

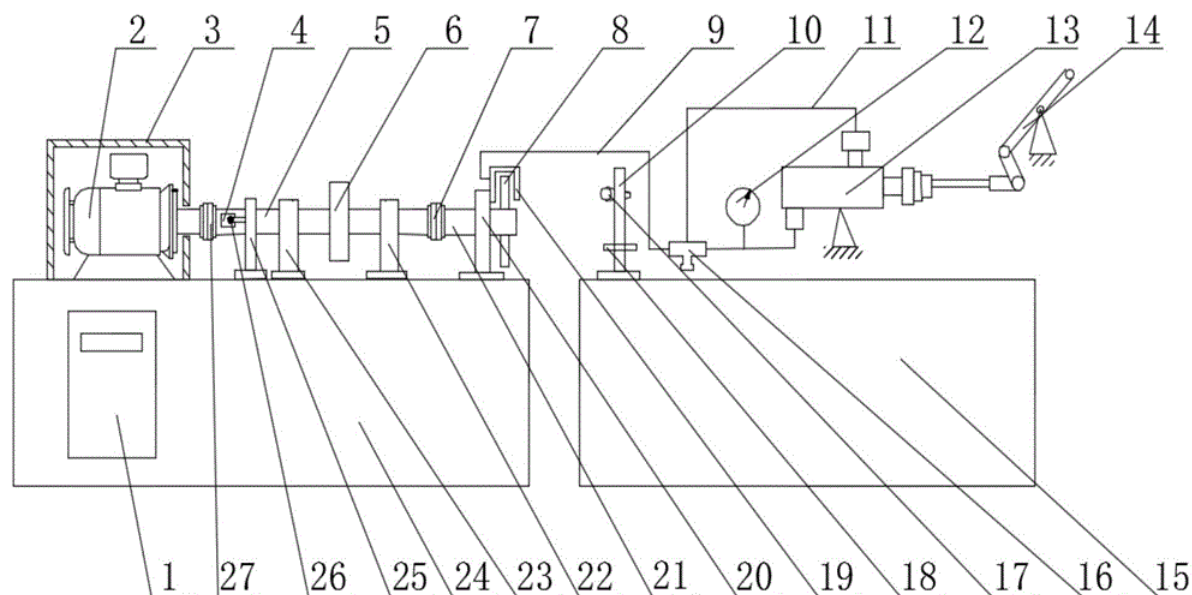
8 Documents

Publication numbers	Title	Current assignees
CN104359686 A	Automobile disc brake braking judder and squeal test bed	JILIN UNIVERSITY
US4062234 A	Dynamometer test stand	CATERPILLAR
DE102006044829 A1	Noise, vibration and harshness test bench for e.g. measuring drive rattling, has torsional vibration damper arranged between drive device-under-test and drive motor in drive side of test bench	GIF
CN201653671U U	Hydraulic drive shock response spectrum test stand	SUZHOU SUSHI TESTING INSTR
CN204188390U U	Brake judder and squeal test bed for automobile disk brake	JILIN UNIVERSITY
DE102009002678 A1	Test method for bogies as well as test stand and assembly stand	AGG ANLAGEN & GERAETEBAU
CN102062696 A	Multifunctional simulation test bed for auto clutch	HUBEI TRI RING CLUTCHES
CN202974668U U	Automobile endurance drum dynamometer	TONGJI AUTOMOTIVE DESIGN & RESEARCH INSTITUTE

Family 1/8 - FAMPAT - ©Questel

Title

(CN104359686)

Automobile **disc brake** braking judder and squeal test bed**Images****Publication data including kind & date**

CN104359686	A	2015-02-18	CN104359686
CN104359686	B	2016-08-31	CN104359686B

**Abstract**

(CN104359686B)

The invention discloses an automobile **disc brake** braking judder and squeal test bed which aims at solving the problem that at present, automobile braking judder and squeal cannot be tested. The automobile **disc brake** braking judder and squeal test bed comprises a frequency converter, a variable frequency **motor**, an equivalent mass regulating part, a braking pressure regulating part and a signal collecting and processing part. The variable frequency **motor** is installed at the left end of a left test bed body, the frequency converter is installed at the lower end of the left test bed body, and the variable frequency **motor** and the frequency converter are connected through an electric wire. The equivalent mass regulating part is installed at the part, on the right side of the variable frequency **motor**, on the left test bed body, the variable frequency **motor** is connected with the left end of a main shaft in the equivalent mass regulating part through a second elastic pin **coupling**, the braking pressure regulating part is installed at the right end of the left test bed body and a right test bed body, the right end of the main shaft is connected with the left end of a half shaft in the equivalent mass regulating part through a first elastic pin **coupling**, and the right end of the half shaft is installed on a support b in the braking pressure regulating part. The signal collecting and processing part is installed at the left end of the right test bed body and the left test bed body through a support a and a support e.

