the engine stalls, the clutch slips, or maximum load is attained. If the dyno torque is above the set point, then the load will be reduced, dropping the torque, and increasing the speed.

Road Load Control

In Road Load control mode the load is varied as a function of speed to mimic aerodynamic loading of a vehicle. Load is increased proportional to the square of the speed, with no load at zero speed. In this mode the set point adjustment knob controls the proportionality constant. A larger constant is used for physically larger vehicles, while a smaller constant is used for smaller, or more aerodynamic vehicles. A good way to calibrate the constant is to operate the vehicle at a known throttle/speed combination. If the vehicle speed is higher than the desired operating point the constant can be increased, and if the speed is lower, the constant should be decreased. This calibration should be performed in the mid-point of the desired test speed range. Once the constant is established for a given vehicle, it should always be re-used for that particular model.

Computer Control

In Computer control mode the operating control mode, set point, throttle position and Verbose Mode are set from the computer via the serial port. The mode and set point command sequence to be sent from the computer is as follows:

CSSSSS

Where:

C is a character indicating the control mode:

M for Manual

S for Speed

T for Torque

R for Road Load

SSSSS is the appropriate set point



For Example here are several valid mode/setpoint commands:

M123 Manually Sets Load to 12.3%

S12250 Sets Speed control mode to 12250 rpm (Limited to maximum speed @ controller)

T12.34 Set Torque control mode to 12.34Nm

R250 Set Road Load with factor of 250%

For throttle Position control send the following sequence:

PXXXX

Where XXXX is the desired position (0 to 1000 for 0V to 5V)

For Example the following sequence sets the throttle output voltage to 50% (ie. 2.5V):

P500

Verbose mode can be activated from the computer by sending a capital V, and deactivated by sending a lower case v:

V Turns Verbose mode ON

v Turns Verbose Mode OFF

The Alarm mode can be activated from the computer by sending a capital X, and deactivated by sending a lower case x:

X Turns Alarm mode ON
x Turns Alarm Mode OFF

The torque measurement can be Tared (zeroed) by sending a capital Z:

Z Tare the load measurement

Internal Strain Gage Amplifier

This dynamometer controller features an internal strain gage amplifier. This amplifier can be connected to any standard Wheatstone bridge configuration 4-wire strain gage load cell. The amplifier may be bypassed if the load cell does not require further amplification.

Internal Dynamometer Power Supply

This dynamometer controller features an internal power supply providing DC current to the dynamometer coils. Make sure not to exceed the power supply ratings. In general the dynamometer coil resistance should be less than 10 ohms. When operating loads requiring more power, it will be necessary to provide an external power switching device (ie. transistor), which may be triggered from the controller's dynamometer output by running it through an appropriate voltage divider.

Serial Port Data Logging

Along with the controller a "serial port data logging" program is also supplied. This program communicates from any PC via the serial port directly to the dynamometer controller and can display and record the mode specific set point (ie. set speed or torque), dynamometer speed, torque, and dynamometer load (duty cycle). It may require the installation of Agilent VEE driver software, which can be downloaded for free from the appropriate Agilent website. The simple serial port communications protocol can also be reproduced in user defined programs for customization.

The Dynamometer controller can be set up to "broadcast" its data automatically by turning the "Verbose" mode ON. This can be done from the front panel menu in manual mode. When verbose mode is OFF the controller will only send out data in response to a received character "A". This is done on some systems to help synchronize data acquisition. Make sure not to issue the A command to the controller more than once every 250ms.

Controller Setup

From the main menu you can access the setup menus using the right or left arrow keys. Different menus are available for the different modes, as selected by the mode switch. To adjust any of the

parameters use the Up and Down arrow keys. To permanently save changes you make to the configuration use the Up arrow to change the **Save Config?** Value to **YES** then hit the right arrow key to exit the menu.

In Manual mode you can select the over speed and torque limits, and the “Pulses Pre Revolution” for the RPM1 and RPM2 speed signals. If a target wheel has 30 teeth, then the appropriate PPR would be 30. Finally in Manual mode you can set the appropriate position for the decimal in the torque display.

In Speed mode you can adjust the Speed Maximum Set Point, and the Proportional, Integral and Differential gain values for the Speed PID Control. For extended PID resolution denominator factors for P, I and D are also provided. If you want finer resolution, and lower gain on a given factor, increase the appropriate factor.

In Torque mode you again have a the Torque Maximum Set Point and the Proportional, Integral and Differential gain values for the Torque PID Control. For extended PID resolution denominator factors for P, I and D are also provided. If you want finer resolution, and lower gain on a given factor, increase the appropriate factor.

Torque Filter (1 = No filtering, .01 = very heavy filtering)
 Temperature Alarm Switch: Normally Open, or Normally Closed
 Pressure Alarm Switch: Normally Open, or Normally Closed

RPM (Speed Control Mode)

R P M				T O R Q U E				% L O A D							
S	P	r	a	n	g	e	m	a	x	:	>	5	0	0	0

R P M				T O R Q U E				% L O A D							
P	I	D	c	f	g	:	P			I					
s	p	e	e	d		>	0	2	0	0	0	5	0	0	0

R P M				T O R Q U E				% L O A D							
			S	a	v	e	c	o	n	f	i	g	?		
						>	N	o							

In RPM mode the right arrow () will step you through the following values:
 Set Point Range Maximum Value (Highest RPM selectable as Set Point)
 Proportional Gain Constant for Speed PID
 Integral Gain Constant for Speed PID
 Differential Gain Constant for Speed PID
 (do not adjust the Fp, FI and Fd factors)

TORQ (Torque Control Mode)

R P M				T O R Q U E				% L O A D							
0	0	0	0	0	0	+	0	.	0	0	0	0	0	0	0
						>	0	.	1	5	0	0			T R Q

R P M				T O R Q U E				% L O A D							
						+	0	.	0	0	0				
S	P	r	a	n	g	e	m	a	x	:	>	1	9	3	

R P M				T O R Q U E				% L O A D							
P	I	D	c	f	g	:	P			I					
t	o	r	q	u	e	>	0	2	0	0	0	5	0	0	0

R P M				T O R Q U E				% L O A D							
			S	a	v	e	c	o	n	f	i	g	?		
						>	N	o							

In TORQ mode the right arrow () will step you through the following values:
 Torque Calibration Factor
NOTE: actual torque using this calibration value will be displayed on the top line of the display
 Proportional Gain Constant for Torque PID
 Integral Gain Constant for Torque PID

Differential Gain Constant for Torque PID
(do not adjust the Fp, FI and Fd factors)

ROAD (Road Load Mode)

R P M					T O R Q U E					% L O A D							
	0	0	0	0		+	0	.	0	0	0	0			0	0	0
K	>	1	0	0											N	^	2

R P M					T O R Q U E					% L O A D							
		K	f				K	a							K	m	
>	0	0	0	2	0		0	7	5	0	0			0	0	0	0

R P M					T O R Q U E					% L O A D							
			S	a	v	e		c	o	n	f	i	g	?			
								>	N	o							

Kf: Rolling Resistance (friction)
Ka: Speed at which Aerodynamic Resistance becomes 100%
Km: Acellerational Drag (mass)

Load% at a given speed (RPM) is then calculated (approximately) as:
Load% = Kf + 100 x (RPM/Ka)² + Km x (RPM')

Where: RPM' is the differential of the speed (ie. acceleration)

Tuning the Road Load Parameters

A convenient way to “tune” in these parameters for a given vehicle is to measure the low-speed (20 kph) steady state cruise throttle setting, the high speed steady-state cruise throttle setting (60kph or higher) and the time required to reach 60kph from a stand still. First, zero out the Ka (by setting Ka very high, say 20,000rpm) and Km (Km = 0) settings. For the following procedure keep the “Set Point” at 100%. On the dynamometer the set the Rolling Resistance (Kf) to get the same throttle setting at the “low speed” cruise speed throttle setting. Next set the Aerodynamic Resistance (Ka) to get the appropriate throttle setting at the “high speed” cruise speed. Note that a lower Ka value gives a higher load. Finally increase the Acellerational Drag (Km) to get the appropriate zero to 60kph acceleration time. This should give you dyno performance very similar to the road performance. For minor adjustments you can change the “Set Point”. For more load, increase it beyond 100%, for less load decrease it.

COM (Computer Controlled Mode)

R P M					T O R Q U E					% L O A D								
	0	0	0	0	0		+	0	.	0	0	0	0		>	0	0	0
																C	O	M

R P M					T O R Q U E					% L O A D									
			V	e	r	b	o	s	e			M	o	d	e	?			
										>	N	o							

R P M					T O R Q U E					% L O A D								
			S	e	r	i	a	l			M	o	d	e	?			
										>	T	T	L					

R P M					T O R Q U E					% L O A D								
			S	a	v	e		c	o	n	f	i	g	?				
										>	N	o						

Verbose Mode:

On causes controller to output data every 250ms

Off will cause controller to send output data only when an "A" is received on the communications lines

Serial Mode:

Serial inverts the output serial data stream (required for RS232 devices)

TTL does NOT invert the serial data stream (used with WiFi/BlueTooth)

RSV (Reserved Mode)

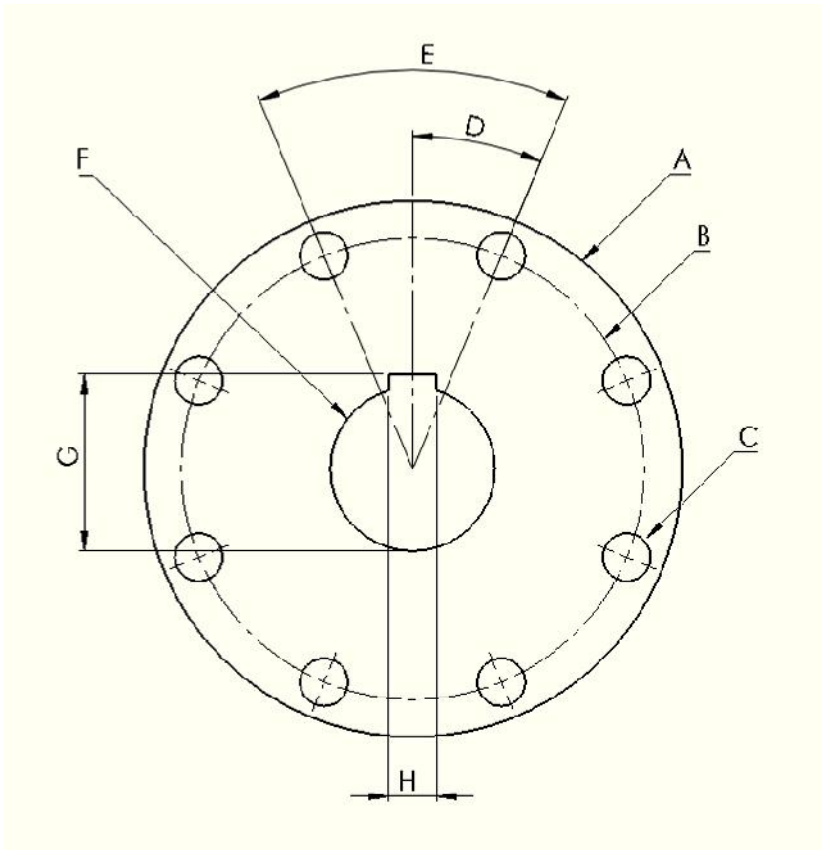
R P M					T O R Q U E					% L O A D									
	0	0	0	0	0		+	0	.	0	0	0	0				0	0	0
P	L	E	A	S	E		S	E	L	E	C	T		M	O	D	E		!

The reserved mode is not available for adjustments.

MECHANICAL DIMENSIONS

Dyno Input Flange and Input Shaft

The prime mover can be connected to the dyno either through the input flange or input shaft. In order to connect through the input shaft, the input flange can be dismantled from the input shaft, and replaced by other coupling. Some shafts use a key and keyway to transfer torque, while others are intended to use taper bush and thus will not have a keyway on the shaft. Related mechanical dimensions for connecting the input flange and input shaft are as follows:



*Dimensions are in mm

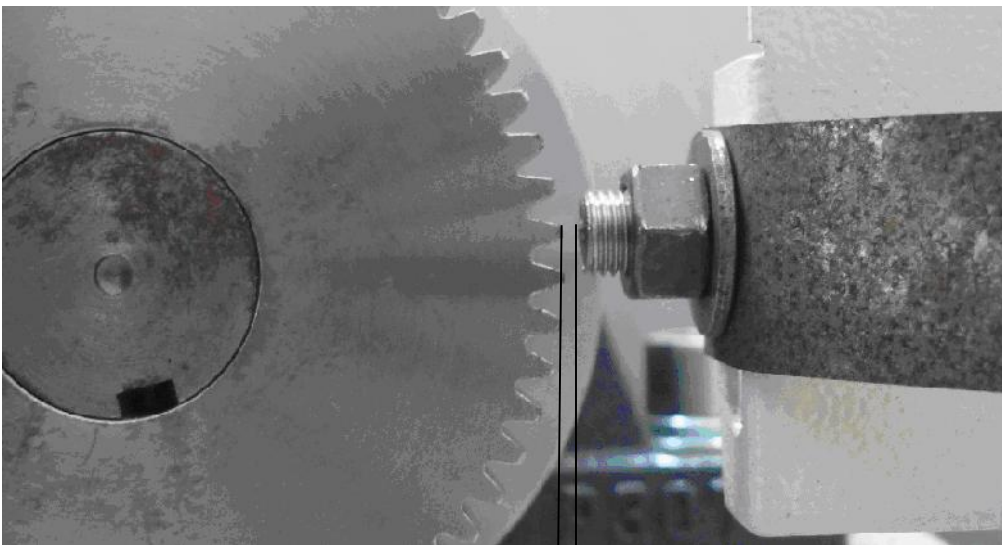
Dyno	A	B	C		D	E	F	G	H
			n	Thread					
AED-20	150	130	8	M12'	22.5°	45°	30	2012 taper bush	
AED-200	180	155	8	M16	22.5°	45°	55	59.3	16

CALIBRATION

Speed Calibration and Adjustment

This dynamometer controller accepts speed signals from most “pulsed” types of speed sensors, including Hall Effect (HE) and Variable Reluctance (VR) sensors. Speed is determined from the frequency of teeth passing the speed pickup. As such the only calibration required is setting the proper number of teeth on the speed target wheel. The standard speed target wheel has 30 teeth, but each dynamometer may have a different number of teeth, so this should be measured. The Pulses Per Revolution (PPR) can be set from the front panel by hitting the right arrow in Speed mode, and following the prompts on the screen. If the speed target wheel is not on the main shaft (engine/motor input shaft, or rollers for chassis dynos) then the number of teeth needs to be multiplied by the gear ratio such that the number of PPR refers to the number of pulses received in one revolution of the *input* shaft. For example if the dyno spins at 2x the input shaft speed, and has 4 teeth, then there will be 8 pulses per revolution of the input shaft, and thus PPR = 8.

