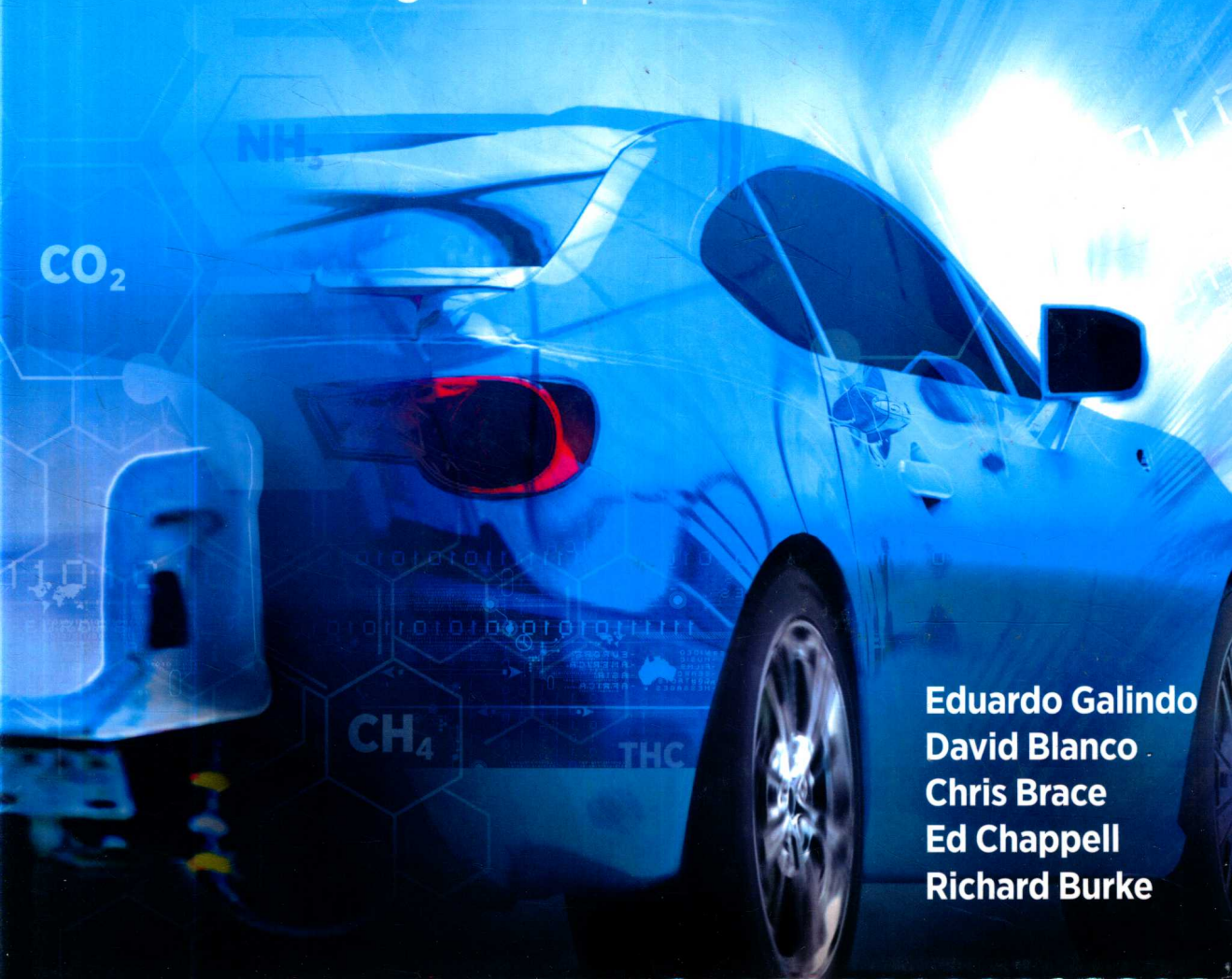


Chassis Dynamometer Testing

Addressing the Challenges of
New Global Legislation | WLTP and RDE



Eduardo Galindo
David Blanco
Chris Brace
Ed Chappell
Richard Burke

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Library of Congress Catalog Number 2016955855