Inventors

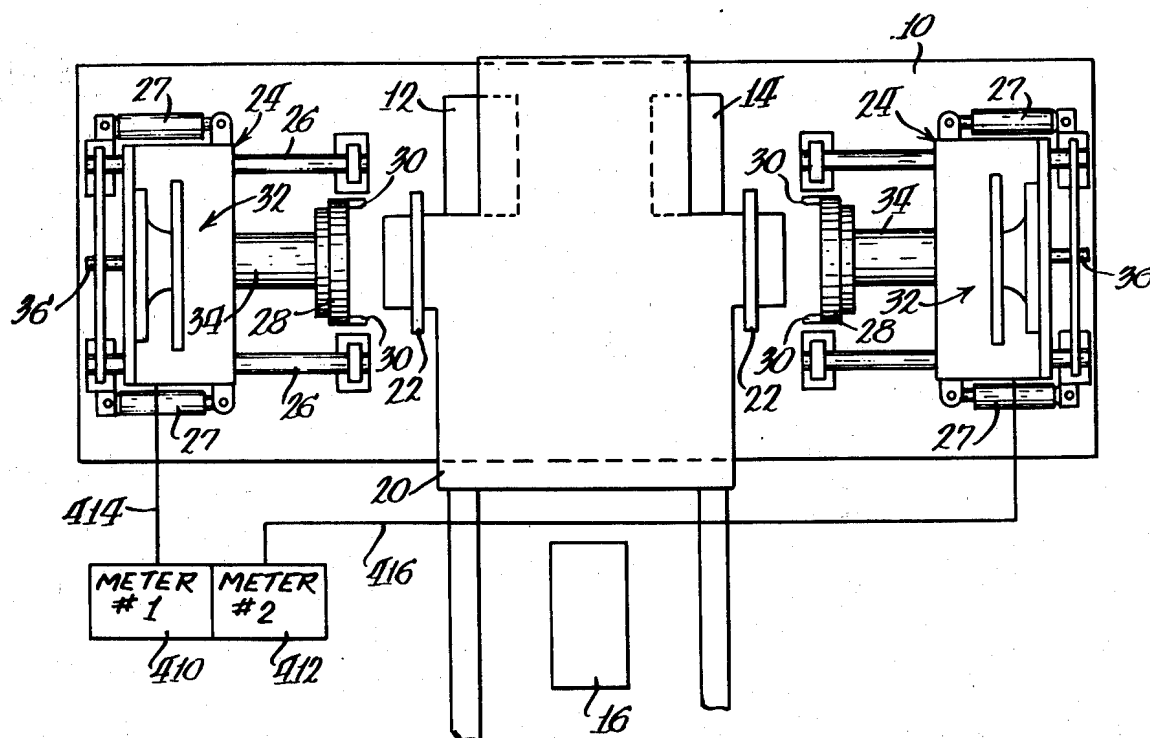
CHEN SHUMING
 WANG LIANHUI
 CHEN JING
 JIANG YANG
 SHI TIANZE
 WANG DENG FENG

Latest standardized assignees - inventors removed

JILIN UNIVERSITY

Title

(US4062234)

Dynamometer test **stand****Images****Publication data including kind & date**

US4062234	A	1977-12-13	US4062234
JPS5396101	A	1978-08-23	JP53096101
FR2379065	A1	1978-08-25	FR2379065
FR2379065	B1	1984-06-22	FR2379065

**Abstract**

(US4062234)

A test **stand** for vehicles having opposed motive drive outputs including a **stand** for supporting the vehicle to be tested in a predetermined position with its motive drive outputs free from engagement with surrounding structure, a pair of dynamometers, one on each side of the **stand**, a pair of releasable couplings, one drivingly associated with each of the dynamometers, and adapted to be engaged with a corresponding one of the motive drive outputs of a vehicle on the supporting **stand** and a **movable** mount for at least the releasable couplings so that they may be **moved** toward and away from each other and the supporting **stand**. Also disclosed is an improved dynamometer construction, an improved self-aligning **coupling** and an improved method of testing a mobile mechanical power source such as a vehicle.