To properly read the teeth it is important that the speed pickup be clean, and in close proximity to the target wheel. The gap between the speed pickup tip and the target wheel should be approximately 1mm for VR sensors, and approximately 4mm for HE sensors.

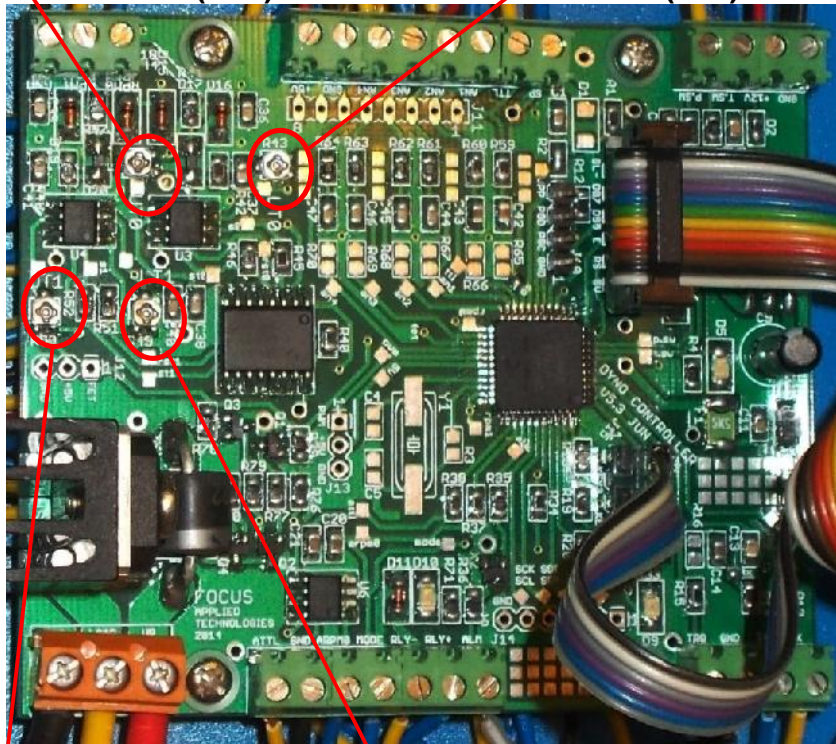


Gap:	0.5mm to 1.5mm for VR type sensors 3 to 6 mm for Hall Effect type sensors
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The speed sensing circuit is a 2-level signal qualification type circuit to eliminate the influence of noise. In order to qualify as a pulse, the voltage of the signal must exceed the UPPER THRESHOLD (UT), and then go below the LOWER THRESHOLD (LT) before the subsequent pulse can be read. Both upper and lower thresholds are adjustable from potentiometers located on the main controller circuit board. RPM1 pots are labeled UT0 and LT0, RPM2 pots are labeled UT1 and LT1. A voltage sensing pad is provided adjacent to the pots to verify the threshold levels, as shown in the image below with a volt meter.

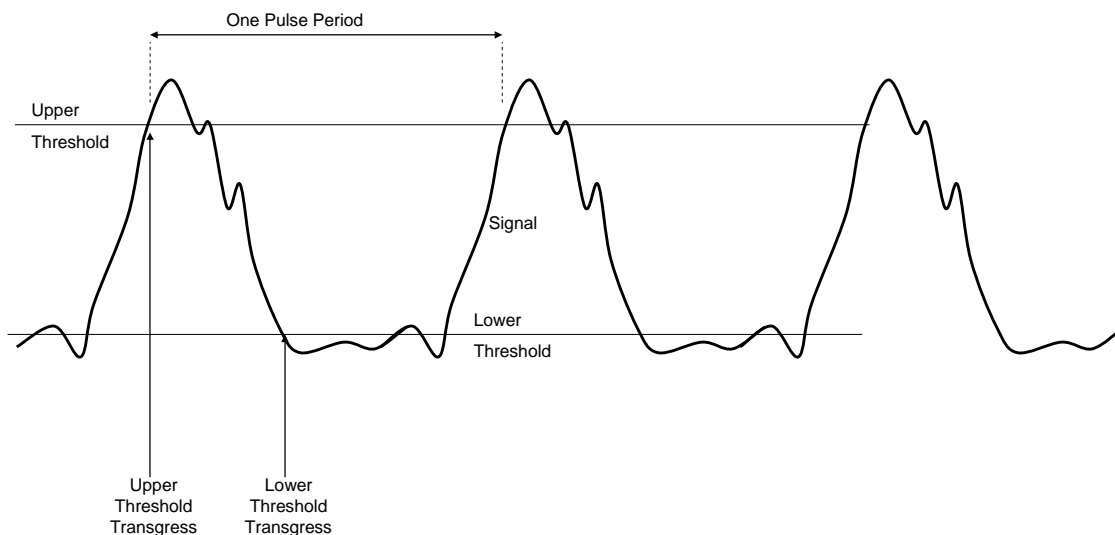
NOTE: The Lower Threshold voltage MUST be LESS than the Upper Threshold voltage to insure proper triggering of the circuit.

RPM1 Upper Threshold (UT0) RPM1 Lower Threshold (LT0)



RPM2 Upper Threshold RPM2 Lower Threshold

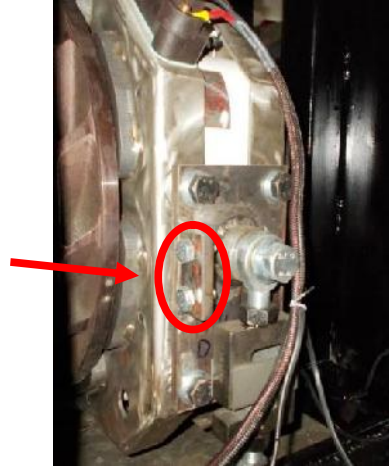
Typically we recommend a lower threshold voltage of 0.1V to 0.4V, and an upper threshold voltage of 0.5V to 1V for most VR sensors. For Hall Effect type sensors, the Lower Threshold Voltage should be ~0.5V above the low-voltage reading of the sensor (eg. about 1V), and the Upper Threshold Voltage should be greater than the Lower Threshold Voltage, and at least 0.5V below the upper voltage reading of the sensor (eg. about 4V).



Torque Calibration

Before calibration the dynamometer should be warmed up, and loaded with a typical load for a few minutes. A calibration arm is provided with most dynamometers. This needs to be mounted to the dynamometer appropriately. Once the arm is loaded the load should be zeroed at the dynamometer controller.

Load cell is mounted to the side of the dyno load unit.
Calibration Arm mount may be in the load cell mount
Or on the opposite side of the dyno load unit.



Simply hit the TARE button on the front panel to zero the torque. Calibration weights can now be added to the cal-arm at the indicated location. This places the weights at a defined radius (**R**) from the centerline of the dynamometer. The torque reading is the torque resulting from a mass **M** is:

$$\text{Torque} = M \times 9.81 \times R$$

Where:

M is the weight of the mass in kg

9.81 is standard gravitational acceleration (m/s²)

R is the radius of the weights from the center of the dynamometers shaft in meters

*NOTE: if measuring the torque on a dynamometer which has a gearing ratio, this needs to be included in the calculation. If the dyno spins at **G** times the input shaft rpm then the torque at the main shaft should be:*

$$\text{Torque} = M \times 9.81 \times R \times G$$

If the front panel torque reading is different from this amount, then the calibration factor must be adjusted. To do this, temporarily turn the dyno current off to avoid overheating) put the mode selector switch in TORQUE mode and go to the front panel menu by hitting the right arrow, and adjust the torque calibration factor up or down as required to get the torque (displayed on the top line) to agree with the actual torque. Re-zero and check the torque once the factor has been adjusted. Generally the calibration only requires small changes, ~1% of the nominal value. If your system requires very large changes after the initial calibration, it may be a sign that the load cell is damaged.

Torque Amplifier Board

In some cases it may be necessary to adjust the Toque Amplifier Board inside the controller. This is generally only required when changing the load cell, or load cell amplifier, or applying a large

offset torque. The amplifier will look similar to the image at right and will have potentiometer adjustments for Zero, Vref and Gain.

Generally the “Zero” pot is adjusted to give a small positive voltage (like 500mV) at the Analog Torque signal line with no load. The Analog Torque Signal line goes from the Torque Amplifier Board to the Dyno Controller Board via a connecting wire, and a ground line. This allows us to measure slightly negative torques without saturating the DAQ at 0V. The GAIN pot adjusts the gain of the amplifier. This can be adjusted so that the maximum expected torque will give a voltage of say 4V. If the Torque Amplifier Board is adjusted, then the Torque must be re-calibrated as stated in the section above. Be sure to avoid increasing the gain so much that the output saturates, as this will cause non-linearity’s, and inaccurate torque readings.

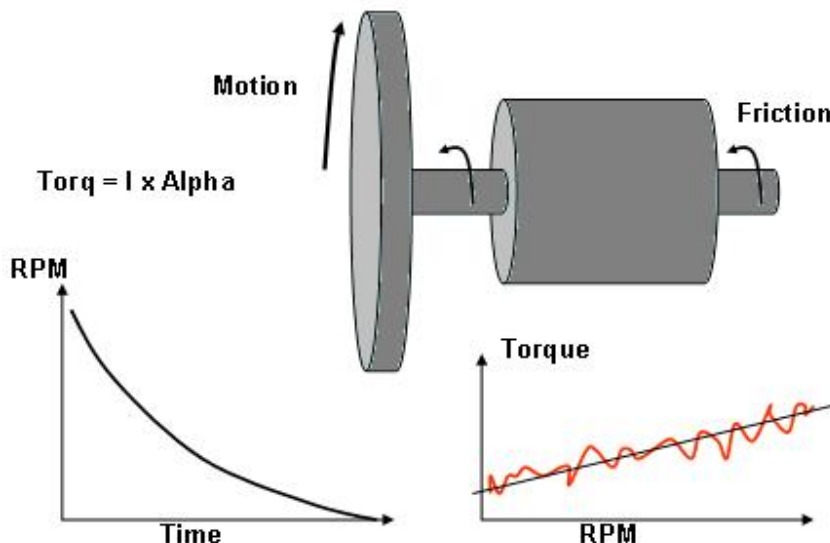


Each dynamometer should have a designated calibration weight loading point, or calibration “arm”. The radius **R** from the centerline of the dynamometer to the loading point is a critical dimension, and should be marked on the calibration arm.

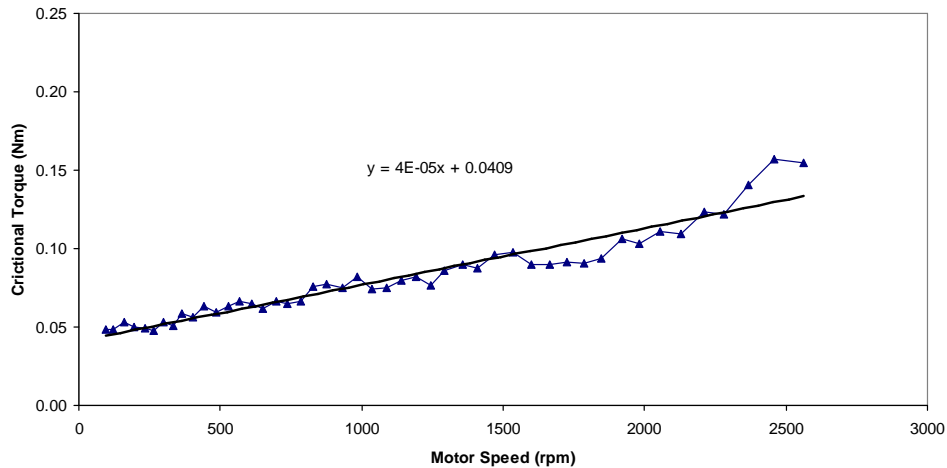
Friction Calibration

The Friction Offset (in Nm) and Factor (in Nm/rpm) are used to compensate for any frictional loads which are unmeasured by the dynamometer. This is often the case in chassis dynamometers where the rollers and Dyno may have 4 or more large bearings applying friction to the roller which is not measured by the dyno. These factors are usually measured warm by allowing the dynamometer to spin to rest from a high speed. Analysis of the “spin down” velocity can be converted into Torque vs. Speed, and converted into the appropriate frictional compensation factors.

During “spin down” the inertia is decelerated by friction from bearing, windage. We can measure the speed profile, and calculate the deceleration to determine the friction.



NOTE: Be sure to fully warm up the dyno (and bearings) before measuring the bearing friction! Friction is strongly affected by temperature (cold bearings giving 2 or 3 x higher friction).



There will be some changes in the friction of bearings belts and gearboxes, most notable the external "pillow block" type bearings. This generally happens over 10's -100's of hours of operation, and once the bearings are "warn in" they tend to be pretty consistent. We recommend re-calibrations (or at least checking the frictional correction) at 10 hours, 50 hours, 200 hours and then every 500 hours of operation after that, or any time a belt, bearing or lubrication is changed.

Frictional factors can be adjusted so that an unpowered spin down of the fully warmed dynamometers reads approximately zero power during the coast down to stop. When the Inertia and friction are correctly calibrated, they cancel each other during an unpowered spin down of the dyno.

This is best performed with a "clutch-able" power source: ie. you don't want the inertia or the friction of the power source (ie the engine motor or tractor) to influence the spin-down of the dyno. The Friction Offset and Linear Factor can be automatically calibrated during an un-powered spin down, assuming no additional drag from the prime mover.

