

COMPONENT TESTING **MULTIAXIAL VIBRATION TEST WITH OPTIONAL THERMAL LOADING**

TEST RANGE

The multiaxial vibration test is particularly suitable for testing components, modules, assemblies and subsystems such as, for example, tanks, attachment and dismantling parts, exhaust systems, roof and rear-mounted carrier systems, front-end modules, cooling systems and much more.

The multiaxial shaker table (MAST) makes it possible to generate the loads from mechanical oscillations:

- Strength tests on all vehicle components
- Simulation of the operating loads such as road bumps, steering and braking loads, load interchanging, vertical and roll motions
- Special environmental conditions (for example hot gas flow, simulation of driving through puddles)

ACCOMPANYING:

- Measurement data acquisition during test drives with subsequent analysis and test load generation
- Damage analysis and non-destructive testing
- Strength assessment, FE-Analysis

PERFORMANCE DATA OF HEXAPOD

| | |
|---------------------|-----------------|
| Table size | Diameter 2.2 m |
| Payload | max. 680 kg |
| Frequency range | 0.5 - 100 Hz |
| Linear acceleration | up to 20 g |
| Linear velocity | max. 1 m/s |
| Linear displacement | max. +/- 145 mm |

PERFORMANCE DATA OF HOT GAS GENERATOR

| | |
|---------------------|-----------------|
| Hot gas mass flow | max. 0,850 kg/s |
| Hot gas temperature | max. 850 °C |
| Burner capacity | max. 700 kW |

COMBINED TESTS

For load simulation or transport stress, the multi-axial shaker table is optionally combined with a hot gas generator.

This combination is particularly for testing exhaust systems and exhaust gas-carrying components. Due to their function and position in the vehicle, they are subject to complex loading conditions.

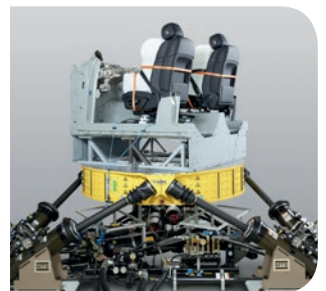
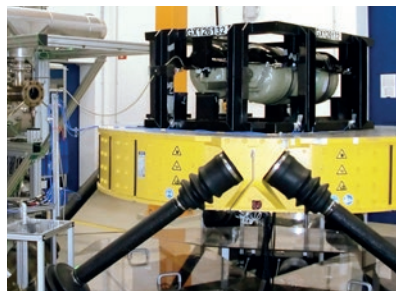
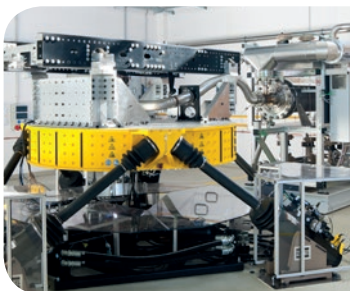
In addition, the components have to withstand mechanical vibration loads, resulting from vehicle movements or suggestions by engine vibrations. The hot gas generator is able to generate alternating thermomechanical loads on components. By combination of both systems, an overlay of stresses can be experimentally simulated.

Both systems can be operated independently.

USE THE EXPERTISE OF IMA DRESDEN

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