Inventors

BARTLETT JR HAROLD H

HERR JR CHARLES H

KINNEY LIONEL L

LAMPART IVAN R

WELCH CLARENCE A

Latest standardized assignees - inventors removed

CATERPILLAR

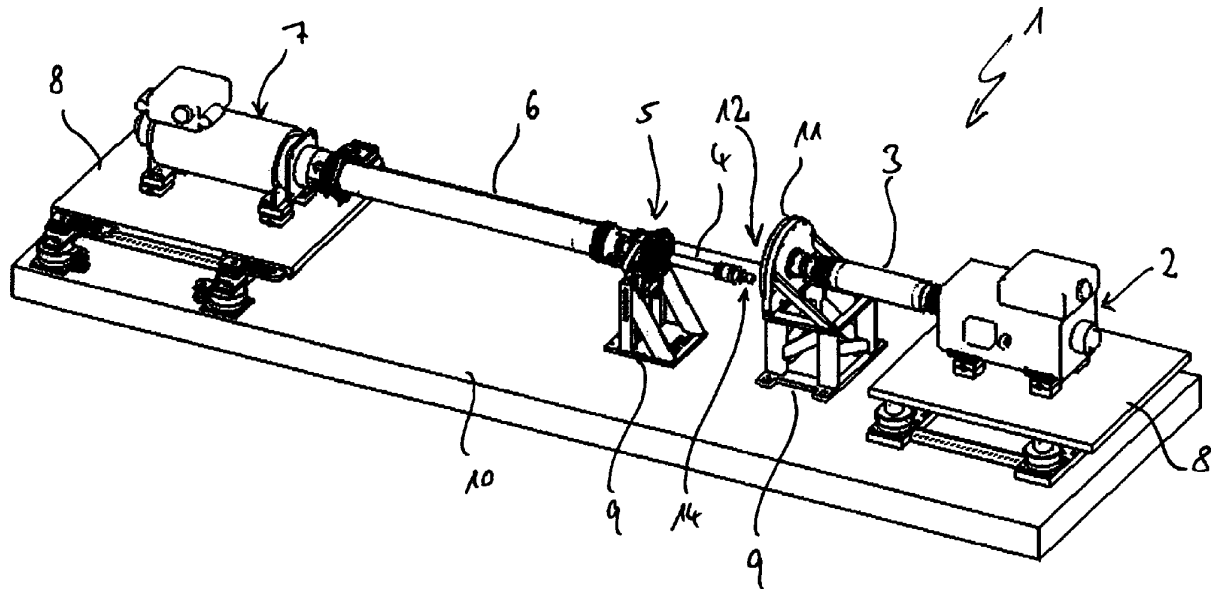
Family 3/8 - FAMPAT - ©Questel

Title

(DE102006044829)

Noise, vibration and harshness test **bench** for e.g. measuring drive rattling, has torsional vibration damper arranged between drive device-under-test and drive **motor** in drive side of test **bench**

Images



Publication data including kind & date

DE102006044829	A1	2008-04-03	DE102006044829
AT504316	A2	2008-04-15	AT-504316



Abstract

(DE102006044829)

The test **bench** (1) has a drive **motor** (2) for supplying a drive device-under-test with a variable moment, and a **brake motor** (7) for maintaining a resisting moment for the drive device-under-test. A torsional vibration damper (5) is arranged between the drive device-under-test and the drive **motor** in drive side of the test **bench**, and has torsional stiffness e.g. three orders of magnitude, smaller than remaining drive side between the drive device-under-test and the damper. A multi-part connecting shaft (4) is provided from the damper to the drive device-under-test. An independent claim is also included for a method for measuring noise, vibration and harshness characteristics of a drive device-under-test.