SAE Order Number R-452

<http://dx.doi.org/10.4271/R-452>

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ISBN-Print 978-0-7680-8278-4

ISBN-PDF 978-0-7680-8412-2

ISBN-epub 978-0-7680-8414-6

ISBN-prc 978-0-7680-8413-9

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Introduction

The use of the chassis dynamometer test cell has been an integral part of the vehicle development and validation process for several decades. Developments in global climate science and environmental health monitoring have driven a wide-ranging debate in the fields of CO₂ reduction and air quality improvement. This discourse has focused on road transport and, especially, passenger cars because they are a very visible and tangible sector requiring improvement. Events have moved the type approval testing of passenger cars from being a somewhat niche topic understood by a small group of engineers and regulators into a widespread topic of conversation. The deficiencies in historical testing regimes and the failure of some companies to adequately regulate their own work have focused the attention of regulators, policy makers, and the public on laboratory procedures and instrumentation methods in an unprecedented manner.

For practicing engineers, it is important to understand our wider role in society, as well as in our own organizations. In chassis dynamometer testing, these responsibilities come together and are focused on the delivery of clean efficient vehicles that meet legislative requirements, as well as customer aspiration. These requirements must be met by vehicles that are robust and durable in the real-world. In addition, the vehicles must be economically viable in order for the industry to continue providing the affordable mobility which has driven so much economic, personal, and social progress over the last century. The pervading environmental lobby presents new challenges to our industry, and the precise experimental validation of vehicle performance on modern capable chassis dynamometers under realistic operating conditions will be fundamental in overcoming this challenge.

The chassis dynamometer test cell design involves specialists in many different fields—such as mechanics, ventilation, and refrigeration—who may not be experts in automotive vehicle engineering. In addition, automotive engineers may not have in-depth knowledge in all aspects of testing facilities.

As the demands on chassis dynamometer testing become more exacting and at the same time more diverse, the challenge of delivering effective installations and operating

procedures becomes ever greater. This book sets out to gather knowledge from both groups of specialists to achieve a better understanding on the testing uncertainties associated with the vehicle chassis dynamometer test cell, and to enable informed design and the use of these facilities.

I.1 General Objective

The intention of this book is to analyze the main factors affecting a vehicle in order to reproduce them as close as possible in a testing facility specifically designed for this purpose.

The first objective is to give guidance and recommendations on how vehicle tests should be performed.

The second objective is to obtain a deeper knowledge on the requirements of chassis dynamometer testing facilities so that they can be optimized, reducing unnecessary cost because of overdimensioning or underperformance.

The last objective is to give the reader an overview of the current emissions legislation, its limitations, and its evolution.

I.2 Book Structure

This book has been divided into three parts:

- **Part I: The Vehicle:** The objective of this section is to analyze the main parameters of influence on a vehicle when it is running on the road and look at how to consider these parameters when designing a chassis dynamometer test cell. The key aspects affecting the vehicle system performance and powertrain operating principles must be considered at all stages when designing the facility and test procedures if a realistic validation environment is to be achieved.
- **Part II: The Test Cell:** The objective of this section is to study the different components of a chassis dynamometer test cell, the characteristics, and the design criteria of the test cell, which are relevant to the execution of effective vehicle tests. The chassis dynamometer system is a large and complex installation with many interdependencies. The designer or test engineer must understand enough of the essential behavior of each part of the facility to form an effective overview.
- **Part III: Vehicle Homologation Process and Tests:** This section is largely governed by legislative requirements for today and the foreseeable future.

The main objective of this section is to give the reader an understanding on the main legislation worldwide. It explains briefly the enforcement programs in the EU and the U.S., analyzing in more detail how effective it has been in Europe until 2017.

It introduces the reasons for the revision of the EU legislation and the new testing procedures known as Worldwide Harmonized Light-Duty Vehicle Test Procedure and real-driving emissions.

Acknowledgments

This work is the result of the effort to fully understand a complex topic: chassis dynamometer testing. The investment to pursue this project was provided by AVL Spain, a company led by two entrepreneurs, Alberto Zumeta (Managing Director) and Jesus Sinde (Engineering Manager). AVL Spain is a place where people are not only allowed, but encouraged to bring their ideas to work and to develop them beyond the current state of the art. It is the result of implementing a philosophy that questions current beliefs to the ultimate consequences, never giving up until everything is understood and justified. It is the outcome of a long-term strategy that proves that committing new ideas and good technical knowledge can definitely make a company successful.

