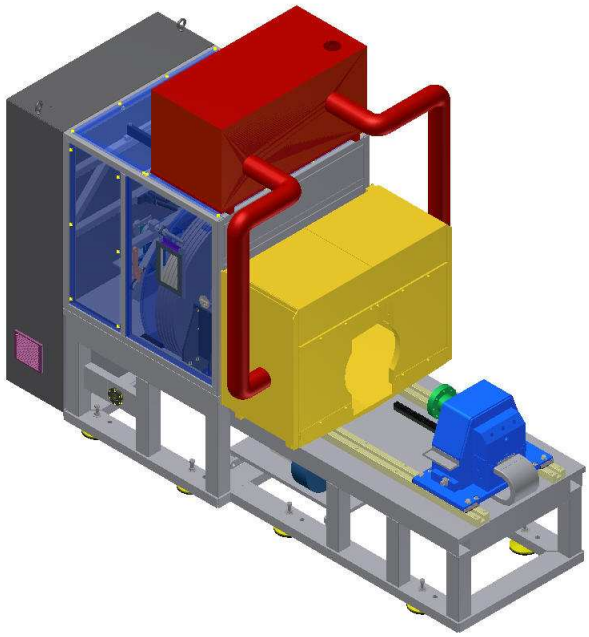
Automotive Inertia Brake Dynamometer
Model 2800

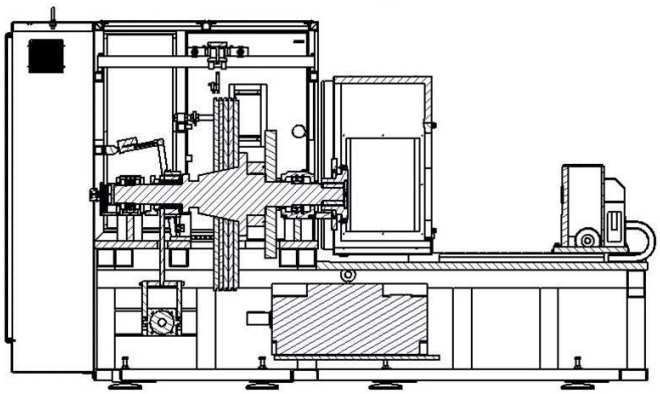
The Model 2800 Dynamometer provides an efficient and cost effective system for testing automotive brake performance. It is designed to perform controlled input or output tests on brake assemblies.

This system can provide testing capabilities for a wide range of medium and small sized passenger vehicles. Its drive assembly results in a reduced machine footprint, saving on consumed laboratory space. The one-piece dynamometer assembly provides a quick and easy installation.



Features

- Computer controlled inertia simulation
- Swing away enclosure doors
- Machine mounted electrical components provide a concise footprint to conserve floor space
- Complete measurement suite to record speed, distance, temperature, torque, and other parameters
- Self contained, push-pull cooling air system. Optional conventional air or environmental control system



The dynamometer controls are designed to enable close correlation with actual vehicle performance for research & development type test protocols. The advanced features of our ProLink operating system offer operator dependent control or fully automatic unattended operation. All primary functions are performed at the dynamometer station including selection of test parameters, control modes, display of pertinent data, monitoring of all test functions and execution of desired test sequences.

For more information on the Model 2800 and how it can be configured to meet your requirements contact Link at (734) 453-0800 or sales@linkeng.com

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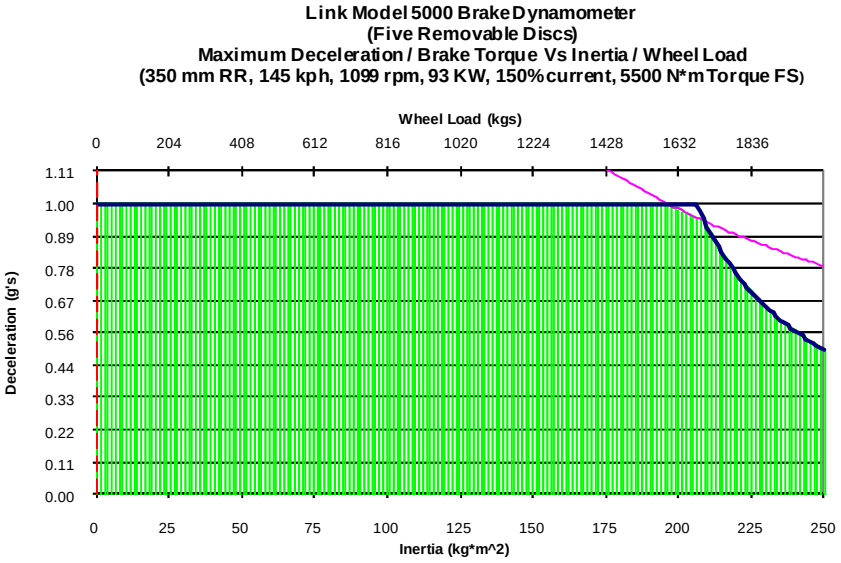

The Model 2800 simulated inertia system permits the replication of braking performance for a wide range of vehicles. Employing a multiple inertia disc set, this dynamometer is able to reproduce inertia values from nearly zero to that of the largest passenger vehicle. Since infinitesimally small inertia increments can be simulated and bearing and other losses can be compensated, highly accurate brake performance replication is achieved. Simulated inertia increases the ease of operation since the desired inertia is simply selected through the control computer eliminating the need for the operator to physically change the inertia.

Typical Specifications

Software Package	ProLink Microsoft® Windows® based
Sample Rate	1000 samples/sec/channel
Channels	Spare channels provided
Test Parts	Conventional and Knuckle brake assemblies
Installation	Isolation mounts on your shop floor
Main Drive Motor	93 kW (125 HP) DC
Max. Speed	1000/2000 rpm (Optional 2500 rpm)
Pressure	200 bar (3000 psi)
Brake Apply	Servo air over brake fluid: 517 bar/sec (7500 psi/sec)
Inertia	Mechanical Minimum: 27 kgm^2 (20 slug-ft^2) 5 Discs @ 20 kgm^2 (14.75 slug-ft^2) Increment: Continuous through Inertia-Simulation Minimum Inertia: 5 kgm^2 Maximum Inertia: See Graph
Cooling Air	Dual Blower Push-Pull Type Assembly 35 mph Max Velocity
Temperature	4 rotating (telemetry) and 4 non-rotating
Tailstock	Conventional
Torque	5500 Nm (50,000 in-lbs) In-Line Non-Rotating
Machine Size	356cm x 102cm x 203cm H (140″ x 40″ x 80″ H)

Options

- Full Capacity Cooling Air w/ Elbows
- Fluid Displacement
- Water Spray Injection
- Dust Spray Injection
- Static Torque System
- Parking Brake Apply
- High Speed Operation to 2500 RPM
- High Pressure Brake Apply
- Emergency Brake (CE Conformity)
- Custom Machine Configurations
- Other Options Available