Inventors

PAPEN MARC VON

UBBEN HOLGER

Latest standardized assignees - inventors removed

GIF

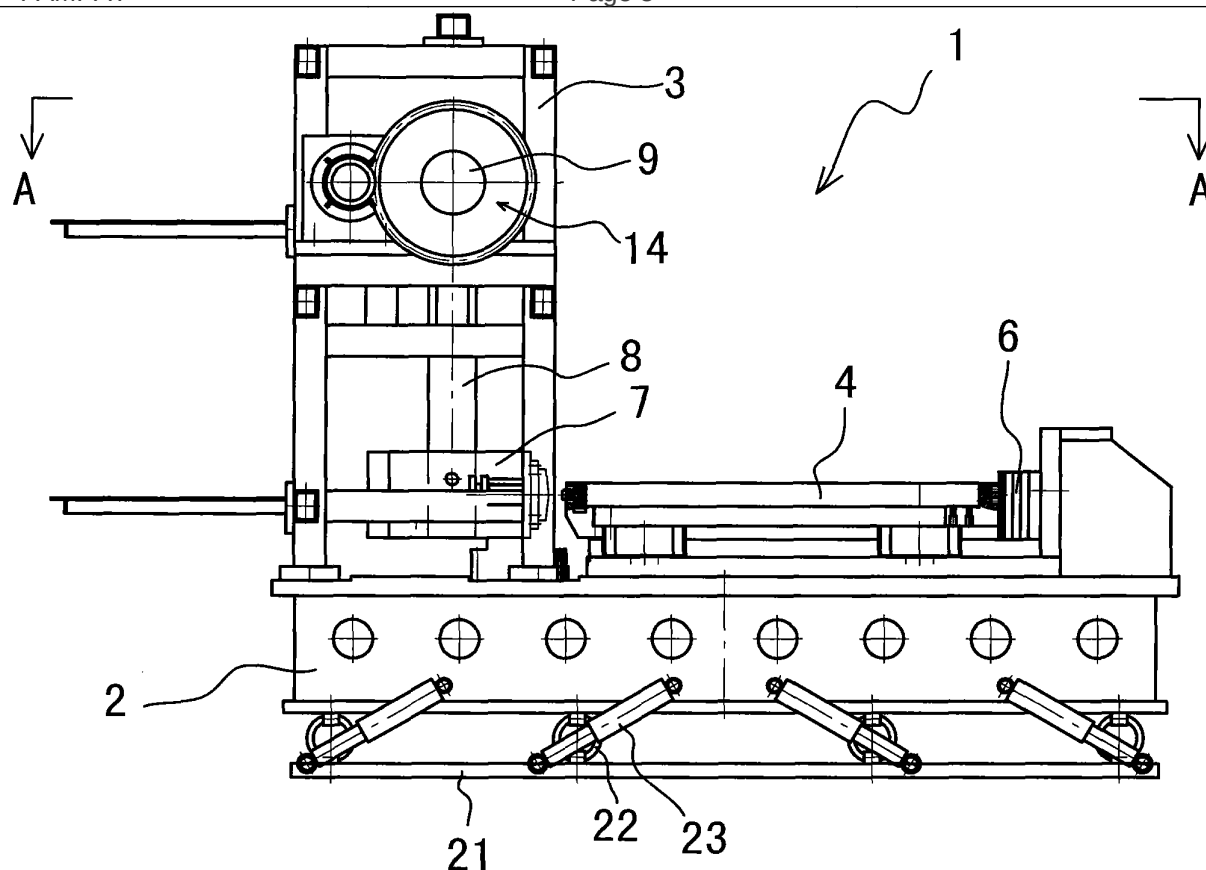
Family 4/8 - FAMPAT - ©Questel

Title

(CN201653671U)

Hydraulic drive shock response spectrum test **stand**

Images

**Publication data including kind & date**

CN201653671

U

2010-11-24

CN201653671U

**Abstract**

(CN201653671U)