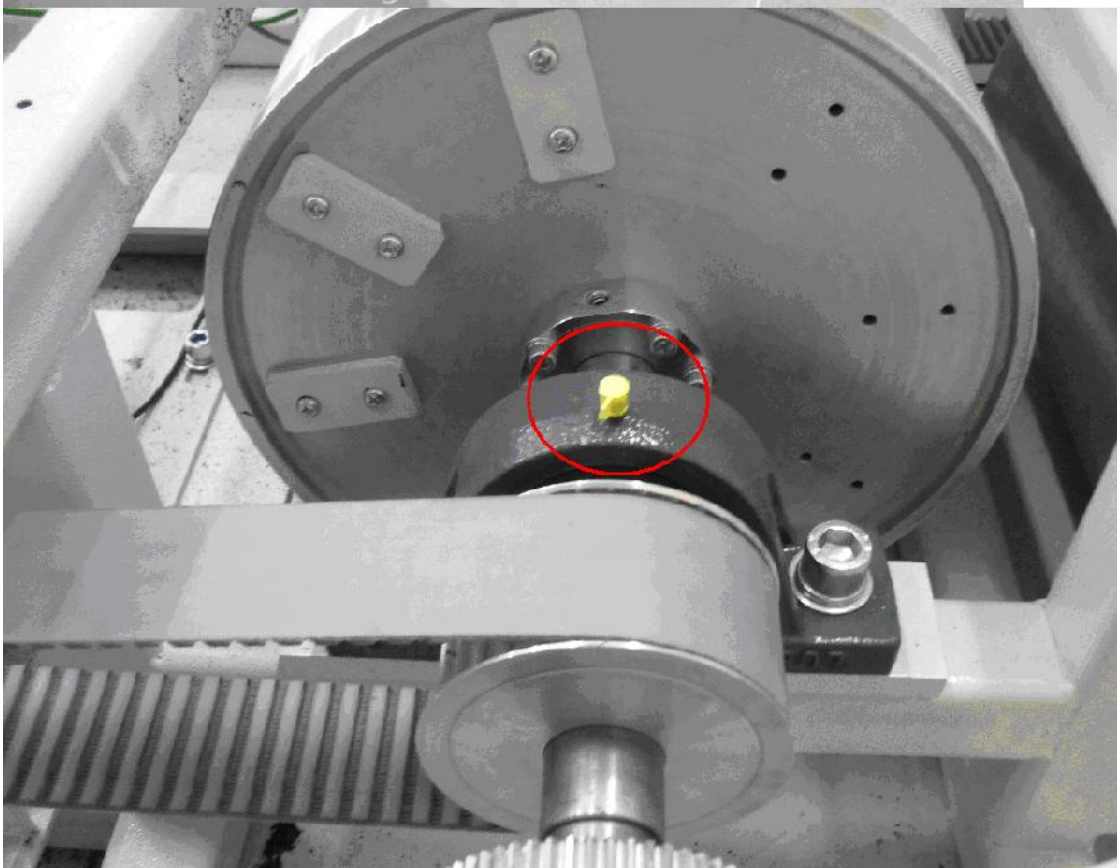
MAINTENANCE GUIDE

Most dynamometers are designed to require relatively little maintenance once properly setup, however there still are a few items that require periodic checking and maintenance. Roller bearings require greasing annually, and any belts require periodic tensioning, and may eventually require replacement. Each of these is described separately below.

Roller Bearings

Roller bearings have a nipple at the top for addition of grease (red circle in foto below). Fresh grease needs to be applied periodically. This can be added with a grease gun by clipping the grease gun to the nipples and delivering a few pumps. This should be done once each year, or every 300 hours of operation.

CAUTION: Do not add so much grease that it leaks from the bearings seals.



Gear Box

On some systems there may be a gear box to adapt the input shafts speed and torque to the dynamometers speed and torque. For the large industrial gear boxes we recommend ISO 220 grade or SAE 140 grade gear oil. The gear box should be filled to the lubricant viewing window. Gear box temperature should not exceed 100C. When operating consistently above this temperature it may be necessary to switch to the next higher lubricant viscosity.

For automotive transmissions, use the appropriate lubrication for that make and model of gear box.

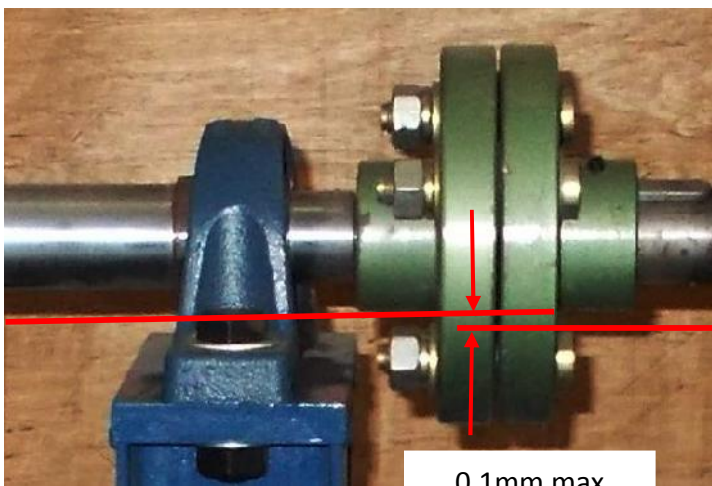
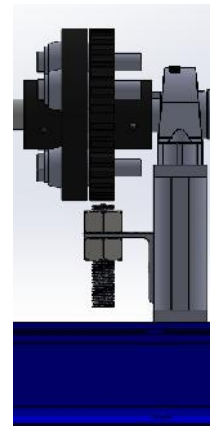
Oil should be changed after the first 150 hours of operation, then every 750 hours after that. Change more frequently if operating at higher temperatures.



Shaft Couplers

Shaft couplers are used to compensate for the inherent misalignment between rotating shafts. Generally these couplers consist of a flange at the end of each shaft connected by a pliable or compressible medium, such as rubber bushings. These bushings compress when transferring torque between the shafts, and insure there is no metal-to-metal contact between the coupler halves. As the bushings wear, they become thin and must be replaced before metal-to-metal contact occurs as this will cause shock loading of the couplers, and may result in fatigue failure and/or wear of the couplers and shafts.

When connecting shafts, be sure that the shafts are well aligned to prevent premature wear of the bushings. The shafts should be aligned to within 0.1mm of each other radially. This can be checked with a micrometer mounted to one shaft and measuring the relative position of the 2nd shaft, while the 1st shaft is rotated.



When properly aligned there should be slight free play between the two coupler halves as the shafts are rotated through 360 degrees. If the shafts or coupler binds, then it is probably misaligned and should be adjusted. Another simple check is to place a straight edge on the top of the two couplers to check their alignment in the vertical plane. This should be checked at 90 degrees as well to check the alignment in the horizontal plane.

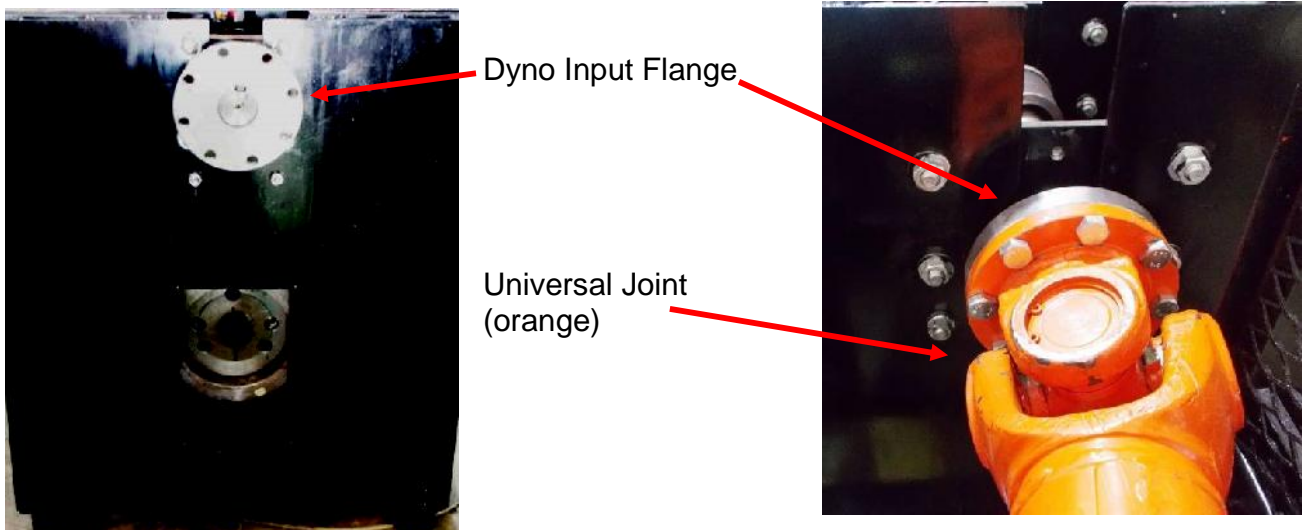
The two coupler halves should be separated by a gap of 0.25 to 0.75mm in the axial direction. Finally insure that all the set screws and bolts are securely fastened so that the couplers do not move with respect to their shafts.

Rubber bushings are present between the bolts and the “free” half of the coupler. Make sure these bushings are in good condition. If they are worn they must be replaced to prevent metal-to-metal contact which will quickly fatigue fail the coupler.

Universal Joint Shafts

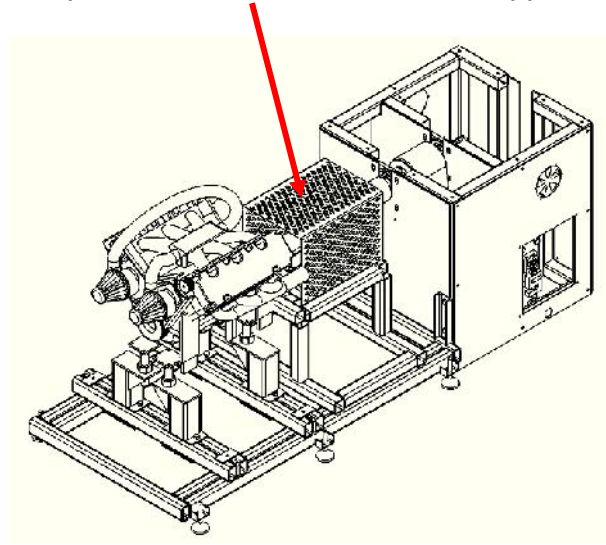
Universal Joints make it easy to couple the engine and dyno without need for careful alignment. The U-Joint should be at an angle of 1 to 3 degrees to the horizontal. One flange bolts directly to the input shaft flange on the dynamometer. The other end should bolt to an adapter plate on the flywheel of the engine being tested.

Make sure that all bolts are fastened tightly.
The shaft should be checked for play or loose bearings.
Check that the flange is securely fastened to the shaft, and the set screws are tight.



WARNING: A Shaft Guard should ALWAYS be in place when using Universal Joint Shafts. When the shafts fail, they will swing outwards, and can kill or maim people in the proximity.

Shaft Guard is required on Universal Joint Shaft Application for safety

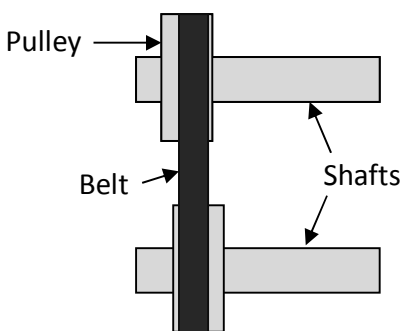


Belt Tension and Alignment

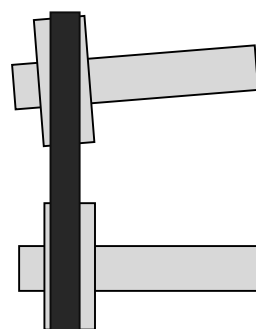
In some dynamometers a belt is used to couple two or more shafts which are not co-axial. When using a belt it is important that the sprockets are securely fastened to the shafts, and all set screws are tight.

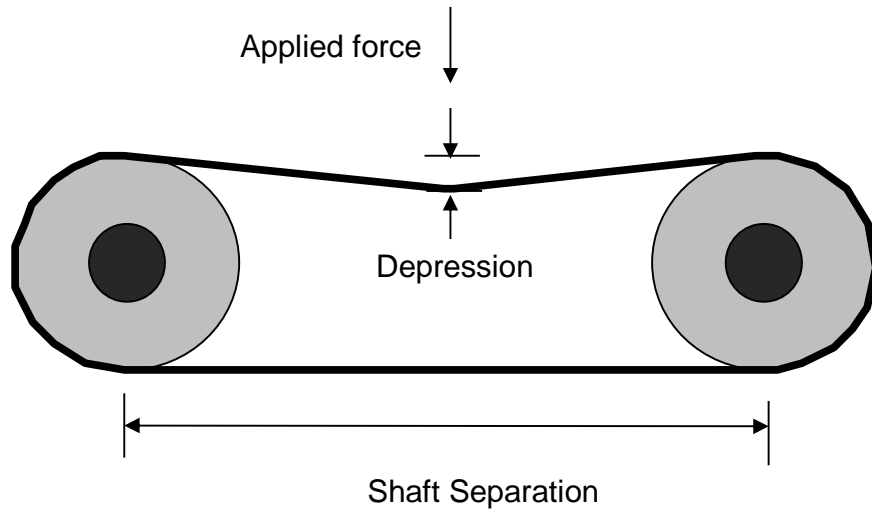
The pulleys need to be aligned so that they are in the same plane, as any misalignment will stress the belt, and cause premature wear of the belt and pulleys. Additionally the two shafts must be as parallel as possible to eliminate “belt creep” to one side or the other. Then the belt tension should be properly adjusted as well. The belt manufacturer’s installation manual should be read thoroughly and follow all detail instructions, this section is only intended to give simplified instructions which doesn’t cover all aspects. Specs from the belt manufacturer Optibelt are summarized as follow:

Poor Pulley Alignment:



Poor Shaft Parallelism:





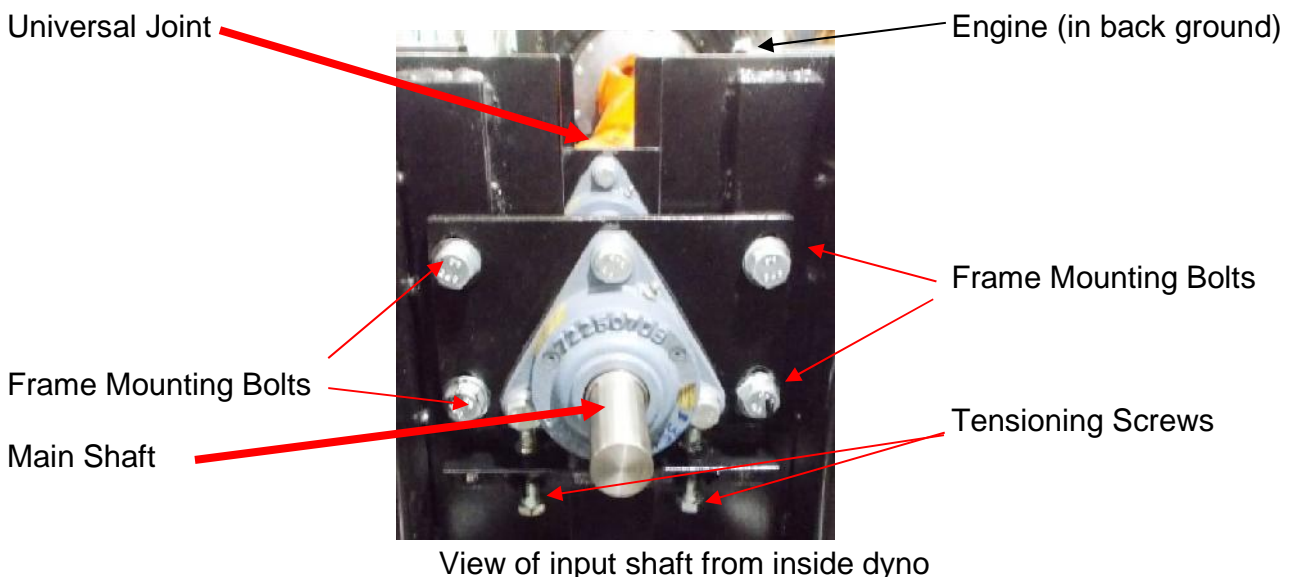
Belt tension

Dyno	Belt	Applied Force (N)	Depression (mm)
AED-20	1256 8M HP 60	200	7.5
AED-200	1610 14M HP 170	800	9.5

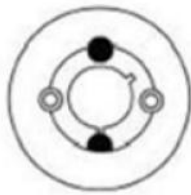
Belt parallelism alignment

Belt width (mm)	Angle deviation
25	$\pm 1^\circ$
> 25 50	$\pm 0.5^\circ$
> 50 100	$\pm 0.25^\circ$
> 50	$\pm 0.15^\circ$

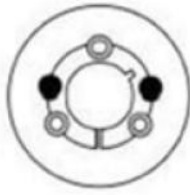
Aligning of the shafts and tensioning of the belt is accomplished by adjusting the height of the bearing blocks in the frame. The bearings are mounted to plates with oval slots milled for the frame mounting screws. The Frame Mounting screws can be loosened, and shaft alignment adjusted up or down as required to tension the belt and align the shaft. In some cases there may be Tensioning Screws mounted to help move the bearing plate. Turning these screws will raise or lower the bearing plate. Once it is aligned the frame mounting bolts should be tightened.



