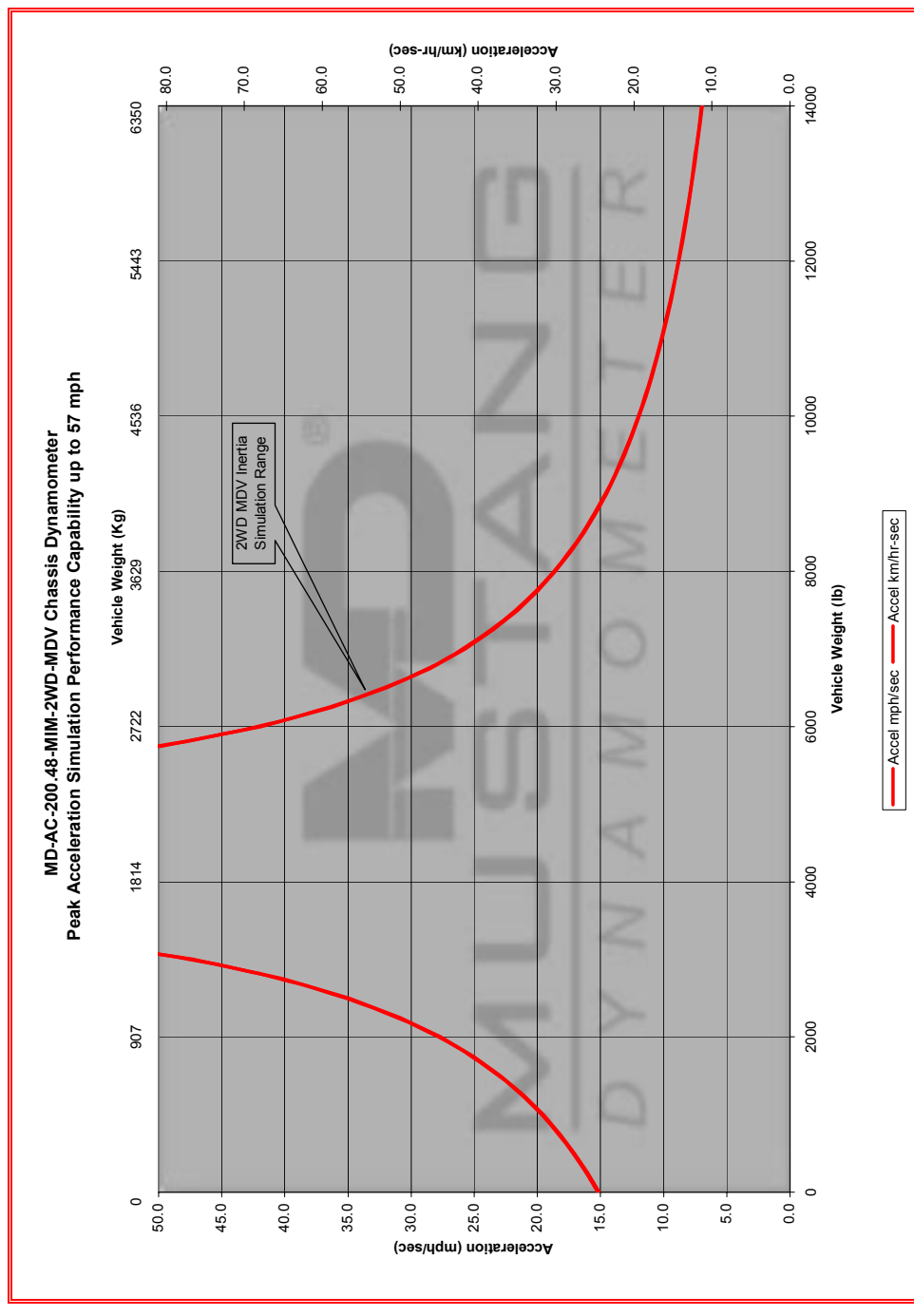


48" CHASSIS DYNAMOMETER SYSTEMS

2WD

Performance Supplement-1
MD-AC-200.48-2WD-MDPV

Inertia Simulation Performance Capabilities



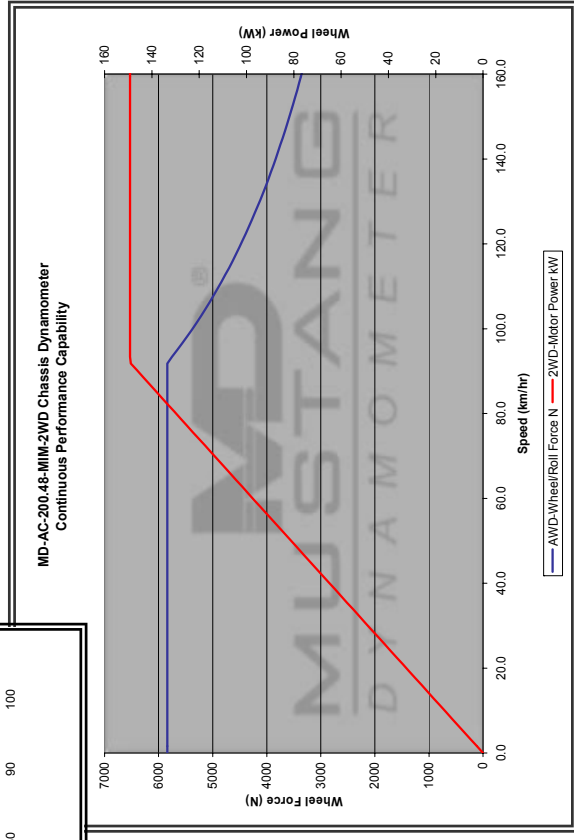
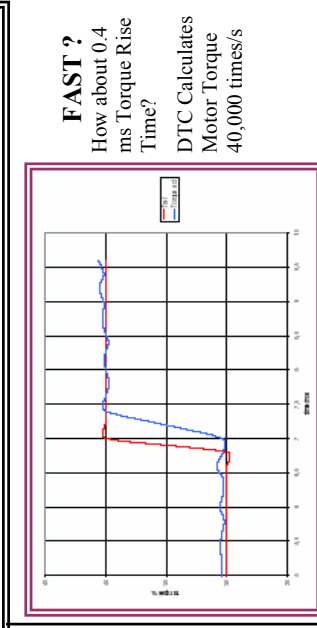
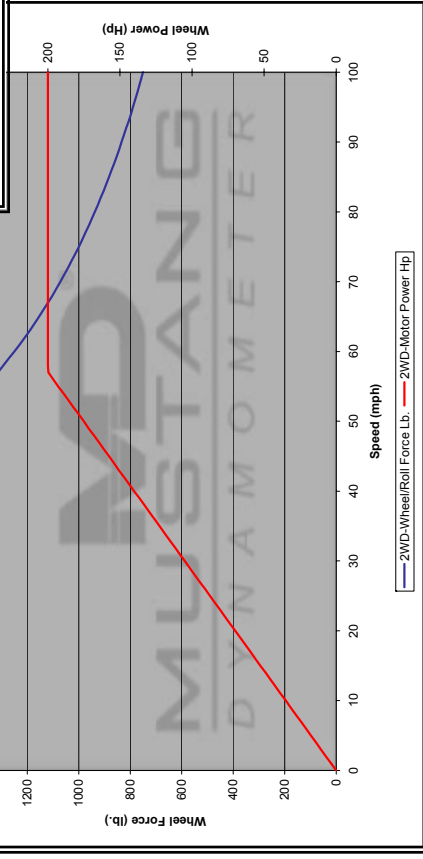
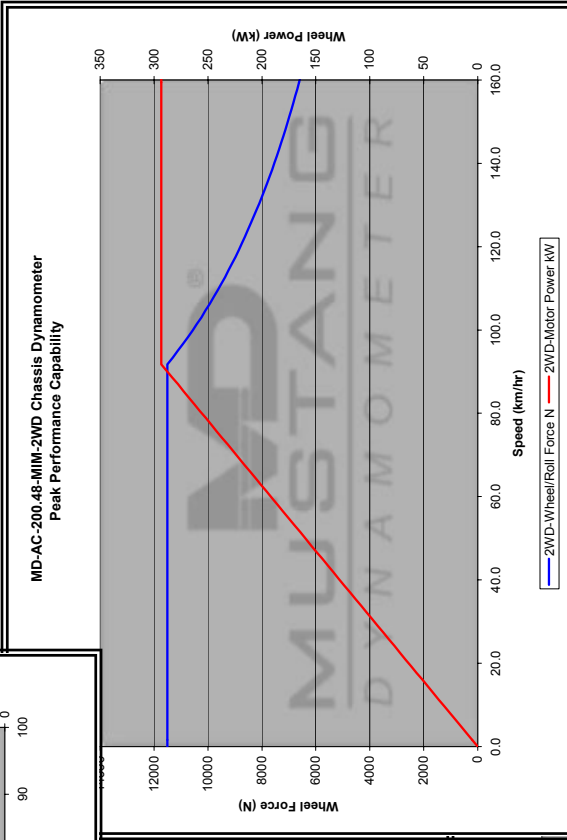
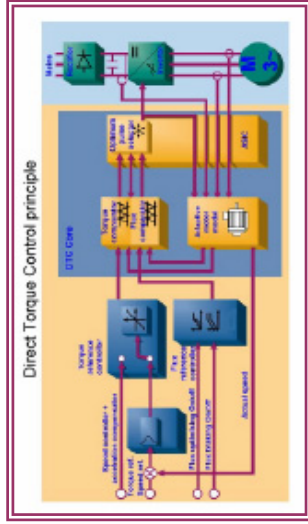