The utility model discloses a **hydraulic** drive shock response spectrum test **stand**, which comprises a **stand** body, wherein the **stand** body consists of a pedestal, a portal frame upward erecting on the pedestal, a work table top, impact waved adjusting pieces and a pendulum bob assembly, wherein the work table top is arranged on the pedestal and is connected in a sliding way along the horizontal direction; the impact waved adjusting pieces are abutted against two ends of the work table top in the sliding direction; and the pendulum bob assembly is supported on the portal frame corresponding to the work table top. The **hydraulic** drive shock response spectrum test **stand** is characterized in that the pendulum bob assembly comprises a pendulum bob, a bob arm and a pendulum bob shaft; the bob arm upwards extends from the top of the pendulum bob; the top end of the bob arm is vertically crossed and connected with the pendulum bob shaft; two ends of the pendulum bob shaft are rotatably supported on the portal frame, so that the pendulum bob can rotate around the axis of the pendulum bob shaft; the pendulum bob shaft is in drive connection with a **hydraulic motor**; and in addition, the **hydraulic** drive shock response spectrum test **stand** also comprises a **brake** which is acted on the pendulum bob shaft. Compared with the prior art, under the same energy demand, the utility model can shorten the length of the pendulum bob arm, reduce the height of the portal frame, the contour dimension of the **stand** body and the manufacturing cost and is convenient for transport, mount and use.

Inventors

XINHUA HU

QIONGHUA ZHONG

Latest standardized assignees - inventors removed

SUZHOU SUSHI TESTING INSTR

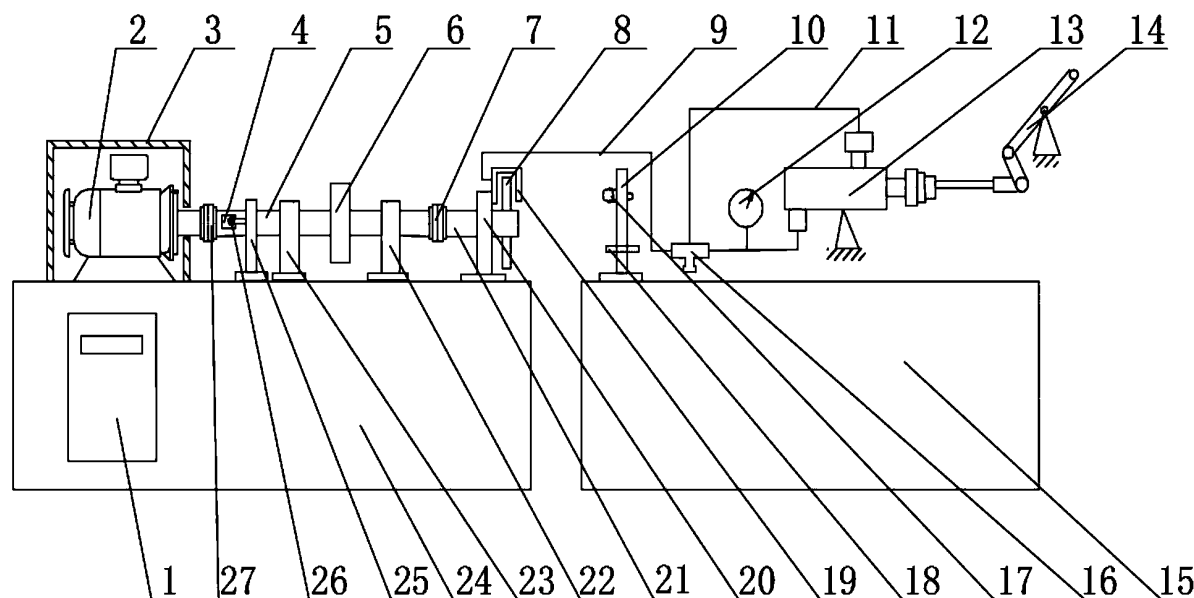
Family 5/8 - FAMPAT - ©Questel

Title

(CN204188390U)

Brake judder and squeal test bed for automobile disk **brake**

Images



Publication data including kind & date

CN204188390

U 2015-03-04 CN204188390U



Abstract

(CN204188390U)

The utility model discloses a **brake** judder and squeal test bed for an automobile disk **brake**, and a problem that the automobile **brake** judder and squeal cannot be tested so far is overcome. The test bed comprises a frequency converter, a variable frequency **motor**, an equivalent mass adjusting portion, a **brake** pressure adjusting portion, and a signal acquiring and processing portion. The variable frequency **motor** is arranged at the left end of the left test bed unit, the frequency converter is arranged at the lower end of the left test bed unit, and the variable frequency **motor** is connected to the frequency converter through wires. The equivalent mass adjusting portion is arranged on the left test bed unit on the right side of the variable frequency **motor**, and the variable frequency **motor** is connected to the left end of a main shaft of the equivalent mass adjusting portion through a NO.2 elastic pin **coupling**. The **brake** pressure adjusting portion is arranged at the right end of the left test bed unit and on the right test bed unit, the right end of the main shaft is connected to the left end of a driver shaft of the equivalent mass adjusting portion through a No.1 elastic pin **coupling**, and the right end of the driver shaft is arranged on a b support of the **brake** pressure adjusting portion. The signal acquiring and processing portion is arranged at the left end of the right test bed unit and on the left test bed unit through an a support and an e support.

