

## **KULI DRIVE**

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**3<sup>rd</sup> KULI User Meeting**  
**17<sup>th</sup> – 18<sup>th</sup> Oct 2001**

### **Transient Analysis of a Truck** **Part 2**

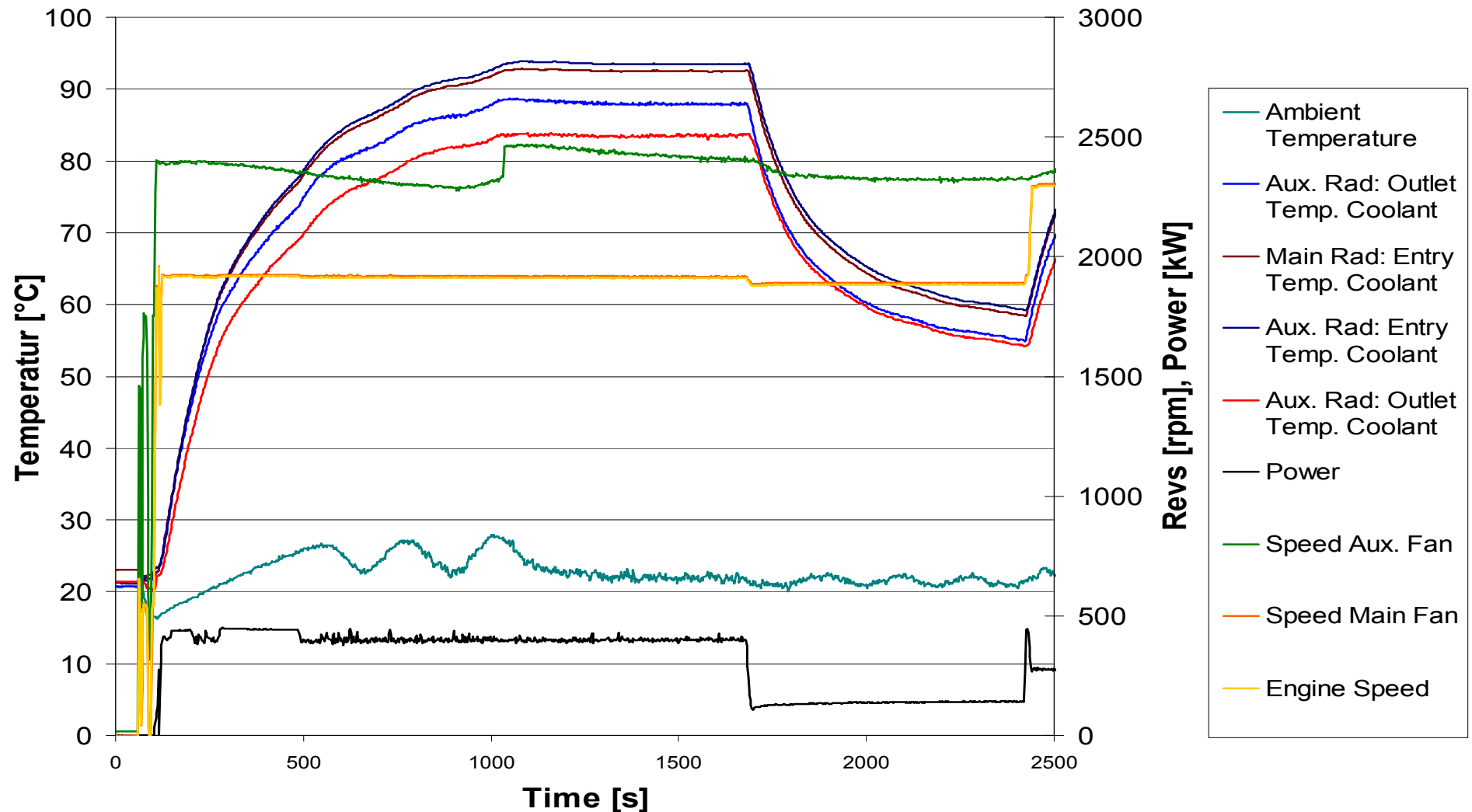
**M. Raup, SNF, Steyr**  
**Th. Gumpoldsberger, ECS, Steyr**