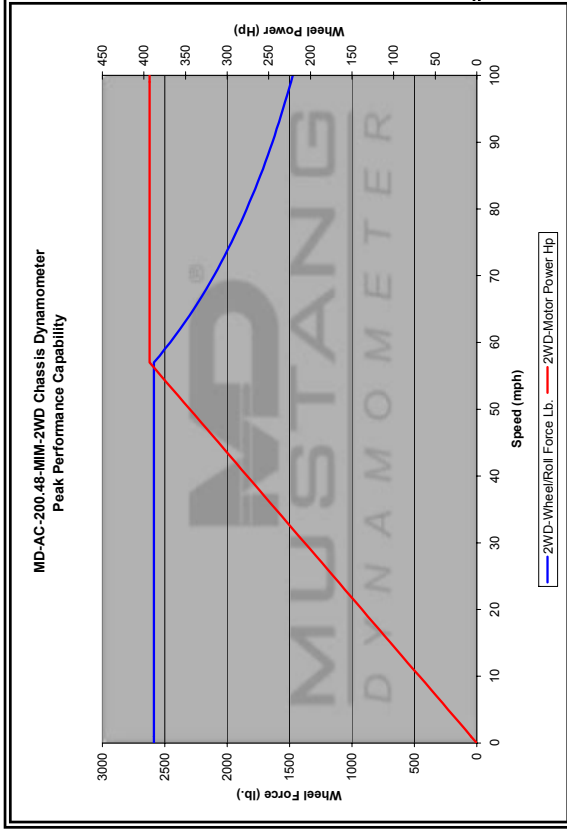
MD
MUSTANG
DYNAMOMETER

Un-Matched Performance & Response with Direct Torque Control DTC.

What is DTC?: We Directly Control the Shaft Torque at the Motor/Roll Shaft instead of the motor's current.

How do we do this?: By Modeling the Motor's Shaft Torque vs. Motor's Current (Magnetizing and Torque Producing Vector Components).

Why do we do this?: Because Shaft Torque and Motor Current are not the same in transient conditions. Since we want to control Shaft Torque why not directly control it. Instead of comparing the Torque Feedback Signal to the Current Command Signal? Doesn't that sound faster?



MD
MUSTANG
DYNAMOMETER

2300 Pinnacle Parkway
Twinsburg, Ohio 44087
Ph: 330-963-5400
Fax: 330-425-3310
www.mustangdyne.com