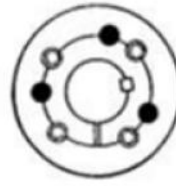
Taper Bush



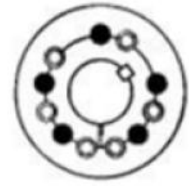
1008 to 3030



3535 to 6050



7060 to 10085



120100

Some system uses taper bush for power transmission, instead of using a keyway and key. The taper bush requires correct installation to function properly. Installation is as follows:

1. The taper bush, shaft, bore of the hub in which the bush is to be installed need to be cleaned thoroughly, removing all dirt, metal fillings, grease and oil. All surfaces are free from burrs, and ensure the bushing has no sign of cracking.
2. Place the bushing into the hub and match holes on hub with holes on the bushing. Each hole will be threaded on one side only.
3. Oil threads and under the head of the cap screws. Then place the screws loosely into the holes that are threaded on the hub-side.
4. Ensure that the taper bush is free in the hub, then slip the assembly onto the shaft to the desired position. Insert key into the shaft keyway. Ensure there is an air gap between the top of the key and the bushing keyway slot. This will prevent cracking of the bush.
5. Screw should be tightened alternately and evenly until all screws are pulled up and the bushing is square into the hub.
6. Using a block or sleeve, against the large end of the taper lock help avoid damage to the bushing. Lightly tap against the bushing to ensure it is seated squarely. The screws are then tightened further. A torque wrench is used to tighten the screws alternately and evenly until they are all to the recommended torque setting.
7. Repeat this alternate hammering and screw tightening until the specified torque is achieved and no longer requires tightening following hammering.
8. **IMPORTANT:** After a period of running under normal conditions, it is suggested that the application be reviewed to ensure the torque settings of the screws are accurate, and do not need re-tightening.
9. Fill the holes that are not used with grease or silicone sealant to prevent them from filling with dirt and/or rust.

Removal of a taper bush is as follows:

1. Remove all screws. Oil threads and under the head of the cap screws.
2. Insert screws into the holes that are threaded on the bushing side.
3. Tighten the screws alternately until the bushing is loosened in the hub. If the bushing does not loosen immediately, tap on the hub to assist removal.

Recommended tightening torque from taper bush manufacturer Optibelt is attached below for references:

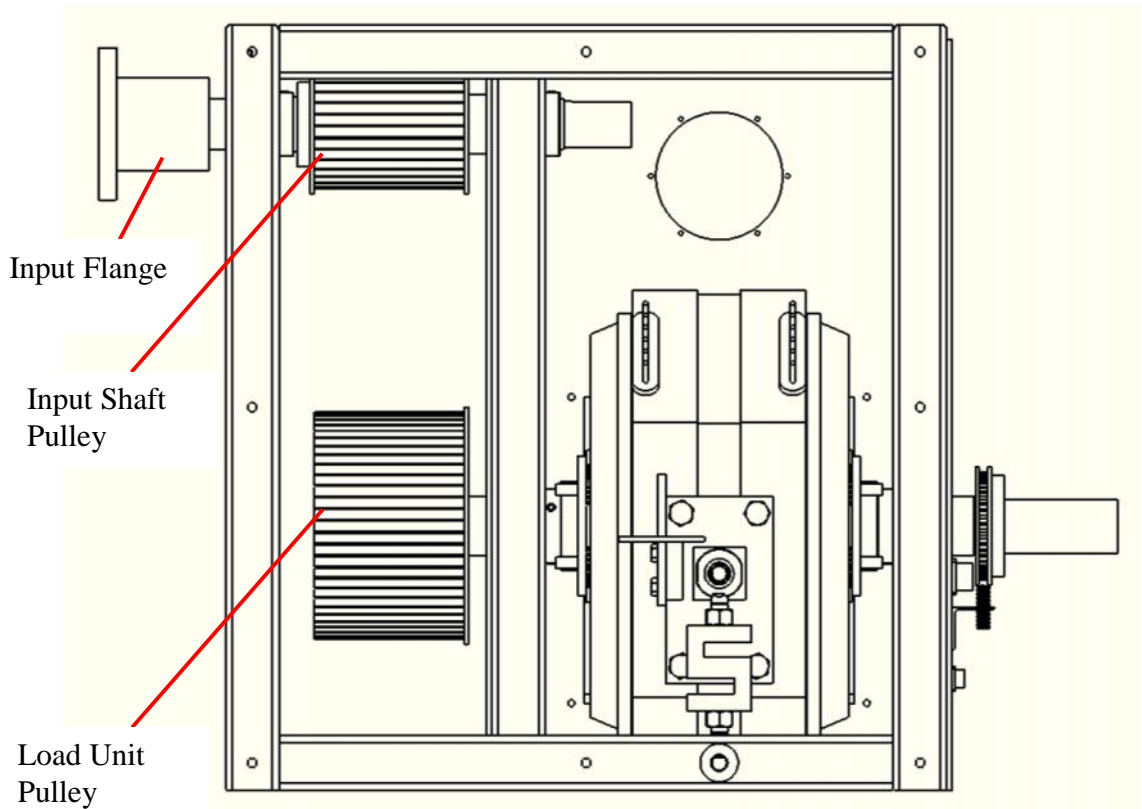
Taper bushes with metric bore, keyway to DIN 6885 part 1																
	Taper bush										Material: EN-GJL-200 – DIN EN 1561					
	1008	1108	1210	1215	1310	1610	1615	2012	2517	3020	3030	3525	3535	4040	4545	5050
Bore diameter d ₂ [mm]	10	10	11	11	14	14	14	14	16	25	35	35	35	40	55	70
	11	11	12	12	16	16	16	16	18	28	38	38	38	42	60	75
	12	12	14	14	18	18	18	18	19	30	40	40	40	45	65	80
	14	14	16	16	19	19	19	19	20	32	42	42	42	48	70	85
	15	15	18	18	20	20	20	20	22	35	45	45	45	50	75	90
	16	16	19	19	22	22	22	22	24	38	48	48	48	55	80	95
	18	18	20	20	24	24	24	24	25	40	50	50	50	60	85	100
	19	19	22	22	25	25	25	25	28	42	55	55	55	65	90	105
	20	20	24	24	28	28	28	28	30	45	60	60	60	70	95	110
	22	22	25	25	30	30	30	30	32	48	65	65	65	75	100	115
	24▲	24	28	28	32	32	32	32	35	50	70	70	70	80	105	120
	25▲	25	30	30	35	35	35	35	38	55	75	75	75	85	110	125
		28▲	32	32		38	38	38	40	60		80	80	90		
						40	40	40	42	65		85	85	95		
						42▲	42▲	42	45	70		90	90	100		
								45	48	75						
								48	50							
								50	55							
								60	60							
Hexagon socket screws [inch]	1/4 x 1/2	1/4 x 1/2	3/8 x 5/8	3/8 x 5/8	3/8 x 5/8	3/8 x 5/8	3/8 x 5/8	7/16 x 7/8	1/2 x 1	5/8 x 1 1/4	5/8 x 1 1/4	1/2 x 1 1/2	1/2 x 1 1/2	5/8 x 1 3/4	3/4 x 2	7/8 x 2 1/4
Tightening torque [Nm]	5.7	5.7	20	20	20	20	20	31	49	92	92	115	115	172	195	275
Bush length [mm]	22.3	22.3	25.4	38.1	25.4	25.4	38.1	31.8	44.5	50.8	76.2	63.5	88.9	101.6	114.3	127.0
Weight at d _{2 min} [≈ kg]	0.12	0.16	0.28	0.39	0.32	0.41	0.60	0.75	1.06	2.50	3.75	3.90	5.13	7.68	12.70	15.17

From 3525: Hexagon head screw ▲ These bores have shallow keyways.

Shallow keyways for taper bushes

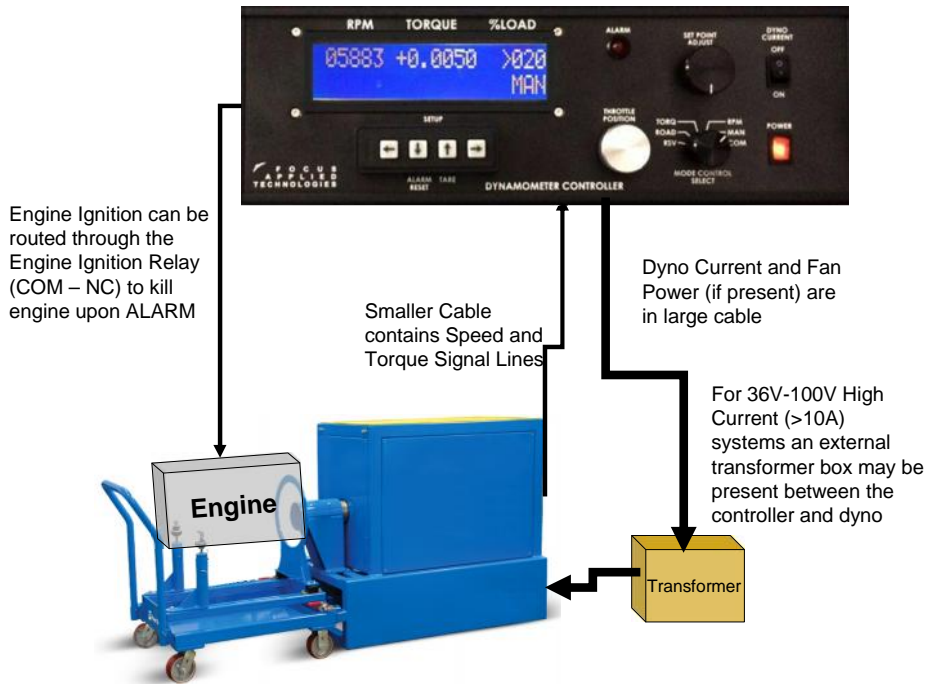
Bore diameter d ₂ [mm]	Keyway width b [mm]	Keyway depth t ₂ [mm]	Bore diameter d ₂ [mm]	Keyway width b [mm]	Keyway depth t ₂ [mm]
24	8	2.0	28	8	2.0
25	8	1.3	42	12	2.2

Taper bush are used in dyno are as follows:



Dyno	Taper bush location	Taper bush type
AED-20	Input flange	2012, 30mm bore
	Input shaft pulley	1615, 42mm bore
	Load unit pulley	3020, 42mm bore
AED-200	Load unit pulley	4040, 65mm bore

EXTERNAL WIRING DIAGRAM



NOTE:

- 1) Not all dynamometers have an external Transformer Box, this is only used on low voltage (36-100V) high current (>10A) systems.
- 2) Some air cooled dynamometers may have a large blower, small internal fans, or both. Water cooled dynos also require an external source of cooled water.

The Controller should be powered from a clean AC line power source with good earth grounding. For added safety it is recommended to use a “Ground Fault Interrupt” type breaker (which trips if more than a few 10’s of milliamps are shorted from either line or return to ground).

The Dynamometer +/- power lines are connected to the “Dyno In” lines on the dynamometer with power cables rated for twice the maximum dyno current.

WARNING: Both the Dyno+/- control lines may have high voltages on them and can cause shocks or electrocution if handled improperly! Always use appropriate cautions when using/installing the dynamometer.

WARNING: The Dyno +/- control lines will stay energized for some time after the power is shut off. Allow the controller 10 minutes to discharge the internal capacitor and check the voltage levels before contacting these wires.

The speed pickup is connected to the appropriate inputs via a shielded co-axial cable. This signal is non-polar and should be approximately 2 to 30V AC depending on the speed and proximity of the sensor to the speed target wheel.

Variable Reluctance Speed sensors connect between ground and RPM1. Hall Effect sensors require +5V from Excite+ as well. Colors may vary, but are typically one of the following:

Connection	Loose HE Sensor	HE Sensor in Harness
RPM1	Black	Yellow
Ground	Blue	Grey
Excite+	Brown	Brown

The load cell amplifier is connected to the appropriate connections on the dyno controller, typically the wire colors will be as follows:

RED	Excite+ (either 5 or 10V DC)
BLACK	Excite – (Ground)
YELLOW or WHITE	Signal +
ORANGE or GREEN	Signal -

Serial port communications are via RS232: 9600 baud, No parity, 1 Stop bit. The cable should be a “straight through” cable connecting pins 2, 3, and 5 at both ends. In noisy environments a grounding line may be required between the controllers ground, and the computers frame ground. The data from the controller will be decimal coded ACSII number for the speed, torque and other data separated by a space and terminated by a linefeed/carriage return. The controller will send data 4 times a second in Verbose mode, or respond to a “A” character ping.