Inventors

CHEN SHUMING

WANG LIANHUI

CHEN JING

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SHI TIANZE

WANG DENG FENG

Latest standardized assignees - inventors removed

JILIN UNIVERSITY

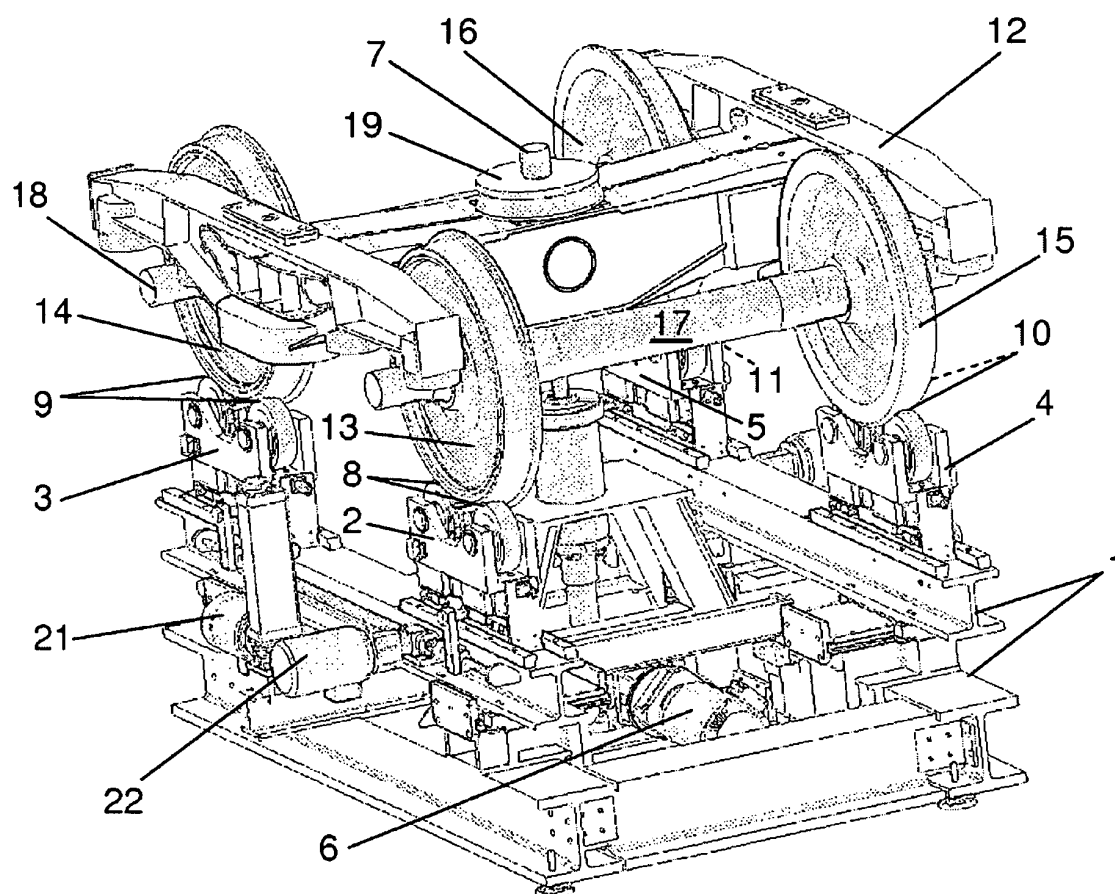
Family 6/8 - FAMPAT - ©Questel

Title

(EP2425225)