I would like to thank Alberto and Jesus for creating and sharing these unique values.

All the data and knowledge gathered in this book are the result of team work. It would have not been possible without the help of many colleagues from AVL Spain, especially David Blanco, who believed in the project from the first day and has been a great contributor.

I am also grateful for the opportunity to work for AVL UK. I had the chance to learn from great engineers such as David Moore, Neil Avery, and Colin Hussell and, through them, meet Dr. Chris Brace, Dr. Richard Burke, and Dr. Edward Chappell from the University of Bath. They have been instrumental in complementing our knowledge and working on the material now presented.

We have also had the privilege of having very experienced reviewers such as Ken Barnes, Tim Beatty, Fernando Moreno, and Rodolph Belleux, to whom I want to express special gratitude. The readers will gain immensely from their input.

I also want to thank Carmen Muñoz for the work she has done in integrating the various chapters of the book and Enrique Fradejas for the excellent job with the images we needed.

Finally, I want to thank my parents, Julio Galindo and Carmiña Ferreiro, for teaching me the enormous value of perseverance, and my wife, Sara, for her support and patience during all the hours I have dedicated to writing this book.

Eduardo Galindo

Chassis Dynamometer Testing

Addressing the Challenges of New Global Legislation
(WLTP and RDE)

Contents

Introduction	xiii
I.1 General Objective.....	xiv
I.2 Book Structure	xiv

Acknowledgments	xv
------------------------------	----

Part I—The Vehicle

Chapter 1: Parameters of Influence on a Moving Vehicle..... 3

1.1 Equations of Motion.....	3
1.1.1 Vehicle Inertial Loads F_I	4
1.1.2 Force because of Gravity F_g	7
1.1.3 Aerodynamic Drag F_{AD}	8
1.1.4 Force because of Tire Rolling Resistance F_{RR}	8
1.1.5 Tractive Power and Energy Equation	9
1.1.6 Alternative Arrangement of Vehicle Load Terms.....	9
1.2 Vehicle Energy Use and Distribution of Losses	10
1.2.1 Vehicle Performance and Efficiency: Energy Distribution	10
1.2.2 Main Factors Affecting a Vehicle	11
1.3 Wind: Interaction between Air and Vehicle	12
1.3.1 Underhood Air Ducting.....	13
1.3.2 Brake Cooling	14
1.3.3 Flow underneath the Vehicle.....	15
1.3.4 Airflow around the Vehicle	15
1.3.5 Airflow around the Tires	16
References	16

Chapter 2: Engine Architecture Performance and Efficiency.. 17

2.1 Introduction.....	17
2.2 Engine Energy Distribution.....	18
2.2.1 Gasoline Engine Energy Distribution	19
2.2.2 Diesel Engine Energy Distribution.....	20
2.3 Effects of Ambient Conditions on Engine Performance	21
2.3.1 Effect on Temperature and Pressure	21

- 2.3.2 Effect of Humidity 24
 - 2.3.3 Effect of Altitude..... 27
 - 2.3.4 Summary of the Environmental Effect on Engine Power 28
 - 2.3.5 Standardized Correction Factors 30
- 2.4 Engine Warm-Up and Cooling 30
 - 2.4.1 Cold Start Combustion..... 31
 - 2.4.2 Engine Friction Losses Versus Temperature..... 31
 - 2.4.3 Engine Warm-Up 33
- 2.5 Engine Lubrication 33
 - 2.5.1 Oil Pump 35
 - 2.5.2 Lubrication Oil Properties..... 36
 - 2.5.2.1 Viscosity 36
 - 2.5.2.2 Viscosity Measurement Methods 37
 - 2.5.2.3 Viscosity Index 38
 - 2.5.2.4 Additives 39
 - 2.5.3 Minimum Starting Temperature..... 39
- References 40