Connector

Most of the systems use standard wiring connectors for quick connect/disconnect and to avoid wiring error. The connectors used and the pin assignments are as follows:

1. Dyno load current
Connector type: WS32 - 4pins



- 1 - Dyno +
- 2 - Dyno -
- 3 - AC (Live)
- 4 - AC (Neutral)

*refer to number marking on connector for pin location

2. Dyno sensor signal
Connector type: GX20 - 8pins



Load Cell

- 1 - EXC+ (red)
- 2 - SIG- (white)
- 3 - EXC- (black)
- 4 - SIG+ (green)

Speed Sensor

- 5 - GND (grey)
- 6 - 5V (brown)
- 7 - RPM1 (yellow)
- 8 - Not connected (blue)

*refer to number marking on connector for pin location

3. Dyno load command signal
Connector type: WS20 – 4pins



- 1 - RSV 1 (12V+)
- 2 - Load Signal
- 3 - Ground
- 4 - No Connect
- Body - Earth

*refer to number marking on connector for pin location

PID TUNING GUIDE

Tuning PID controllers for best operation can be difficult to the novice. For that reason we have included this simple PID tuning guide. It can be used with both the Speed and Torque control modes, although the examples below are for given speed mode.

Proportional Gain Tuning

To start with set the Integral and Differential (K_i and K_d) gains to zero.

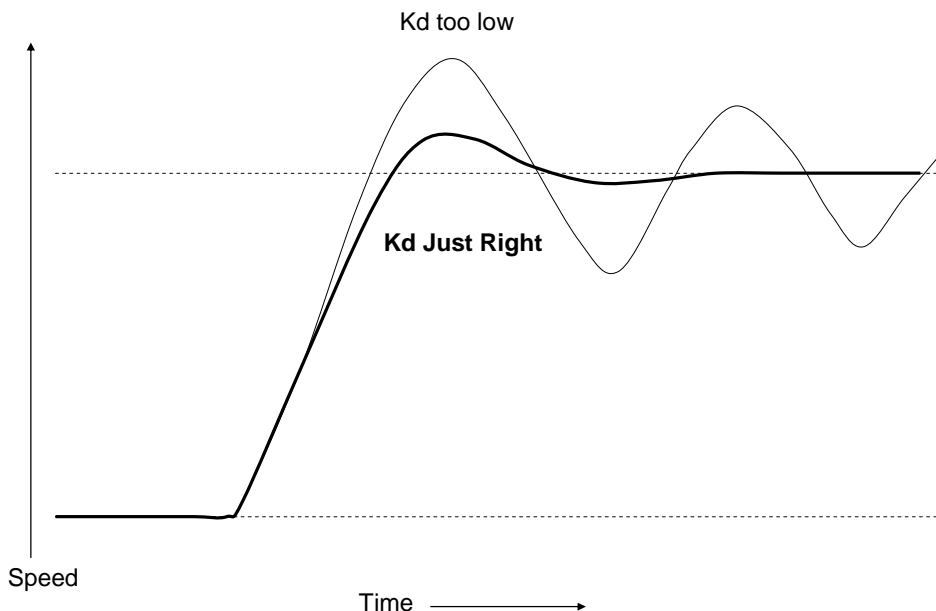
Start with the Proportional gain (K_p) at some nominal value, for example 20.

Operate the system at a mid-range set point and throttle, eg. perhaps a set point of 3000 rpm and 25% throttle for an automotive engine.

Increase the proportional gain until the system goes unstable, ie. until it begins to oscillate beyond an acceptable range, eg. the engine may begin to oscillate from 2500 rpm to 3500 rpm. This proportional is too high for use without differential gain to compensate, so reduce the proportional gain to half of its unstable value. This should be a good value for the proportional gain. Proceed to tune the differential gain.

Differential Gain Tuning

Once proportional gain has been set, you can establish a reasonable value for the differential gain by performing “steps” and observing the overshoot. For example with an automotive engine operating at 25% throttle, you could get the system to run smoothly at 2500 rpm, then suddenly change the set point to 3500 rpm. It is likely that with higher values of proportional gain, the actual speed will overshoot the set point (eg. the engine may operate at up to 4000 rpm before settling close to 3500rpm). Increase the differential gain (K_d) until this overshoot is minimized. You may not want to completely eliminate overshoot, but K_d should be increased until the system does not oscillate more than one full cycle before stabilizing (ie. overshoots a bit, followed by less undershoot, then converges to the desired set point) as shown below



Integral Gain Tuning

Integral gain is used to eliminate the persistent steady state error, once a system has stabilized. In some systems, such as an internal combustion engine coupled with an eddy current

dynamometer, integral gain may not be required at all. Integral gain should be used sparingly, as excessive integral gain will almost always make a system go unstable. Again operate the system at a nominal operating point, such as 3000rpm and 25% throttle. If the steady state error is consistent, eg. the system operates at 2950rpm and won't converge to 3000 rpm even after a minute, then increase the integral gain (K_i) slowly, until the steady state error is reduced to an acceptable level. You should wait for say 30 seconds after each increment of K_i to make sure the system has time to stabilize with the new gain.

Final Checking

Once you have established a reasonable value for K_p , K_i and K_d , write them down. Now operate the system at various speeds and loads, performing large steps, to insure the system is still stable. If it exhibits instabilities, try reducing K_i , K_p , and perhaps increasing K_d (one factor at a time) until it performs acceptably under all conditions.

If the rate of convergence to a new set speed is too slow, you may want to increase the K_p . K_d may also require adjusting to achieve an acceptable rate of convergence with minimal overshoot.

When you have the final values, again write them down with a description of the system, and burn them to memory of the controller, by setting **SAVE CONFIG?** to **YES**.

Online PID Tuning Resources

For additional help in tuning PID systems you can refer to the following on-line resources:

http://en.wikipedia.org/wiki/PID_controller

http://www.eq.ufrj.br/links/h2cin/eqe768/AULA_3/Melhor%20Sintonia.pdf

TROUBLE SHOOTING GUIDE

If you encounter problems with the dynamometer, there are some simple tests and checks you can perform to help you track down the source of the problem. A dynamometer and controller is a complex system, and very often problems are related to improper external wiring or usage of the controller. The following simple tests should help you diagnose what is wrong with the system and correct it.

DYNAMOMETER POWER TEST

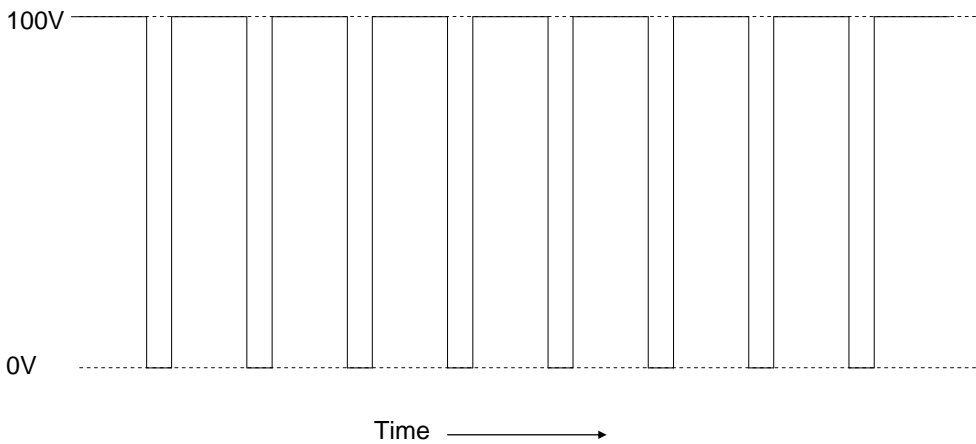
Apply power to the Dynamometer Coils. This can be done by directly running power in (ie. connecting to a 12V battery or power supply) or by placing the dynamometer controller in manual mode and setting it to 20% load. The shaft of the dynamometer should have significant resistance to rotation. Remove the power from the dynamometer coil and the shaft should spin freely. If applying power to the dynamometer coils does not result in a loaded shaft than either the rotor (dyno coil lines in an eddy current dyno) or the stator (dump load lines in a generator type dynamometer) are open circuited. Disconnect the dynamometer and check the resistance across both sets of lines. The Dyno Coils should have a resistance of between 10 and 100 ohms. The dynamometers stator (the wires going to the Dump Load) lines should have a resistance below 20 ohms when disconnected from the dump load. The Dump Load should have a resistance of between 5 and 50 ohms. If any of these are out of specification the dynamometer will not be able to apply the appropriate load to the shaft.

DYNAMOMETER CONTROLLER POWER TEST

Apply a load to the Dynamometer Coil Output: a 1000 ohm, 10W power resistor can be used to simulate the coil load. In Manual Mode you should be able to see a signal on the Dynamometer Coil Output lines. At low load the DC voltage across the load should be near zero, and should go up to the rated transformer voltage at full load. This can be measured with either a volt meter, or on an oscilloscope. At 20% load you should see a wave form similar to that shown below on the **Dyno -** line.

WARNING: The voltages on the Dyno+ and Dyno- lines can be dangerously high, make sure to wear appropriate protective equipment, and do not contact the lines with your fingers.

Voltage of Dyno – (with reference to ground)



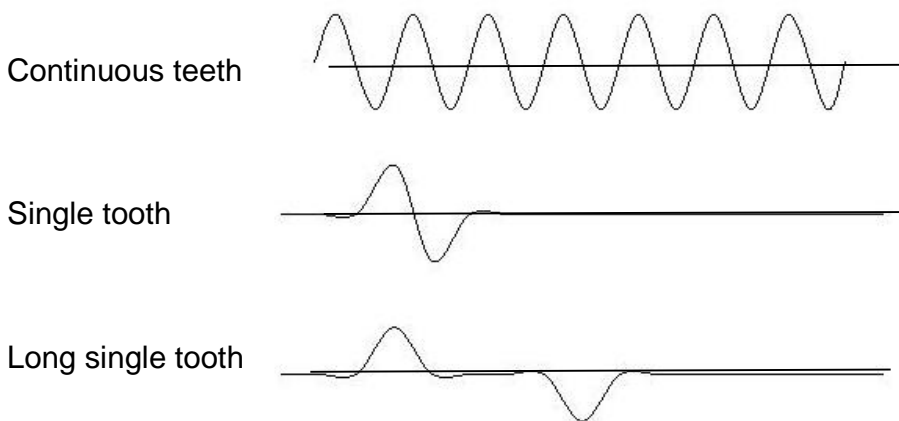
The diagram above depicts a 100V power supply. The actual upper voltage of your system may be different, but is typically 50 to 100V. If you get this DC voltage, then the power supply, power switching transistor and controller are all working properly. If you do not, try resetting the circuit breakers, checking wire connections, making sure the external transformer (if present) is powered on and try again. If everything else is in order, but the dyno lines still have no power, than the power circuit may be damaged. Contact Focus for appropriate action or guidance.

SPEED SIGNAL TEST

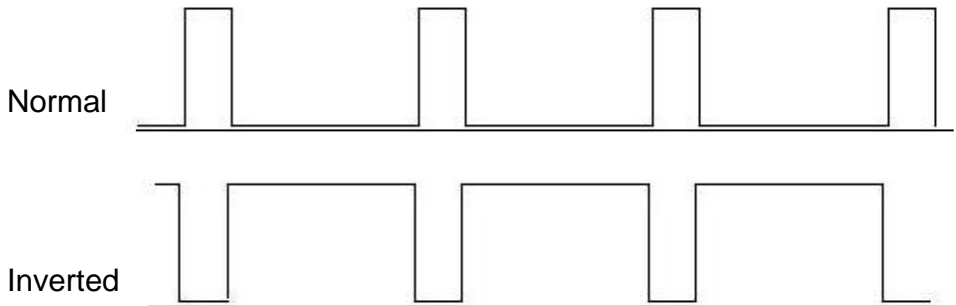
The speed signal must have sufficient amplitude to trigger the speed sensing circuitry. Typically this will require a zero-to-peak amplitude of at least 0.5V, and a lower voltage of <0.1V. For accurate speed measurements, the signal should not have any noise exceeding this threshold. With the dynamometer spinning the speed pickup signal can be viewed on an oscilloscope. The signal should look like one of those shown below. If you have a good speed signal, but are not reading the RPM on the dynamometer controller, than either the sensor is not hooked up right to the controller, or the threshold levels have been set improperly.

These idealized signal waveforms are provided as a reference for trouble shooting purposes.

Variable Reluctance type Speed Signal



Hall Effect type Speed Signal



NOTE: Some Hall type sensors may not go all the way to 0 volts. This may require raising the Upper Threshold (UT) and Lower Threshold (LT) levels to properly read. Make sure that UT voltage is greater than the LT voltage.

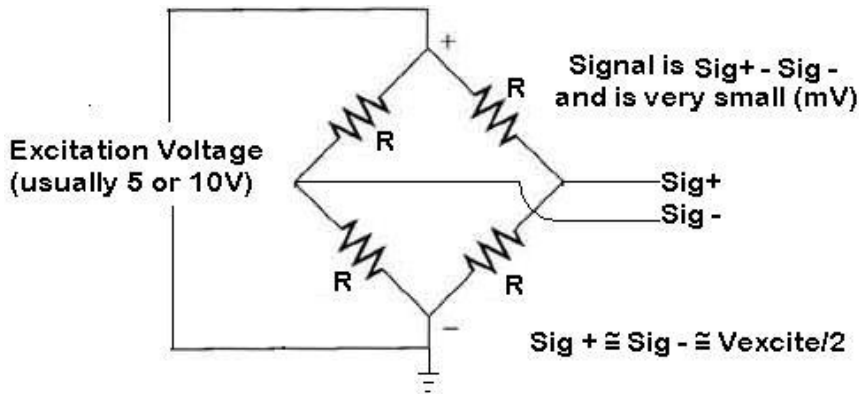
LOAD CELL TEST

The load cell and amplifier can easily be tested together by observing the voltage (amplifier output present at the Torque output terminals on the back of the controller) while changing the load on the load cell. Unloaded, the amplifier should have a small DC voltage (the “zero voltage”). As load is applied this voltage should increase linearly proportional to the applied load. If the voltage *decreases* when applying load in the nominal loading direction, reverse the **Sig +** and **Sig –** lines on the amplifier; this will cause the voltage to increase with applied load. When the load is removed the voltage should decrease back to the initial “zero voltage”. If the assembly does not behave as indicated, it is likely that there is a problem with the load cell wiring, and you should proceed to the following “Load Cell Trouble Shooting” section.

The maximum Torque voltage at the back of the controller is about 5V. Above this load the amplifier is saturated, and will no longer respond to increasing torque. If you wish to read higher torques, then the load cell amplifier gain must be decreased, and the torque will have to be re-calibrated. See the above section on torque calibration for more information.

LOAD CELL TROUBLE SHOOTING

The amplifier in this unit is designed to work with standard Wheatstone bridge configuration 4-wire load cells with resistance **R** between 100 and 500 ohms.