Test method for bogies as well as test **stand** and assembly **stand**

Images



Publication data including kind & date

DE102009002678	A1	2010-10-28	DE102009002678
WO2010124686	A2	2010-11-04	WO2010124686
CA2759431	A1	2010-11-04	CA2759431
WO2010124686	A3	2011-01-13	WO2010124686
AU2010243988	A1	2011-12-15	AU2010243988
US20120042720	A1	2012-02-23	US20120042720
EP2425225	A2	2012-03-07	EP2425225
IN2499/MUMNP/2011	A	2012-04-06	IN2011MN02499
CN102422140	A	2012-04-18	CN102422140
DE102009002678	B4	2012-04-26	DE102009002678
EP2425225	B1	2013-05-08	EP2425225
RU2011149189	A	2013-06-10	RU2011149189
US8516881	B2	2013-08-27	US8516881
ES2424247	T3	2013-09-30	ES2424247
RU2546913	C2	2015-04-10	RU2546913
CN102422140	B	2015-08-12	CN102422140B
AU2010243988	B2	2017-01-12	AU2010243988
CA2759431	C	2017-07-18	CA2759431



Abstract

(EP2425225)

The invention relates to a test method for bogies (12) and a test stand suitable for carrying out the method, said test stand

being additionally suitable for disassembling and assembling components of corresponding bogies (12). According to the proposed solution, the loads incurred by a bogie during its intended use are simulated in a known manner on a test stand designed for this purpose on the still unfinished bogie (12). To this end, forces are directed into the bogie (12) such as those caused by the weight of a car body and by other operation-related load conditions. The effect of these load conditions on the bogie (12) and/or of a track on which the bogie (12) runs is described by measured values, which are obtained by means of measuring sensors and are computer-processed. According to the invention, a respective force, used for the simulation of load conditions, is applied not as a pressure force, but rather as a tensile force acting directly on the bogie (12) or on a test stand element mounted directly on said bogie.

Inventors

BASTIAN RAINER

STUMVOLL WOLFGANG

Latest standardized assignees - inventors removed

AGG ANLAGEN & GERAETEBAU

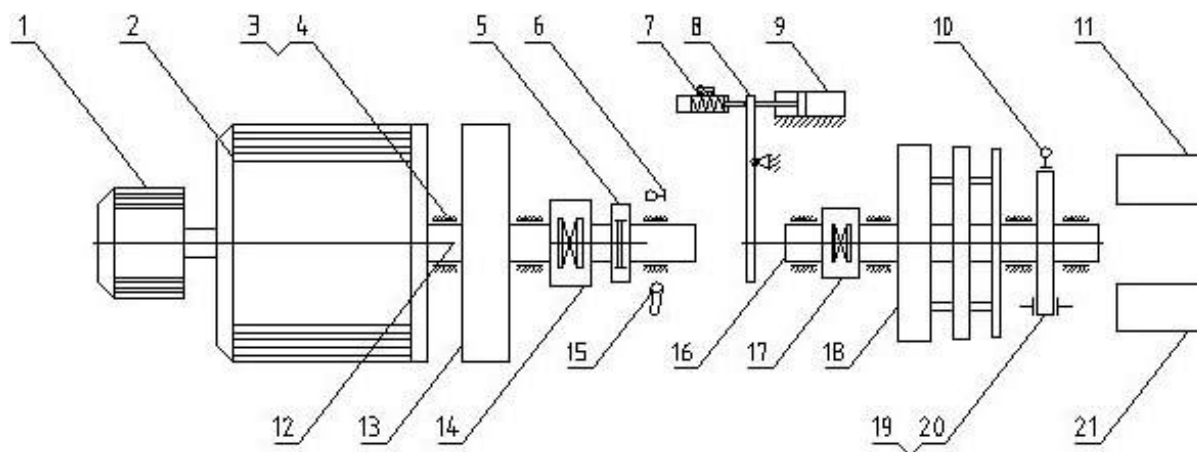
Family 7/8 - FAMPAT - ©Questel

Title

(CN102062696B)

Multifunctional simulation test bed for auto clutch

Images



Publication data including kind & date

CN102062696	A	2011-05-18	CN102062696
CN102062696	B	2012-01-25	CN102062696B



Abstract

(CN102062696B)

