

Powertrain Testing

Choose HORIBA when you require high-speed / high-performance powertrain testing to prove the performance or durability requirements of your product. Our specialized labs feature HORIBA-manufactured dynamometers, powered by a team of contract testing engineers with extensive experience in coupling and balancing high-speed systems. Reduce your time to market by adding HORIBA-designed RLS and SLR simulation to your testing protocol. Ask us today how these exclusive software packages and advanced dynamometers can enhance the in-use performance and durability of your products.

Experienced, Results-Driven Contract Testing Engineers

- Fast results, industry-leading professionalism
- “Proof of concept” set-ups available to confirm new test configurations
- Both in-lab and customer-site training available for full-testing system purchases

Powerful High-Speed, HORIBA-Manufactured Dynos

- Capable of up to 18,000 RPM
- Small diameter dyno systems that accommodate direct drive trans axles and hybrid applications without belts, pulleys, or severe prop-shaft angles
- High-torque, low-inertia capabilities available for E-motor applications

Simulation Technologies, Developed by HORIBA

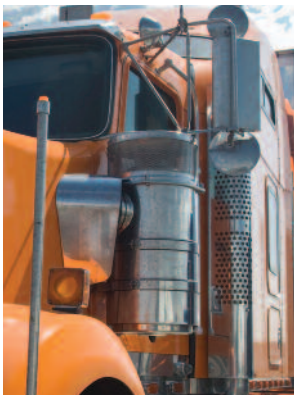
- Service Load Replication (SLR) – Applying customer-specific data to products-under-test using simulation technology
- Road Load Simulation (RLS) – Applying standard data files

to products-under-test using simulation technology

- Virtual Battery – The ultimate combination of dynos, DC power converters, connectors and software necessary to emulate the effects of a variety of battery technologies on your application.
- Virtual Engine – Powered by HORIBA's real-time ETPS software (Engine Torque Pulsation System)
- Virtual Wheel – Simulates wheel-slip conditions
- Virtual Vehicle – The complete package of simulation capabilities for testing in a full-vehicle environment.

Environmental Conditions:

- Environmental chambers available to cool (-70°C)/ heat (150°C) specimens under test
- Chiller systems available to cool E Motors to -20C for low temperature start and running condition evaluations



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