The excitation voltage (**Excite +** relative to **Excite -**) is either 5 or 10V depending on the amplifier. When functional the **Sig +** and **Sig -** lines should both be at approximately $\frac{1}{2}$ the excitation voltage. Connecting a voltmeter (set to the DC mV scale) between **Sig +** and **Sig -** you should see a very small voltage (a few mV) which changes linearly with load. If the excitation voltage is properly applied, and you do not get a repeatable and linear change in the **Sig +** to **Sig -** voltage, it is likely that your load cell is either improperly hooked up, one of the leads is broken, or the load cell itself is damaged.

The most common problems associated with strain gages are:

- 1) Disconnected Leads – One of the wires is not properly connected
- 2) Shorted Leads – One or more of the leads is shorted together or to a shield ground
- 3) Internal Connection Breakage – One of the wire bonds to the actual strain element is broken

Any one of these faults may lead to signal drift, noise, no signal or signal pegged high or low. If your system is exhibiting these faults, you should check the resistance of between the leads and compare them to the table below.

LOAD CELL RESISTANCE MEASUREMENTS

<u>Leads</u>	<u>Resistance</u>
Excite + to Excite -	R
Sig + to Sig -	R
Excite (+ or -) to Sig (+ or -)	$3R/4$
Shield to any other lead	Infinite

If you do not get a consistent R, $3R/4$ reading than the load cell may be damaged.

COMMUNICATIONS TROUBLE SHOOTING

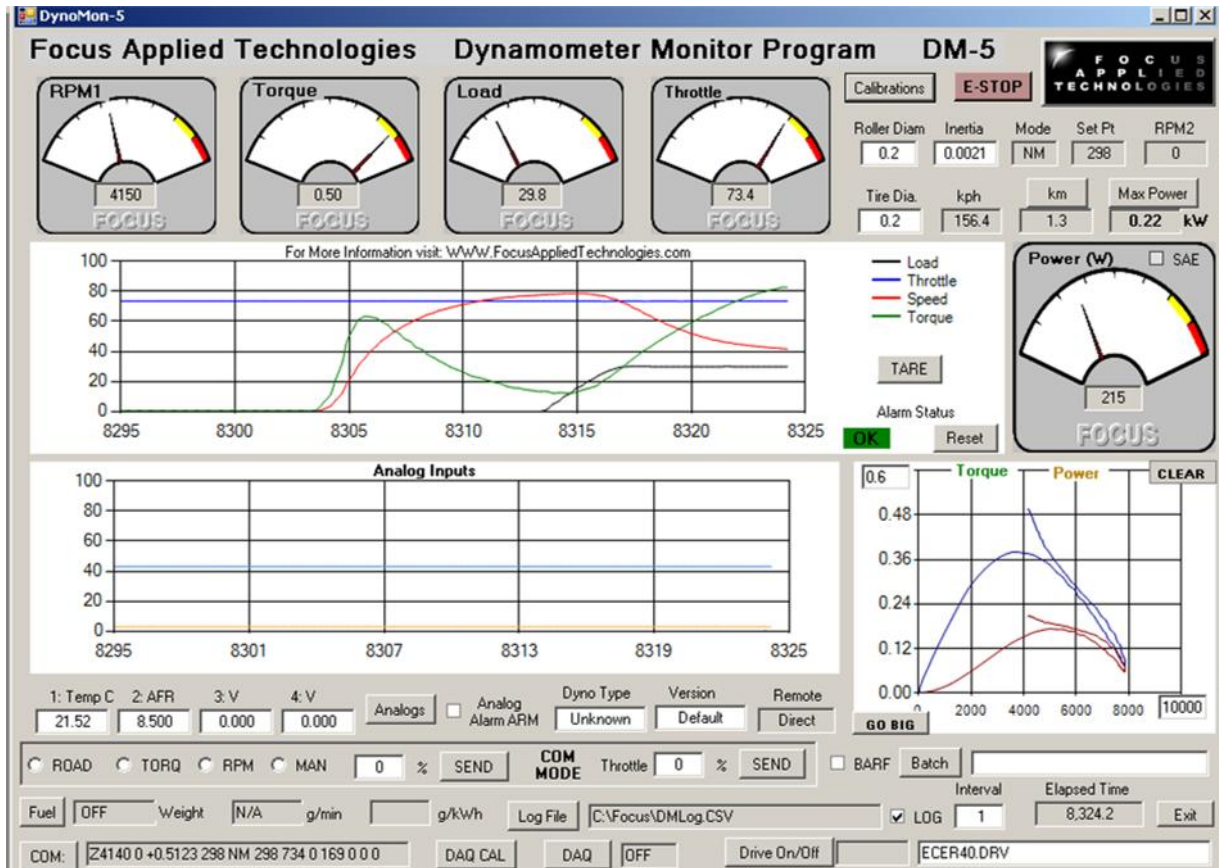
Engines and electric motors can make a lot of electronic noise. This noise interferes with some Serial communications converters. This may cause “hesitation” or seizing of the serial communications from the controller. Reducing electronic noise (use of resistive type spark plug wires or spark cap, proper grounding of the vehicle, keeping signal wires away from the “noisy” wires and etc.) is the best way to combat this.

If you continue to experience serial communications problems despite proper noise reduction, one common fix is to run a ground line from the chassis of the computer to the GND on the back of the controller. This causes electronic noise to be grounded via this wire, instead of traveling through the serial communications cable.

NOTE: The cable is supposed to be “shielded, and grounded at both ends, but often the cables shields are not actually connected.

If your system is having intermittent communications problems when running, try running a grounding wire as described.

DYNO MONITOR PROGRAM



The Dyno Monitor software is supplied with our Gen-5 Dynamometer Controllers for display, data logging and Control of the Dynamometer. This document details the usage of the Dyno Monitor program.

To begin with the Dyno Monitor software should be "unzipped" and loaded into the **C:\Program Files\Focus** folder. If an older version exists, it should be Uninstalled first (From START menu, go to Control Panel, and then Add or Remove Programs, Click "DynoMonVx" and Uninstall). You can install the Dyno Monitor software by running the setup.EXE file and following the prompts. If using a USB-Serial adapter cable, you may need to install the appropriate device driver. For Focus provided USB-Serial com cables the Prolific PL2303 driver is provided in the zip file and you should run the setup program to install it.

Additionally a calibrations file **C:\Focus\DynoCal.CSV** should exist. If the folder does not exist, then create it. The Dyno Calibrations file contains important calibration factors relating to your dynamometer, and these should be recorded somewhere safe for reference (eg. in a notebook, or sticker on the dyno, or in a backup file for example DynoCal.Bak). If this file does not exist, it will be created, and can be modified by hand, or from the DynoMonitor program. As a "CSV" (Comma Separated Variables) it can be conveniently opened in Excell or other spreadsheet, and saved (make sure to save as a CSV format). Below is a typical DynoCal file. If there is a miss match between the DynoCal file version and the DynoMonitor program (eg.

Torque offset and Torque Factor can be used to modify the torque coming from the Dyno Controller. For example if you want to display different units on the screen of the computer (and save to a file) you can assign a torque offset (ie. constant) and Factor (ie. to be multiplied by the read torque) before display. Typically these are 0 and 1 respectively to display the same units as the Dyno Controller (ie. Nm).

The Friction Offset (in Nm) Factor (in Nm/rpm) and Quad (Nm/rpm²) are used to compensate for any frictional loads which are unmeasured by the dynamometer. This is often the case in chassis dynamometers where the rollers and Dyno may have four or more large bearings applying friction to the roller which is not measured by the dyno and systems with large gear boxes. These factors are usually measured warm by allowing the dynamometer to spin to rest from a high speed. Analysis of the “spin down” velocity can be converted into Torque vs. Speed, and converted into the appropriate frictional compensation factors.

Last Cal is the numeric version of the last calibration date.

Dyno Type is usually either “Engine” or “Chassis”.

Roller Diameter pertains to the roller size on chassis dynamometers.

Inertia is the total inertia of rotating components of the dynamometer. Note: This does not include the rotating inertia of the parts of the motor or vehicle which is spinning the dyno. In some cases the dynamometer is an “Inertia only” dynamometer, and does not have active loading, just a rotating mass accelerated by the power source. In this case the torque is calculated from the acceleration of the inertia via the following:

$$\text{Torque} = \text{Frict}_{\text{Offset}} + \text{Frict}_{\text{Factor}} \times \text{RPM} + \text{Frict}_{\text{Quad}} \times \text{RPM}^2 + \text{Inertia} \times \text{Acceleration (rad/s}^2\text{)}$$

In loading type dynamometers, Torque is calculated similarly, but the measured torque (usually the largest component) is also added in. To eliminate inertia calculations, set the Inertia to zero. To eliminate frictional compensations, set the frictional factor and offset to zero.

The Communication Ports of the various dyno components are then listed. Typically each piece of equipment is connected to the computer via a USB-Serial com cable. These generally require a driver, and you can determine the address of each port from HyperTerminal or other serial communications program. If, when the Dyno Monitor program is started the selected serial port is not correct, it will open a message box, requesting the correct serial port number.

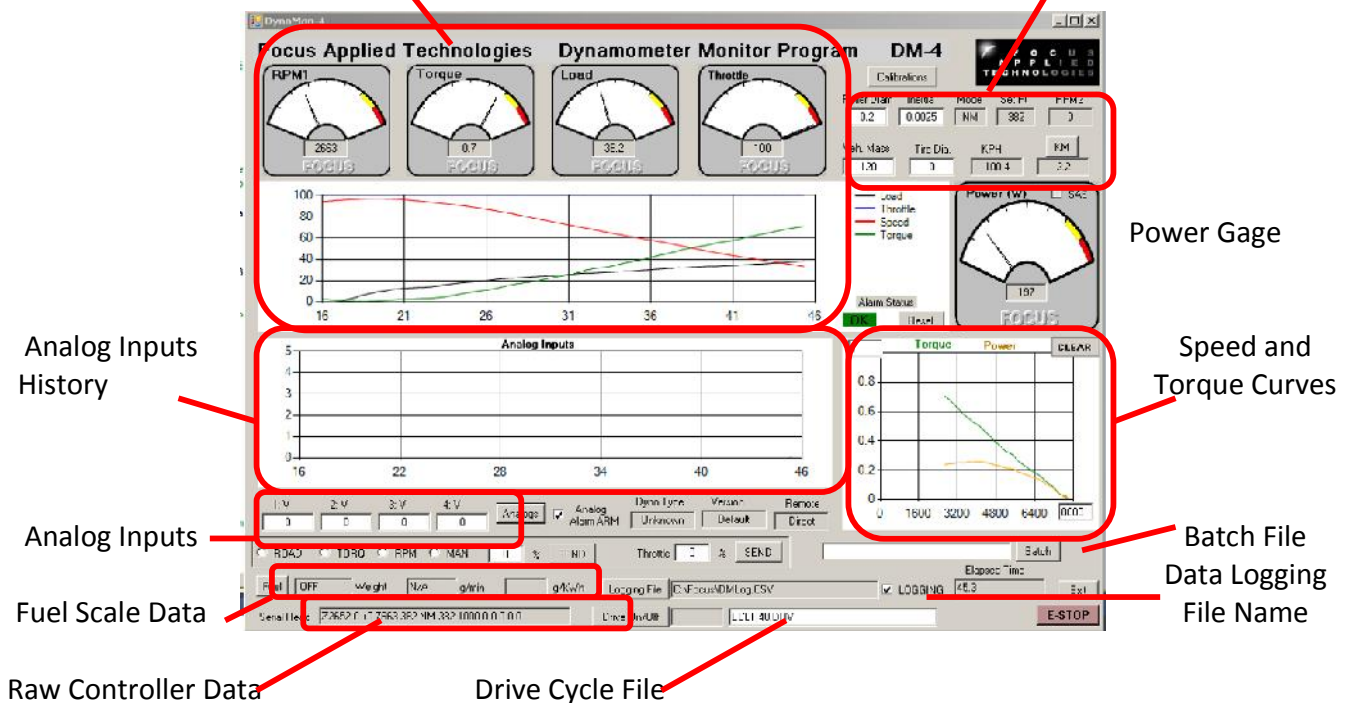
The next 4 factors (labeled AFR, V, V, V in this cal file) are the labels and factors of the Analog Channels 1, 2, 3 and 4 respectively, and the following 4 are the analog channels offsets. The Analog Inputs are 0-5V, and converted to Volts in the software. In this example we have a wide-band exhaust gas O₂ sensor on Channel 1 (thus the label “AFR” for Air Fuel Ratio) where 0V is equal to 8.5AFR, and 5V is 23.5AFR. Using the proper labels and scaling factors (Unit/Volt) will result in a display of the proper value on the front screen and in the data file. The next 4 items are the individual analog channel filtering factors (0 = no filtering, 0.99=heavy filtering). The next 4 lines are the lower limits for triggering the alarm from the Analog Inputs, and following that are the upper limits for triggering the alarm from the analog inputs. The next line gives the value of the Analog Alarm ARM: True if the alarm is to be triggered from Analog out-of-range values, and FALSE if not.

The various graphs are scaled to Speed and Torque (and Power = Speed x Torque) by the X and Y Scale Max Values. These can be reset from the main view of the Dyno Monitor program. Finally the last used Batch file (.BAT), and Drive Cycle (.DRV) are listed in the Dyno Calibrations file.