Chapter 3: Engine Ancillary Devices 41

- 3.1 Introduction..... 41
- 3.2 Power Steering..... 42
 - 3.2.1 Introduction to Power Steering Systems..... 42
 - 3.2.2 Factors Affecting Hydraulic Power Steering Efficiency 44
- 3.3 Air Conditioning Compressor..... 45
 - 3.3.1 The Refrigeration Cycle..... 45
 - 3.3.2 Vehicle Air Conditioning..... 45
 - 3.3.3 Vehicle Air Conditioning Control..... 46
 - 3.3.4 Dimensioning a Vehicle Air Conditioning System 47
 - 3.3.5 Factors Affecting Vehicle Air Conditioning Performance..... 49
 - 3.3.5.1 Influence by Solar Radiation 49
 - 3.3.5.2 The Vehicle Cabin Size 50
 - 3.3.5.3 Fresh Air Ratio (Air Recirculation) 51
 - 3.3.5.4 Vehicle Speed 52
 - 3.3.5.5 Number of Passengers 53
- 3.4 Alternator..... 54
- 3.5 Water Pump..... 55
- References 56

Chapter 4: The Pneumatic Tire and Rolling Resistance 57

- 4.1 Introduction..... 57
- 4.2 The Concept of Rolling Resistance..... 59
- 4.3 Rolling Resistance Coefficient..... 60
- 4.4 Rolling Resistance Dependence 61

4.4.1	Influence of Inflation Pressure	61
4.4.2	Influence of Tire Temperature	63
4.4.3	Influence of Vehicle Speed on Tires	64
4.4.4	Influence of Warm-Up Time	67
4.4.5	Tire Aerodynamic Drag	68
4.4.5.1	Affecting the Vehicle's Properties	68
4.4.5.2	Effects of Tire Rotation	68
4.5	Tire Rolling Resistance Measurements	69
	References	69

Chapter 5: Exhaust Emissions and Aftertreatment Systems ... 71

5.1	Introduction	71
5.2	Exhaust Components	71
5.2.1	Nonharmful	72
5.2.2	Harmful	72
5.3	Exhaust Emission Component Creation	74
5.3.1	NO _x	74
5.3.2	Carbon Monoxide	75
5.3.3	Hydrocarbons	75
5.3.4	Particulate Matter	75
5.4	Exhaust Emissions Control Systems	75
5.4.1	Catalytic Converters	76
5.4.1.1	Diesel Oxidation Catalyst	78
5.4.1.2	Three-Way Catalytic Converter	78
5.4.2	Chemical Reactors	79
5.4.3	Chemical Filters	81
5.4.4	Particle Filters	81
5.5	Exhaust Pipe Temperatures	82
5.6	Parameters Influencing Emissions	83
5.6.1	Influence of Speed	83
5.6.2	Influence of Absolute Humidity	84
5.6.3	Influence of Engine Temperature	85
5.6.4	Influence of Ambient Temperature	86
	References	86

Summary of Part I—The Vehicle 87

Part II—The Test Cell

Chapter 6: The Chassis Dynamometer Test Cell 91

6.1	Introduction	91
6.2	The Chassis Dynamometer Test Cell	91
6.2.1	Chassis Dynamometer	92
6.2.2	Vehicle Cooling Blower	93