The invention relates to a technology for testing auto parts, in particular to a multifunctional simulation test bed for an auto clutch. The multifunctional simulation test bed is provided with a stand, a hydraulic station and a computer control system, wherein the stand is provided with a speed regulation motor and a speed measuring motor, and the right end of the speed regulation motor is provided with a driving shaft provided with an energy storage flywheel; the right side of the stand is provided with a driven shaft which is provided with a load flywheel and a brake disc, and the brake disc is provided with a speed sensor and a brake; particularly, the driving shaft is provided with a positive torque sensor, an acceleration sensor, a temperature sensor and a noise detection device; and the driven shaft is provided with a negative torque sensor, a clutch testing and mounting position is arranged between the right end of the driving shaft and the left end of the driven shaft and is provided with a shifting fork separating rod and a servo hydraulic driving device, and the end part of the servo hydraulic driving device is provided with a displacement sensor. The multifunctional simulation test bed disclosed by the invention is favorable for solving the problems of single test items and poorer combinational test property of the traditional auto clutch test bed, and is mainly used for reforming test equipment for the auto parts.

Inventors

ZHANG TAI

Latest standardized assignees - inventors removed

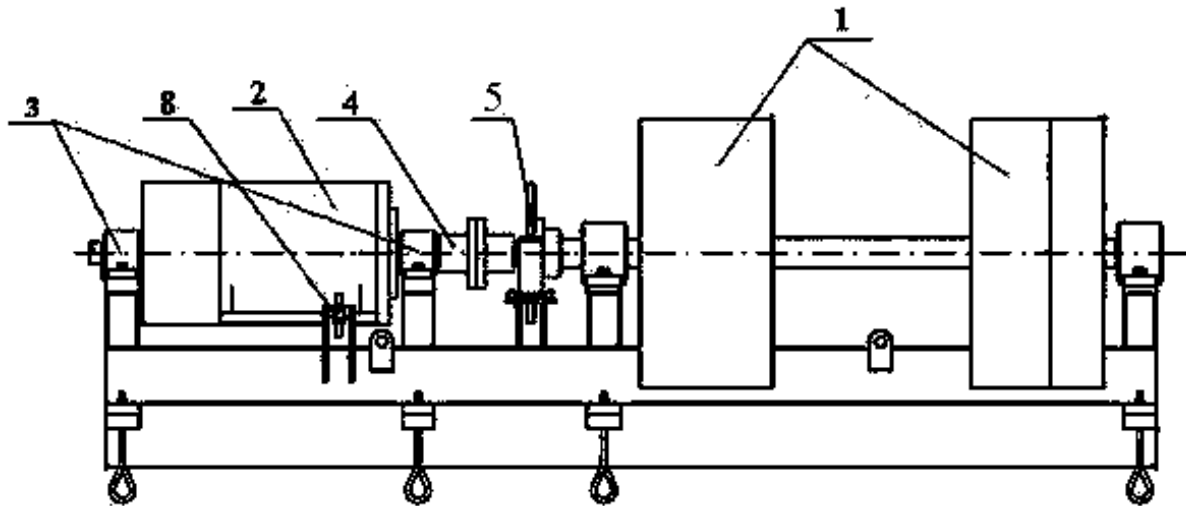
HUBEI TRI RING CLUTCHES

Family 8/8 - FAMPAT - ©Questel

Title

(CN202974668U)

Automobile endurance drum dynamometer

Images**Publication data including kind & date**[CN202974668](#)

U

2013-06-05

CN202974668U

**Abstract**

(CN202974668U)

The utility model discloses an automobile endurance chassis dynamometer, comprising a drum, a **motor** and a control apparatus. The drum is used for simulating the road surface on which an automobile wheel is rolling; the output shaft of the **motor** is connected with the turning shaft of the drum through a shaft **coupling**; the control apparatus is used for controlling the **motor**; the **motor** is supported on a pair of bearings; the **motor** is equipped with a torque-measuring apparatus; one end of the torque-measuring apparatus is equipped with a pull and pressure sensor for measuring torque, and the other end is provided with a counterweight calibrating device. According to the automobile endurance drum dynamometer, the driving resistance of an automobile is well simulated, the simulation to the inertia force of the automobile is adjustable through an electric signal, thereby the flywheel mechanism of a dynamometer is canceled, the structure of the dynamometer is simplified, and manufacture cost is reduced.

Inventors

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Latest standardized assignees - inventors removed

TONGJI AUTOMOTIVE DESIGN & RESEARCH INSTITUTE