

## measure. analyze. innovate.

# RoaDyn<sup>®</sup> S6MT sp System 2000

## 6-Component Wheel Force Transducer (WFT) for Medium Size Trucks

Wheel force transducer for measuring 3 forces and 3 torques on a rotating wheel in order to determine road load data on medium size trucks, commercial and special vehicles.

- Modular design consisting of five replaceable 3-component heavy load strain gage load cells
- Adaptable to suit different rim sizes, hub geometries and wheel offsets
- Each load cell individually calibrated
- Automatic identification of components using integral ID chip
- Measurement signals amplified and digitized before leaving wheel force transducer
- System 2000 digital wireless data transfer with external transmission unit
- Online conversion of signals from rotating wheel into non rotating vehicle coordinate system
- Analog and digital data output (CAN, Ethernet or proprietary formats)
- Durability and weight of mechanical components optimized through CAD/FEM aided design
- · Available as single and dual wheel
- Certified calibration procedure

## Description

The RoaDyn S6MT System 2000 is a multiaxial precision measuring system for use in the development and testing of complete chassis and chassis components of medium size trucks. Suitable mechanical components like inner part, outer part and wheel offset adapter are used to mount the five replaceable 3-component load cells between wheel hub and rim ring. This modularity offers an extremely high degree of versatility. All of the standard components of the system apart from the mechanical elements can be retained when it is adapted to suit different rim sizes and wheel hub geometries. Dual wheel configuration or upgrading merely requires the use of special mechanical adapters.

Each load cell is individually calibrated to allow replacement by the user without the entire wheel force transducer system having to be re-calibrated. The ID chip integrated into each load Туре 9270А...



cell stores all important component parameters and prevents a misidentification of the load cell data. When the measuring system is powered up, the data of the components currently in use is imported into the connected System 2000 on-board electronics.

The signals are amplified before leaving the load cells and passed on via short connecting cables to the hub electronics for filtering, digitization and encoding. The stream of data is transmitted without contact by means of the rotor (ring antenna) to the fixed stator. A cable then supplies it to the System 2000 on-board electronics, where the physical quantities  $F_x$ ,  $F_y$ ,  $F_z$ ,  $M_x$ ,  $M_y$  and  $M_z$  are calculated from the raw signals and transformed from the rotating coordinate system of the wheel into the non-rotating vehicle coordinate system. The measurement data is output in both analog and digital form. The digital output is available in CAN, Ethernet or other proprietary data acquisition system formats. To facilitate rapid troubleshooting the raw signals from the load cells or converted signals can be chosen for output.

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The system is operated with either a practical remote control or optional remote control emulation software running on a PC/ laptop. As a further option additional analog signals required by the customer can acquired synchronously by means of the on-board electronics.

The design of the adapters takes account of the particular high forces and torques acting on the vehicles on which they are used. The wheel force transducer and adapter stresses are therefore calculated using the finite element method (FEM) in order to optimize the durability, safety and weight of the individual components. Fatigue strength tests on individual components and wheel force transducers of different sizes make it possible to estimate their service life.

#### Application

- Road profile categorization: recording of typical load profiles for selected stretches of road for chassis design
- Individual maneuvers generally involving high loads for verifying design loads and design data
- Input data for multibody simulation and other virtual loading methods
- Dynamic chassis tuning and development of active braking, traction and chassis control systems.
- Recording of control data for chassis test stands. Use for iteration on multiaxial vehicle test stands
- Determination of characteristic tire data for tire and chassis development
- Use of special load cases in damage analysis of vehicle components

## Technical Data

RoaDyn	S6HT	1)	without	Tire
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Shock resistance x, y, z	g	50
Maximum speed	km/h	200
Degree of protection		
standard (against dust and moisture)		IP65
optional		IP67
Operating temperature range	°C	-20 110

#### Standard Measuring Range<sup>2)</sup>

F <sub>x</sub>	kN	±120
Fy	kN	±70
Fz	kN	±120
M <sub>x</sub>	kN∙m	±18
My	kN⋅m	±30
Mz	kN∙m	±18