- 6.2.3 Ventilation or Refrigeration System..... 94
 - 6.2.4 Air Intake System in Chassis Dynamometer Test Cells 94
 - 6.2.5 Exhaust Extraction System 95
 - References 96
- Chapter 7: The Chassis Dynamometer..... 97**
 - 7.1 Introduction..... 97
 - 7.2 Vehicle Tractive Energy and Power Demand Review 97
 - 7.3 Simulating Vehicle Tractive Energy and Power Demand on a Chassis Dynamometer 98
 - 7.3.1 Inertia Force F_I 98
 - 7.3.2 Gravity F_g 99
 - 7.3.3 Aerodynamic Drag F_{AD} 99
 - 7.3.4 Tire Rolling Resistance F_{RR} 99
 - 7.4 Measuring Vehicle Characteristic Parameters 100
 - 7.4.1 Coast-Down Test..... 101
 - 7.4.2 Coast-Down Equation 102
 - 7.5 Chassis Dynamometer Load Setting Procedure..... 103
 - 7.6 Simulating Road Load on the Dynamometer..... 104
 - References 106
- Chapter 8: The Vehicle Cooling Blower..... 107**
 - 8.1 Introduction..... 107
 - 8.2 Wind Blower Classification Depending on the Kind of Test 107
 - 8.2.1 Aeroclimatic Tests..... 109
 - 8.2.2 Emission Tests 110
 - 8.2.3 Research and Development..... 110
 - 8.2.3.1 Real-Driving Emission Simulation in a Chassis Dynamometer 110
 - 8.2.3.2 Friction Tests 112
 - 8.2.4 High Speed/Durability Tests 113
- Chapter 9: Chassis Dynamometer HVACR..... 115**
 - 9.1 Introduction..... 115
 - 9.2 Main Thermal Loads in the Test Cell 115
 - 9.3 HVACR Design Criteria..... 117
 - 9.4 Ambient Temperature Chassis Dynamometer Test Cell 117
 - 9.4.1 Non-Humidity Controlled Test Cell 117
 - 9.4.2 Humidity Controlled Test Cell 118
 - 9.4.2.1 Single-Stage AHU 118
 - 9.4.2.2 Two-Stage AHU 119
 - 9.4.3 How to Control the Condensation in the Cooling Coil..... 121
 - 9.4.3.1 Constant Temperature with Variable Flow 122
 - 9.4.3.2 Constant Flow with Variable Temperature 122

- 9.5 Low Temperature Chassis Dynamometer Test Cell..... 123
 - 9.5.1 Introduction to the Refrigeration Machine..... 123
 - 9.5.2 Performances and Efficiencies 124
 - 9.5.3 Refrigeration Systems in Chassis Dynamometers..... 125
 - 9.5.3.1 Direct Expansion System 126
 - 9.5.3.2 Indirect Expansion Systems Using Thermal Fluids 126
 - 9.5.4 Working Principle of a Refrigeration Plant..... 126
 - 9.5.5 Evaporator Control Capacity 129
 - 9.5.6 Compressor Capacity Control..... 130
 - 9.5.7 Hot Gas Bypass Capacity Control 131
 - 9.5.8 Evaporator Temperature Control..... 132
 - 9.5.9 Chassis Dynamometer Refrigeration Plant with Direct Expansion..... 134
 - 9.5.10 Indirect Expansion Chassis Dynamometer Refrigeration Plant with Thermal Fluids 135
 - 9.5.11 Combined Systems 136

Chapter 10: Air Intake in Chassis Dynamometer Test Cells ... 137

- 10.1 Introduction..... 137
- 10.2 Basic Functions of an Air Intake Handling Unit 138
- 10.3 Humidity Control..... 139
 - 10.3.1 Air Dryers..... 139
 - 10.3.1.1 Dehumidification by Condensation 139
 - 10.3.1.2 Desiccant Dehumidifier 140
 - 10.3.2 Humidification Technologies 141
 - 10.3.2.1 Atmospheric Pressure Humidifiers 142
 - 10.3.2.2 Pressurized Humidifiers 142
- 10.4 Operating Principle of an Air Intake Handling Unit..... 143

Chapter 11: Instrumentation and Control 145

- 11.1 Introduction..... 145
- 11.2 Vehicle Power, Torque, and Speed 145
- 11.3 Exhaust Emissions..... 146
 - 11.3.1 Emissions Analyzers..... 146
 - 11.3.1.1 Nondispersive Infrared Analyzers 147
 - 11.3.1.2 Flame Ionization Detector Analyzers 147
 - 11.3.1.3 Chemiluminescence Detector Analyzers 148
 - 11.3.1.4 Fourier Transform Infrared 149
 - 11.3.2 Diesel Particle Emission Measurement (PM) 149
 - 11.3.3 Diesel Particle Counter (PN)..... 149
 - 11.3.4 Smoke Opacity Meters..... 150
 - 11.3.5 Portable Equipment Measurement..... 150
 - 11.3.6 Gas Sampling..... 151
 - 11.3.6.1 Undiluted Analytics (Raw Sampling) 151