Major Display Areas

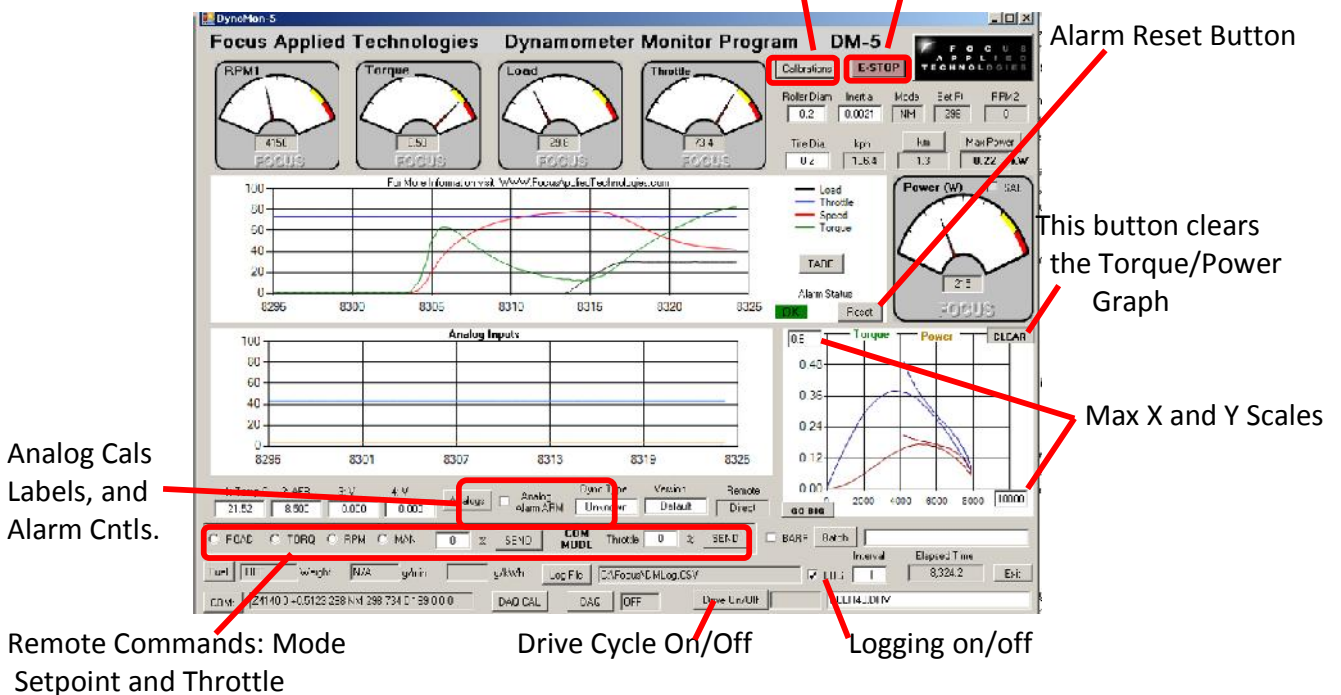
Speed, Torque, Load and Throttle Gages and History

Various Calibrations and Auxiliary Factors



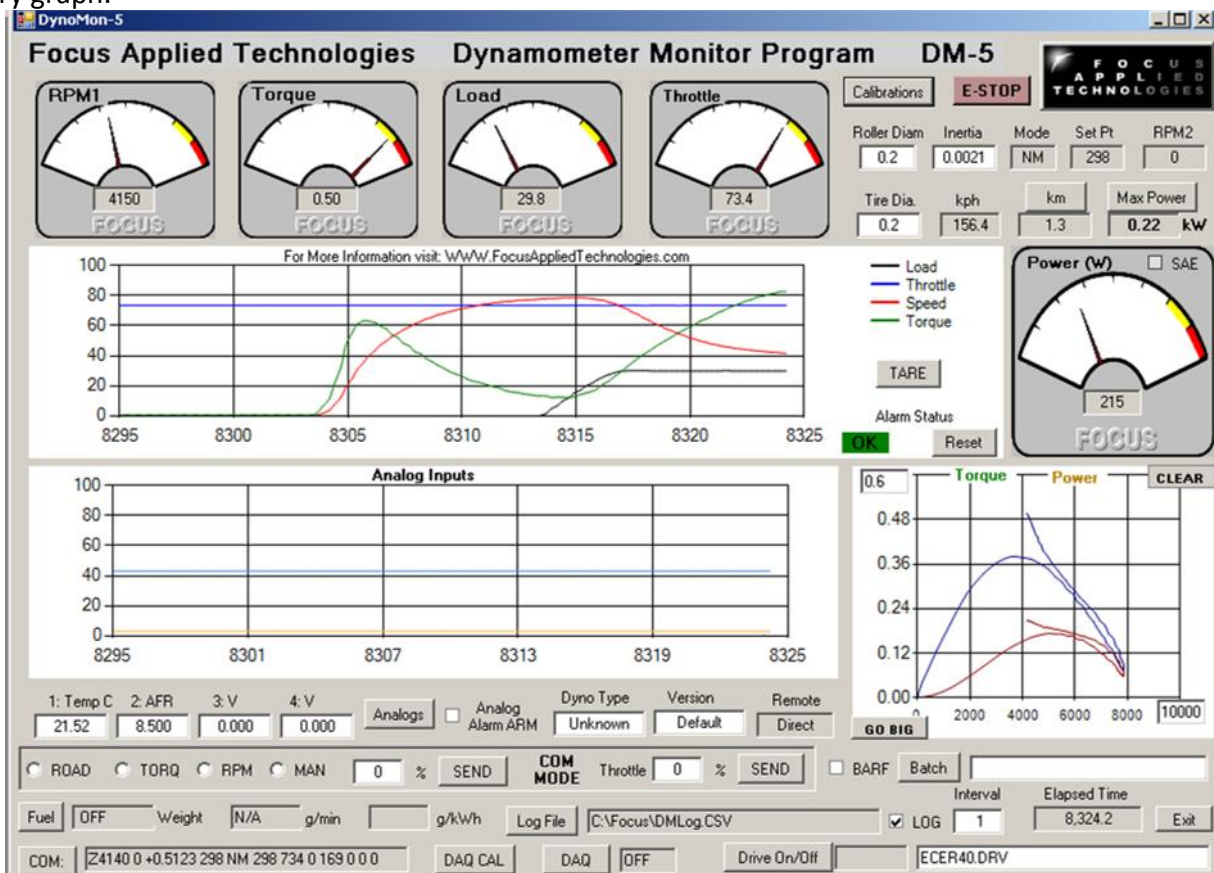
Major Controls

Calibrations Emergency Stop



The dyno controller receives one ping per 250ms in verbose mode. When Verbose mode is OFF, the controller software must “ping” the dyno controller with a “A” character to elicit the dyno’s response. The dynamometer controller sends data as numerical characters at 9600 baud, 8bits, 1 stop bit, no parity. The raw data is shown in the lower left of the screen.

Speed (RPM1) Torque (in Nm), %Load and %Throttle are all shown in the dial gages at the top. Power is displayed in the dial gage on the far right. The top graph in the center of the screen is the history (last 30 sec) of Load, Throttle, Speed and Torque. The Maximum (ie. 100%) values of Speed and Torque are the “T-Graph Max X” and “T-Graph Max Y” numbers set in the boxes on the Torque and Power graph on the lower right. The History of the Analog Inputs is displayed in the lower, central graph, on a 0-100% of maximum value basis. The Analog labels and values are displayed in the 4 boxed just below the Analog History graph.



Various calibrations are displayed in the upper right corner of the display. Roller Diameter, Inertia, and Tire Diameter can be edited directly in these boxes. The MODE box displays the controllers Mode (M for Manual, S for Speed, T for Torque, and R for Road Load, the prefix “N” stands for “Normal” or dyno front panel control, and “C” is for “Computer” controlled mode, where you control the mode from the dyno monitor front panel, or from a batch file). The Set Point is the actual set point in the selected mode. Note: This may be scaled differently, ie Manual load of 12.5% appears as NM, 125. The 2nd speed input (RPM2) is also displayed, along with the speed (in km/hour) and an Odometer, which is resetable. The conversion to speed is done via the roller diameter.

Remote (controller must be in the COMputer control mode) Mode and Set Point are in the lower left, just below the Analog display. To send a 2800 rpm set point, click the RPM mode switch, and enter 2800 in the

box (which will be labeled RPM) on the right. Hit the SEND button next to it to send the command to the controller. Throttle position is to the right of the mode.

Logging data file name is edited from the button below the remote throttle, and logging can be turned on/off via the “switch” on the right of the data file name.

A Drive Cycle can be displayed for following. Select the file (a CSV type file with Time, Speed as columns) in the dialog box, and hit the “DRIVE ON/OFF” button to begin. Drive cycle can be halted and repeated as desired.

In COMputer control mode a “Batch” file of commands can be sent for automated testing. The file name can be edited in the Batch File dialog box, and execution begins by hitting the “Batch” button. Again this can be halted, and re-started (from the beginning) any time by hitting the Batch button. A batch file programming guide follows in the next section.

Calibrations

Hitting the “Calibrations” button (upper right) pulls up the Calibrations dialog box as shown below. Numbers can be entered in the appropriate boxes. Temperature, pressure and humidity are used in the SAE compensation for engine power (do not use for electric motors). Compensation can be clicked on by checking the box in the upper right of the power meter labeled “SAE”. To close this hit the “Calibrations” button again, or CLOSE. The title above the main history graph can be entered at the bottom of the calibration window. In general the Torque offset will be 0, and torque factor will be 1. Frictional factors can be adjusted so that an unpowered spin down of the fully warmed dynamometers reads approximately zero power during the cost down to stop. This can be done automatically (for the offset and factor) by hitting the “Auto” button and following the prompts. When the Inertia and friction are correctly calibrated, they cancel each other during an unpowered spin down of the dyno.

Speed Factor for RPM1 is generally always 1. The 2nd RPM channel (RPM2) can be labeled as required, and filtered and converted via the offset and factor as shown.

In the case of systems with a gear box, or pulley ratio, the torque and speed generally refer to the dynamometers torque and speed. Entering the proper gear ratio in the Gear Ratio box will allow display and logging of the input shaft speed and torque. Friction and Inertia are automatically compensated for when using the Gear Ratio.

Standard Calibrations and Title

Roller Diameter (Chassis) Torque Averaging (0-0.99)

Inertia (kg m²) Torque Offset (Nm)

Friction Offset (Nm) Torque Factor

Frict Factor (Nm/rpm) Speed Averaging (0-0.99)

Frict Quad (Nm/rpm²)

Dyno Max Torque (Nm) Speed Factor (RPM1)

Gear Ratio (Dyno/Input) Always 1 unless using Variable Speed Gear Box!

Power Correction Factors: AUTO Data RPM2 Label

Ambient Temp (15-35 C) RPM2 Factor

Pressure (90-105 kPa) RPM2 Offset

% Rel. Humidity RPM2 Averaging (0-0.99)

Speed/Distance/Power Units: Metric Set Calibration Date to Now

Overall Title: Dyno Type (BD10, CCD50...)

Open an existing Cal file, or Adjust factors then close or save.

Controller Calibration Factors:

Analog Labels and Factors

The Analog Labels, Factors, Offset, Filter and Alarm Limit values can be entered in the dialog box opened by hitting the “Analog” button (lower left). Hit the button again to close. The analog history graph is scaled from 0 to 100% between the minimum and maximum values, for example if the min is 8 and the max is 23, then the graphical display 0 to 100% will represent 8 to 23 in the units of that channel.

Analog Inputs

	Units	Units/V	Offset Units	Filter	MIN	MAX
Analog Input 1	<input type="text" value="V"/>	<input type="text" value="1"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="2.5"/>
Analog Input 2	<input type="text" value="V"/>	<input type="text" value="1"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="999"/>
Analog Input 3	<input type="text" value="V"/>	<input type="text" value="1"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="999"/>
Analog Input 4	<input type="text" value="V"/>	<input type="text" value="1"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="999"/>

Value = Volts * Units/V + Offset Filter is 0 (none) to 0.99 (heavy) Alarm Trigger Levels

Change labels and calibration factor of the analog input channels.
Hit the "Analog" Button again to accept the new values.

Drive Cycle File

The first line of the drive cycle file is ignored as a header. The subsequent lines are in the format time followed by a comma, then speed (usually in kph). The file is a “.CSV” comma separated variable format for easy editing. Below is the 1st “hump” of the ECE-R40 drive cycle pattern. Generally the controller will be set to Road Load with the appropriate factors for the vehicle being tested during drive cycle testing.

T	V
0.50,	0.0
1.00,	0.0
1.50,	0.0
2.00,	0.0
2.50,	0.0
3.00,	0.0
3.50,	0.0
4.00,	0.0
4.50,	0.0
5.00,	0.0
5.50,	0.0
6.00,	0.0
6.50,	0.0
7.00,	0.0
7.50,	0.0
8.00,	0.0
8.50,	0.0
9.00,	0.0
9.50,	0.0
10.00,	0.0
10.50,	0.0
11.00,	0.0
11.50,	1.9
12.00,	3.8
12.50,	5.6
13.00,	7.5
13.50,	9.4
14.00,	11.3
14.50,	13.1
15.00,	15.0
15.50,	15.0
16.00,	15.0
16.50,	15.0
17.00,	15.0
17.50,	15.0
18.00,	15.0
18.50,	15.0
19.00,	15.0
19.50,	15.0
20.00,	15.0
20.50,	15.0
21.00,	15.0
21.50,	15.0
22.00,	15.0
22.50,	15.0
23.00,	15.0
23.50,	15.0
24.00,	15.0
24.50,	13.5
25.00,	12.0
25.50,	10.5
26.00,	9.0
26.50,	7.5
27.00,	6.0
27.50,	4.5
28.00,	3.0
28.50,	1.5
29.00,	0.0

Focus Applied Technologies Dyno Monitor Batch Programming Language

Rev 2

Commands: M, S, T, R, P, L, C (T, S, 1, 2, 3, 4), E

Labels: 1, 2, 3, 4, 5, 6, 7, 8, 9

M: Manual Mode in % (eg. 10% is M10)

S: Speed Mode in RPM

T: Torque Mode in Nm

R: Road Load constant (0 to 255)

P: Throttle Position in % (eg. 10% is P10)

L: Loop back to label

C(T, S, 1, 2, 3, 4): Control Throttle (software servo) based on Speed, Torque, or Analog input #1, 2, 3 or 4

E: End

M, S, T, R, P command Syntax:

M#, \$ where M is the mode (M, S, T, or R) # is the set point value, and \$ is the duration in seconds.

The comma and seconds can be excluded if not required.

Control Command syntax:

C, Channel, Set Point Value, Throttle Step Size, Duration (in sec)

Valid Command Examples:

M12.3 Manual Load 12.3%

M0,2 Manual Load 0%, then pause for 2 seconds

S3600 Speed Control Mode, 3600 rpm

S2400,1 Speed Control to 2400, pause 1 sec

T12.3 Torque Control Mode at 12.3Nm

R123 Road Load at 123% of nominal

R100,10 Road Load at 100%, pause for 10 sec

P0 Throttle Position to 0%

P50,6 Throttle Position to 50.0%, pause 6 sec

1 Label #1

L1,2 Loop back to label #1 2 times

C4,3,1.5,10 Control Throttle in (increments of 1.5%) so that Analog Input #4 becomes 3V for 10 sec

END End. Stop batch execution and return to direct control from screen

Example Batch Program:

M0 Manual Mode, 0% Load

P50,5 Throttle Position to 50%, Dwell 5 sec

S3000,5 Speed Mode, 3000rpm, Dwell 5 sec

1 Label #1

S2900,5 Speed Mode, 2900rpm, Dwell 5 sec

S2800,5 Speed Mode, 2800rpm, Dwell 5 sec

L1,2 Loop to Label #1, run twice (total)

M0 Manual Mode, 0% Load

P90,5 Throttle Position 90%, Dwell 5 sec
 2 Label #2
 M20,5 Manual Mode, 20% Load, Dwell 5 sec
 M30,5 Manual Mode, 30% Load, Dwell 5 sec
 L2,2 Loop to Label #2, run twice (total)
 P50 Throttle Position to 50%
 M0 Manual Mode, 0% Load
 CS,2800,1.5,10 Control Throttle to get Speed to 2800 rpm, increment throttle 1.5% for 10 sec
 S3000 Speed control at 3000rpm
 M0 Manual Mode, 0% Load
 P0,5 Throttle Position to 0, Dwell 5 sec
 END Quit Batch Mode

Logging Data File

The data is continuously saved to the designated file as follows:

Time in seconds, main shaft speed (rpm1) in rpm, rpm2 in rpm, Measured (raw) Torque in Nm, Total Torque (measured + Friction + Inertial) in Nm, Power in Watts, % dynamometer load, Mode, Set point, Throttle position, Alarm, and the analog input values 1, 2, 3, and 4 respectively.