# **Transient Analysis of a truck**

## **Content:**

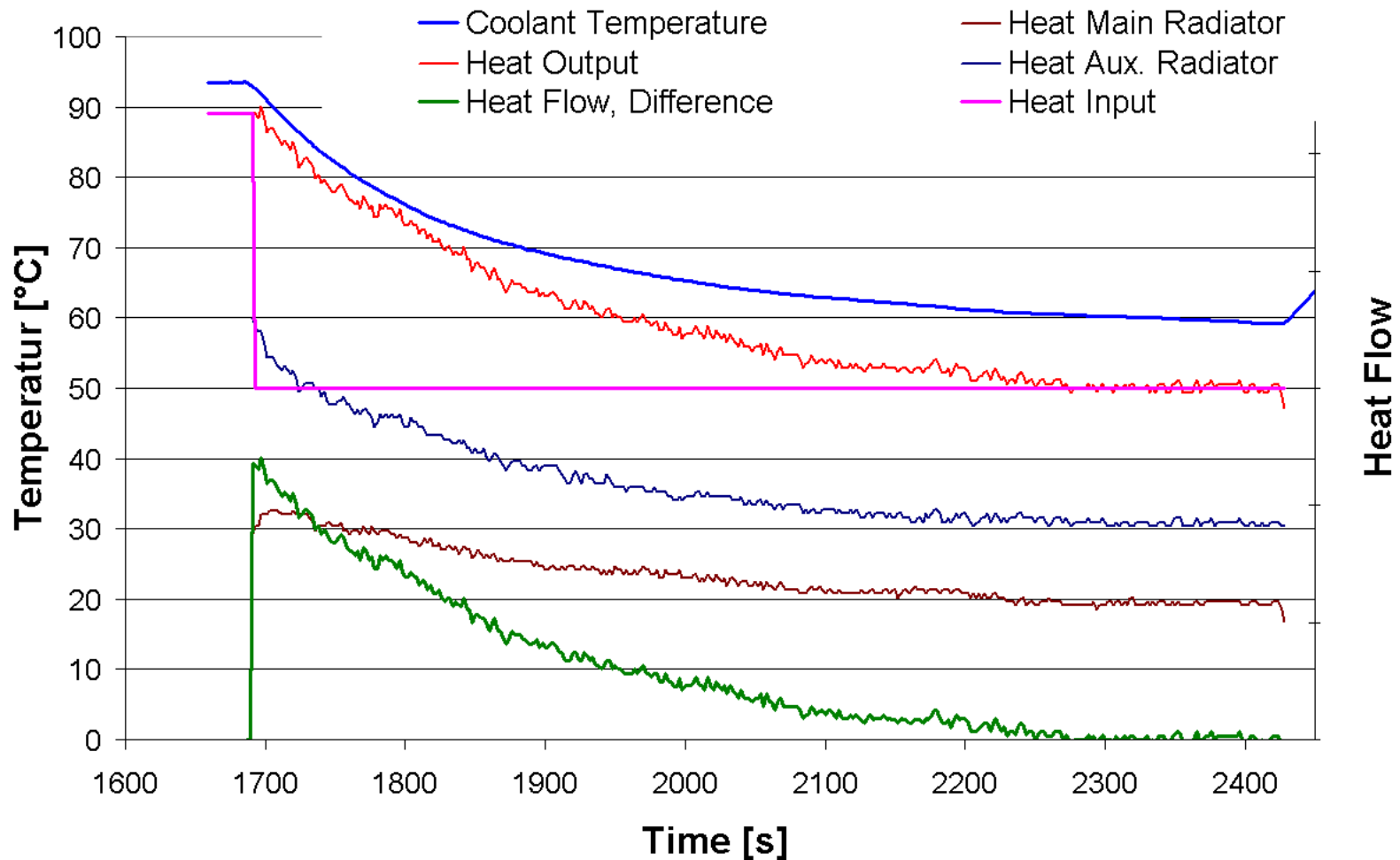
- **Measurement for Balancing**
- **Balancing**
- **KULI Model**
- **Measurement Katschberg**
- **Strategy for Fan Activation**
- **Analysis**