- 11.3.6.2 Partial Flow Dilution 151
 - 11.3.6.3 Fully Diluted Sampling (CVS) 152
 - 11.3.7 Constant Volume Sampling 152
 - 11.3.8 Complete Emission Setup 153
 - 11.3.8.1 Undiluted Analytics 153
 - 11.3.8.2 Partial Flow Dilution 153
 - 11.3.8.3 Full Flow Dilution (CVS) 154
 - 11.4 Fuel Consumption Measurement 154
 - 11.4.1 Carbon Balance 154
 - 11.4.2 Engine Control Unit 154
 - 11.4.3 External Fuel Combustion Measuring Devices 155
 - 11.5 Other Engine and Vehicle Parameters 155
 - 11.6 Chassis Dyno Control 155
 - References 155

Summary of Part II—The Test Cell..... 157

Part III—Vehicle Homologation Process and Tests

Chapter 12: Chassis Dynamometer Test Standards 161

- 12.1 Introduction 161
- 12.2 The History of Emission Testing Procedures 162
- 12.3 Worldwide Emission Testing Procedures and Standards 164
 - 12.3.1 United States 165
 - 12.3.1.1 U.S. Vehicle Testing and Enforcement Program ... 165
 - 12.3.1.2 U.S. Test Cycles 166
 - 12.3.2 Europe 171
 - 12.3.2.1 European Union Vehicle Testing and Enforcement Program 171
 - 12.3.2.2 European Union Test Cycles 173
 - 12.3.2.3 The New European-Driving Cycle (ECE 15 + EUDC) 173
- 12.4 Environmental Requirements for the Emissions of the Chassis Dynamometer Test Cell 175
- References 177

Chapter 13: The Need of a New Emission Regulation 179

- 13.1 Is the EU Legislation in 2016 Fulfilling Its Final Goal? 179
- 13.2 Inaccuracies of Existing Legislations 181
 - 13.2.1 What Is the Reason for these Deviations? 181
 - 13.2.2 Technology Deployment 183
 - 13.2.2.1 The EU Driving Cycle 183
 - 13.2.2.2 The Problem of a Defined Cycle 184
 - 13.2.3 Road Load Determination Factor 184

13.3	Chassis Dynamometer Testing	186
13.3.1	Tolerance of Instruments	187
13.3.1.1	The Roller	187
13.3.1.2	The Vehicle Blower	189
13.3.1.3	The HVACR System	190
13.3.2	Tolerance of Vehicle Preparation	192
13.3.2.1	Status of Electrical Ancillaries	192
13.3.2.2	Battery State of Charge	192
13.3.2.3	Tire Pressure	193
13.3.3	Driving Techniques.....	193
13.3.3.1	The Type Approval Driver	193
13.3.3.2	Speed Error	195
13.3.3.3	Accelerator Pedal Busyness	195
13.3.3.4	Gear Shifting	195
13.3.4	Other Factors	196
13.4	The Need for New Emission Legislation.....	196
13.4.1	A Global Legislation for Global Vehicles.....	196
13.4.2	Legislation Beyond September 2017	197
	References	197

Chapter 14: The World Light Duty Test Procedure (GTR-15) 199

14.1	Introduction.....	199
14.2	Improving Testing Accuracy with WLTP	200
14.2.1	Technology Deployment	200
14.2.1.1	The Driving Cycle	200
14.2.2	Road Load Determination Factor.....	205
14.3	Chassis Dynamometer Testing	206
14.3.1	Tolerance of Instruments	206
14.3.1.1	The Vehicle Blower	206
14.3.1.2	The HVACR System	206
14.3.2	Tolerance of Vehicle Preparation	207
14.3.2.1	Battery State of Charge	207
14.3.2.2	Tire Pressure	207
14.3.2.3	Gear Shifting	207
14.4	Expected Results From WLTP.....	207
	References	208

Chapter 15: Real-Driving Emissions..... 209

15.1	Introduction.....	209
15.2	Requirements for Real-Driving Emissions	209
15.3	Preparing Vehicles for RDE.....	210
	References	211

Summary of Part III—Vehicle Homologation Process and Tests 213

Notation(s)..... 215

About the Authors 221

Index 225

Part I

The Vehicle