Focus Applied Technologies Dyno Controller Log Version: Default Opened: 10-Mar-17 1:49:47 PM

Time (s)	RPM1	RPM2	Torque Rav	Total Torqu	Power (W)	Load	Mode	SetPoint	Throttle	Alarm	1:Temp C	2:AFR	3:I (A)	4:V	Fuel (g)
0.1	0	0	0	0.00E+00	0	0	CM	0	1000	0	5	8.5	0	0	0
0.3	0	0	0	0.00E+00	0	0	CM	0	1000	0	5	8.5	0	0	0
0.6	36	0	0	0.015334	0	0	CM	0	1000	0	5	8.5	0	0	0
0.8	199	0	0	0.083215	1.7	0	CM	0	1000	0	5	8.5	0	0	0
1.1	531	0	0	0.207251	11.5	0	CM	0	1000	0	5	8.5	0	0	0
1.3	922	0	0	0.327519	31.6	0	CM	0	1000	0	5	8.5	0	0	0
1.6	1468	0	0	0.475293	73	0	CM	0	1000	0	5	8.5	0	0	0
1.8	2117	0	0	0.62865	139.4	0	CM	0	1000	0	5	8.5	0	0	0
2.1	2667	0	0	0.689023	192.4	0	CM	0	1000	0	5	8.5	0	0	0
2.3	2909	0	0	0.589387	179.5	0	CM	0	1000	0	5	8.5	0	0	0
2.6	2957	0	-0.029	0.402631	124.7	0	CM	0	1000	0	5	8.5	0	0	0
2.8	2979	0	0	0.267766	83.5	0	CM	0	1000	0	5	8.5	0	0	0
3.1	2971	0	0	0.161985	50.4	0	CM	0	1000	0	5	8.5	0	0	0
3.3	2982	0	0	0.100276	31.3	0	CM	0	1000	0	5	8.5	0	0	0
3.6	2972	0	0	0.054655	17	0	CM	0	1000	0	5	8.5	0	0	0
3.8	2970	0	-0.029	0.015086	4.6	0	CM	0	1000	0	5	8.5	0	0	0
4.1	2982	0	0	0.013798	4.3	0	CM	0	1000	0	5	8.5	0	0	0
4.3	2972	0	0	0.004792	1.4	0	CM	0	1000	0	5	8.5	0	0	0
4.6	2982	0	0	0.006468	2	0	CM	0	1000	0	5	8.5	0	0	0
4.8	2972	0	0	3.48E-05	0	0	CM	0	1000	0	5	8.5	0	0	0
5.1	2970	0	-0.029	-0.01608	-5.1	10	CM	100	1000	0	5	8.5	0	0	0

This data can then be graphed and analyzed further. To read the data in Excell, open the file and specify that it is using a comma delimited format.

Alternative Data Logging

An alternative option for data logging is via any serial communications program, such as Hyperterminal. Simply connect to the dyno controller, insure that the controller has Verbose mode ON, and save the resulting data to a text file. This text file can then be loaded into a spread sheet such as Excel and the various columns can be converted to data as mentioned above in the Computer Communications section above.

MORE INFORMATION

For More Information on vehicle Drive Cycles please visit the US EPA website:
<https://www.epa.gov/vehicle-and-fuel-emissions-testing/dynamometer-drive-schedules>

DYNAMOMETER STARTUP PROCEDURE

This controller is equipped with several safety features to avoid damage to the dynamometer and engine. These must be correctly wired to insure safe operation. This section describes their setup and use.

Dynamometer Startup Procedure

1. VMI: Visually inspect all components of the dynamometer system
2. Engine: Insure coolant and Fuel are topped up
3. Dyno: Check belts, pulleys, couplers and U-Joints to make sure they are tight
4. Turn Computer ON
5. Turn Dynamometer Current to the OFF position
6. Switch the Mode selector switch to MANUAL mode
7. Turn the Dynamometer Controller and Power Unit ON
8. TARE the load cell (this may be repeated after unit has warmed up for best results)
9. Set the Set Point Adjust to 0%
10. Set the Throttle Set Point to IDLE
11. Run the Dyno Monitor Software for recording and display

Fuel Scale Startup Procedure

1. Switch ON the Fuel Scale
2. Zero the Fuel Scale Load
3. Load the Fuel tank with fuel
4. Place the fuel tank on the scale
5. Confirm that the scale is not overloaded

Engine Startup Procedure

1. Check the Engine Oil and Coolant levels
2. Check Engine – Dynamometer shaft and alignment
3. Place the engine in Neutral Gear
4. Power ON the Cooling System (Fan or water pump)
5. Power on the exhaust system
6. Open the Fuel Valve
7. Turn ON the Engine Ignition (for gasoline engine) or push down the decompression lever (for diesel engine)
8. Place Throttle to the START position (IDLE)
9. Start the engine and IDLE

Engine Testing Procedure

1. Place engine in required gear
2. Switch Dyno Current ON
3. Switch Controller to appropriate Mode
4. Adjust Set Point to desired set point
5. Open Throttle to Desired Operating Condition
6. Commence Measurements, adjusting either Set Point of Throttle as required

Shut Down Procedure

1. Reduce Throttle to Idle
2. Save all data on the computer
3. Place Dynamometer in Manual Mode
4. Reduce Dynamometer load to 0%
5. Switch Dyno Current OFF
6. Place the Engine in Neutral Gear
7. Allow the engine some time to cool at IDLE if hot
8. Once the engine has cooled Continue:
9. Shut OFF the Engine Ignition
10. Turn OFF the Fuel Valve
11. Turn OFF the cooling system (Fan of Pump)
12. Turn OFF Exhaust fan
13. Stop the Computer Data Acquisition Program
14. Shut OFF The Fuel Scale
15. Shut OFF The Dynamometer and Power Supply

SAFETY PRECAUTIONS

Focus Applied Technologies Dynamometers are designed to be an inherently safe machine via the use of heavy duty bearings and frame, electrical fault protection, and ignition cutoff system. However as with any large power equipment improper use can result in a hazardous situation.

With this in mind here are several tips to help keep the users safe:

- Always maintain the belts, pulleys and wires in good condition and at the proper tension.
- NEVER STEP on a moving roller!
- Avoid loose items including cloths, cables, belts and loose small times which might fall into the gap between the roller and the dynamometers kick plate or become tangled in a spinning shaft.
- The control boxes contain dangerous voltages and currents. Never operate the dynamometer with the control boxes opened.
- Make sure the dynamometer is firmly bolted to the floor, and the test vehicle is strapped to the dyno so that it can not accidentally slip out.
- Disconnect all power to the dynamometer and auxiliary components before opening or servicing.
- Universal Joint Shafts should always have a shaft guard covering them.
- Insure proper ventilation whenever operating a combustion engine.
- Insure proper cooling of the motor or engine to avoid overheating.
- Always make sure a fire extinguisher is available in case of a fire.
- All electrical outlets should be Ground Fault protected. This is a special circuit breaker which disconnects the power in case of any current leakage to ground.

NEVER allow personnel to access the inside of the dynamometer while in operation. Fingers and articles of clothing can be pulled into the moving rollers and/or belts potentially maiming the user.

ELECTRICAL HAZARDS

This equipment is powered by potentially dangerous AC and DC voltages, and normal precautions pertaining to electrical appliances apply. Do not operate the equipment if there is water present in, on, or around the equipment. Make sure all electrical wiring is properly installed and grounded, and has a fast-acting Ground Fault Interrupter in the circuit.

The power from the controller to the load unit is to be considered a **HAZARDOUS VOLTAGE**, which may be as high as 240VAC. It is imperative that the wiring be routed in such a way as to prevent the possibility of contact with any conductive object or personnel. Additionally the load unit may become **VERY HOT** in operation. Keep away any flammable objects, or anything that could be damaged by elevated temperatures.

MECHANICAL HAZARDS

This equipment may be operating at high speeds, and rotating equipment is always a potential hazard. Keep hands, hair and cloths clear of the rotating shafts (especially the speed target wheel). Inattention may allow a loose article of clothing (ie. a shirt sleeve, neck tie, or head scarf) to become entangled in the rotating shaft, potentially injuring **OR KILLING** the person.

Equipment featuring a Universal Joint shaft can be dangerous if overloaded. Although the shaft selected may be operating within the designed specifications, it could possibly become damaged, or fail, resulting in an outward explosion of the shaft, throwing heavy components outward at high speed.

KEEP CLEAR OF UNIVERSAL JOINT / COUPLER / BELT / PULLEY WHEN IN OPERATION!

If this unit is intended for intense usage with personnel in close proximity, then a universal joint explosion cover should be affixed.

FIRE HAZARDS

As always, when operating engines high temperatures, sparks and fuel are present. Take all necessary precautions and **always** have a fire extinguisher on hand.

TYPICAL DYNAMOMETER STARTUP PROCEDURE

This controller is equipped with several safety features to avoid damage to the dynamometer and engine. These must be correctly wired to insure safe operation. This section is provided as typical examples of how the dynamometer can safely be used. .

Dynamometer Startup Procedure

1. VMI: Visually inspect all components of the dynamometer system, engine and fueling system for make sure there are no missing or broken components, leaks or loose items which may cause damage. Make sure that the engine's ignition system power is routed through the Engine Ignition Cutoff Relay.
2. Check Dump Load (Generator type dynos only)
3. Turn Computer ON for logging
4. Turn Dynamometer Current to the OFF position
5. Switch the Mode selector switch to MANUAL mode
6. Set the Set Point Adjust to 0%
7. Turn the Dynamometer Controller Power Unit ON
8. Turn the external transformer power ON (if present)
9. TARE the load cell (this may be repeated after unit has warmed up for best results)
10. Set the Throttle Set Point to IDLE

Engine Startup Procedure

1. Check the Engine Oil and Coolant levels
2. Check Vehicle – Insure it is strapped securely to the dynamometer
3. Insure that the engine's ignition system power is routed through the Ignition Cutoff Relay on the dynamometer controller
4. Place the transmission in Neutral Gear
5. Power ON the Cooling System (Fan or water pump)
6. Power on the exhaust ventilation system
7. Open the Fuel Valve
8. Turn ON the Engine Ignition
9. Place Throttle to the START position (IDLE)
10. Start the engine and IDLE

Engine Testing Procedure

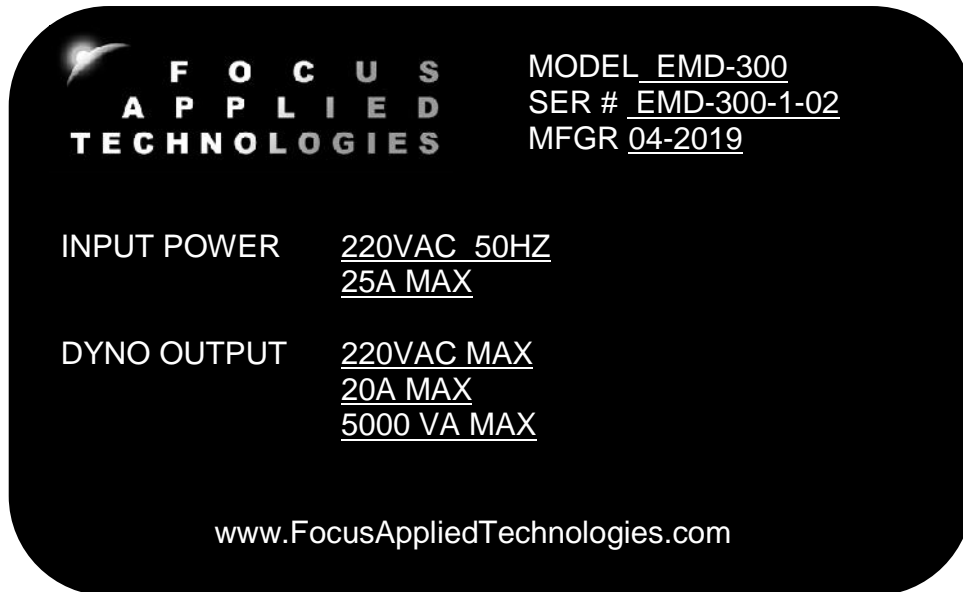
1. Place engine in required gear
2. Switch Dyno Current ON
3. Switch Controller to appropriate Mode
4. Adjust Set Point to desired set point
5. Open Throttle to Desired Operating Condition
6. Commence Measurements, adjusting either Set Point of Throttle as required

Shut Down Procedure

1. Reduce Throttle to Idle
2. Place the transmission in Neutral Gear
3. Save all data on the computer
4. Place Dynamometer in Manual Mode
5. Reduce Dynamometer load to 0%
6. Switch Dyno Current OFF
7. Switch OFF the external transformer (if present)
8. Allow the engine some time to cool at IDLE if hot
9. Shut OFF the Engine Ignition
10. Turn OFF the Fuel Valve
11. Turn OFF the cooling system (Fan of Pump)
12. Turn OFF Exhaust fan
13. Stop the Computer Data Acquisition Program
14. Shut OFF The Dynamometer Controller

CONTACT INFORMATION

As there are so many factors outside of our direct control, Focus Applied Technologies can not assume any liability for accidents caused by the use of this equipment. Use of this equipment is at the users own risk. If any problems or accidents occur, we wish to be informed so that we may improve our products and procedures, and fix any issues they may have. Please send us any feed back you have regarding the use of this equipment.



For further information on this or other products please contact us via the following:

Web site: www.FocusAppliedTechnologies.com

Email: Sales@FocusAppliedTechnologies.com

Post: FOCUS APPLIED TECHNOLOGIES SDN. BHD.
 Lot 463 Jalan Relau K134, Sungai Kechil Ilir
 Nibong Tebal 14300 Penang
 MALAYSIA