#### **Measuring Errors**

Linearity	% FS	≤1
Hysteresis	% FS	≤1
Crosstalk	%	≤1

<sup>1)</sup> Consisting of complete wheel force transducer with its electronics and external transmission unit

<sup>2)</sup> It is assumed that the maximum forces and torques do not act simultaneously. The torques are specified relative to the center of the wheel

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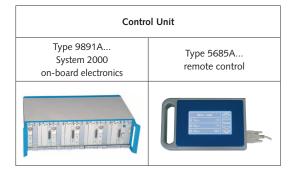
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Standard sizes	22,5"	7,50x22,5"	8,25x22,5"	9,00x22,5"
Other sizes available on request				
smallest diameter	17,5" (16	5" with reduced ra	inge)	
largest diameter				
(manufactured to date)	24"			
Hub Connection				
Standard	Number o	of	Pitch circle	
	hub stude	5	diameter in m	m
	6		245	

## Configurations of Measuring Chain with RoaDyn® S6MT sp System 2000

Wheel Sensor	Wheel Electronics	Data Transmission	Mounting	Connecting Cable
Туре 9270А1	Туре 5241А	Type 5248A0 External transmission unit	Type 9893A for single wheel	Type 30430A Connection between stator and on-board electronics
			Type Z31006Q for dual wheel	



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## Mounting

When suitably prepared the S6MT System 2000 wheel force transducer can be mounted on the vehicle in the same way as a standard wheel. The wheel nuts are tightened to the specified torque. The wireless external transmission unit is attached to the vehicle with a fixing arm. The on-board electronics are then installed in the vehicle and connected to the customer's data acquisition system.

## Typical Configurations of RoaDyn® S6MT System 2000 Wheel Force Transducer

<ol> <li>Sensor Hardware</li> <li>RoaDyn S6MT System 2000 wheel force transducer consisting of:</li> </ol>	<b>Type/Art. No.</b> 9269A1
<ul><li>Five precision load cells</li><li>Outer part of RoaDyn S6MT</li></ul>	9190A66 9747A
System 2000 Inner part of RoaDyn S6MT System 2000 Wheel offset adapter Special rim for single wheel Wheel nuts	9745A 9746A 9749A 9727A
<ul> <li>2. Mounting External Transmission Unit</li> <li>Arm for fixing on cab of vehicle</li> <li>Arm for fixing on axle components</li> <li>Rear arm for fixing dual wheel</li> </ul>	9893A1 9893A2 Z31006Q
<ul><li><b>3. Dual Wheel Adapter</b></li><li>Special rim for dual wheel</li></ul>	9748A
<ul> <li>4. Wireless Electronics</li> <li>Hub electronics carrier</li> <li>Connector holder</li> <li>Wheel electronics, 20-channel with electronic spirit level</li> </ul>	Z31720 Z39904 5241A20
<ul> <li>External transmission unit</li> <li>Extension cable</li> <li>On-board electronics</li> <li>Remote control</li> </ul>	5248A0 Z30430A 9891A 5685A

## **Optional Accessories**

Ordering Key

Optional Accessories	Type/Art. No.
<ul> <li>4-channel analog input card</li> </ul>	5293A11
<ul> <li>SGAM module (three additional strain gage signals)</li> </ul>	2237A1
• TCAM module (three additional analog	2237A2
signals for temperature sensors)	
<ul> <li>RoaDyn DAQ software</li> </ul>	2837A10
Driver for CAN interface	2837A02
<ul> <li>Driver for Ethernet interface</li> </ul>	2837A01
<ul> <li>RoaDyn UDP, SCoUt, version 4.01 sp</li> </ul>	2885A4.01
universal configuration tool for RoaDyn	
on-board electronics System 2000	
<ul> <li>Carrying case for on-board electronics</li> </ul>	V712.0005

• Carrying case for tools and accessories V712.0002

		Туре 9270А 🔄
RoaDyn <sup>®</sup> S6MT sp System 2000		
Single wheel	1	
Dual wheel	3	┨

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