# Measurement for Balancing



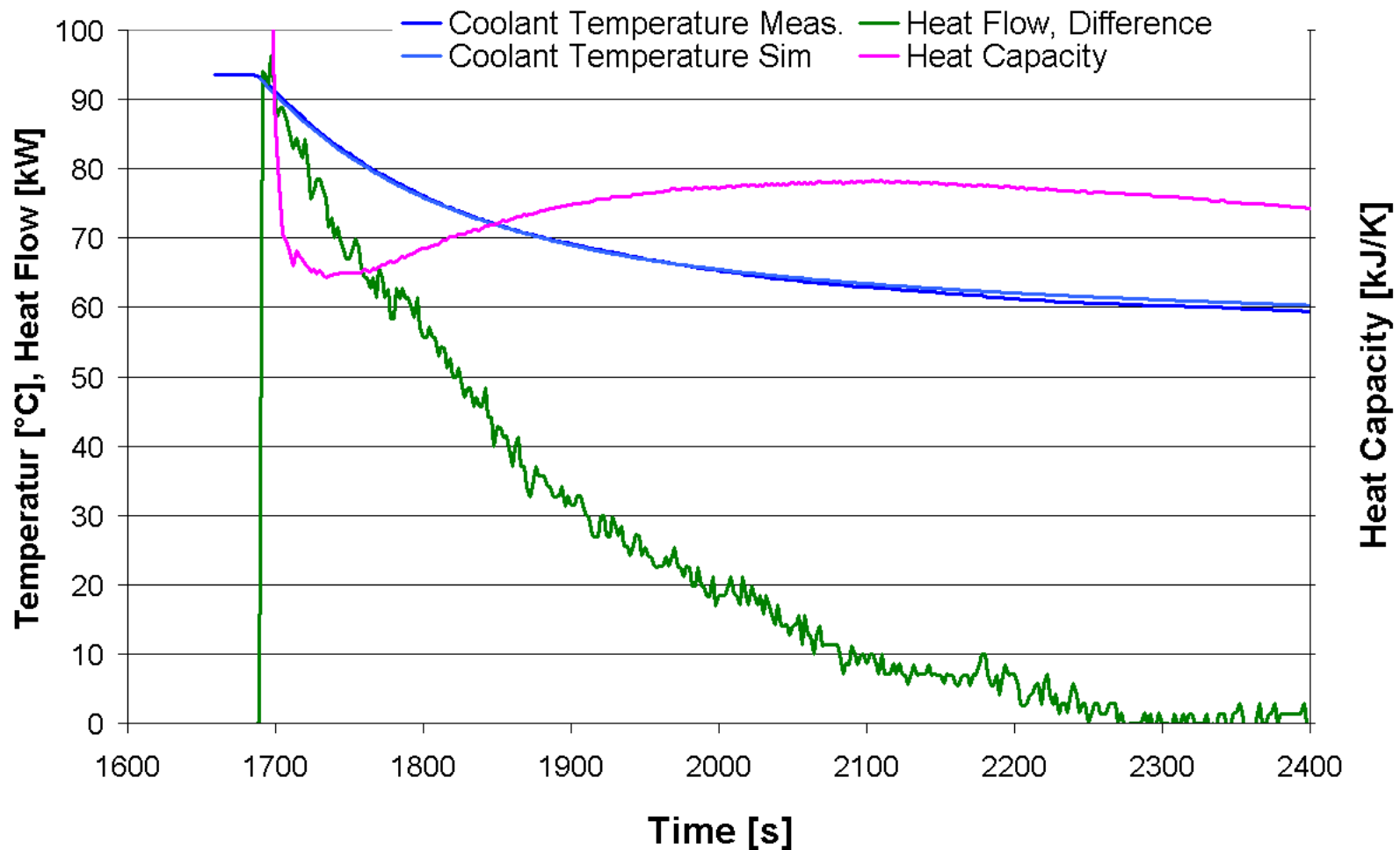
# Balancing

## Cooling Down

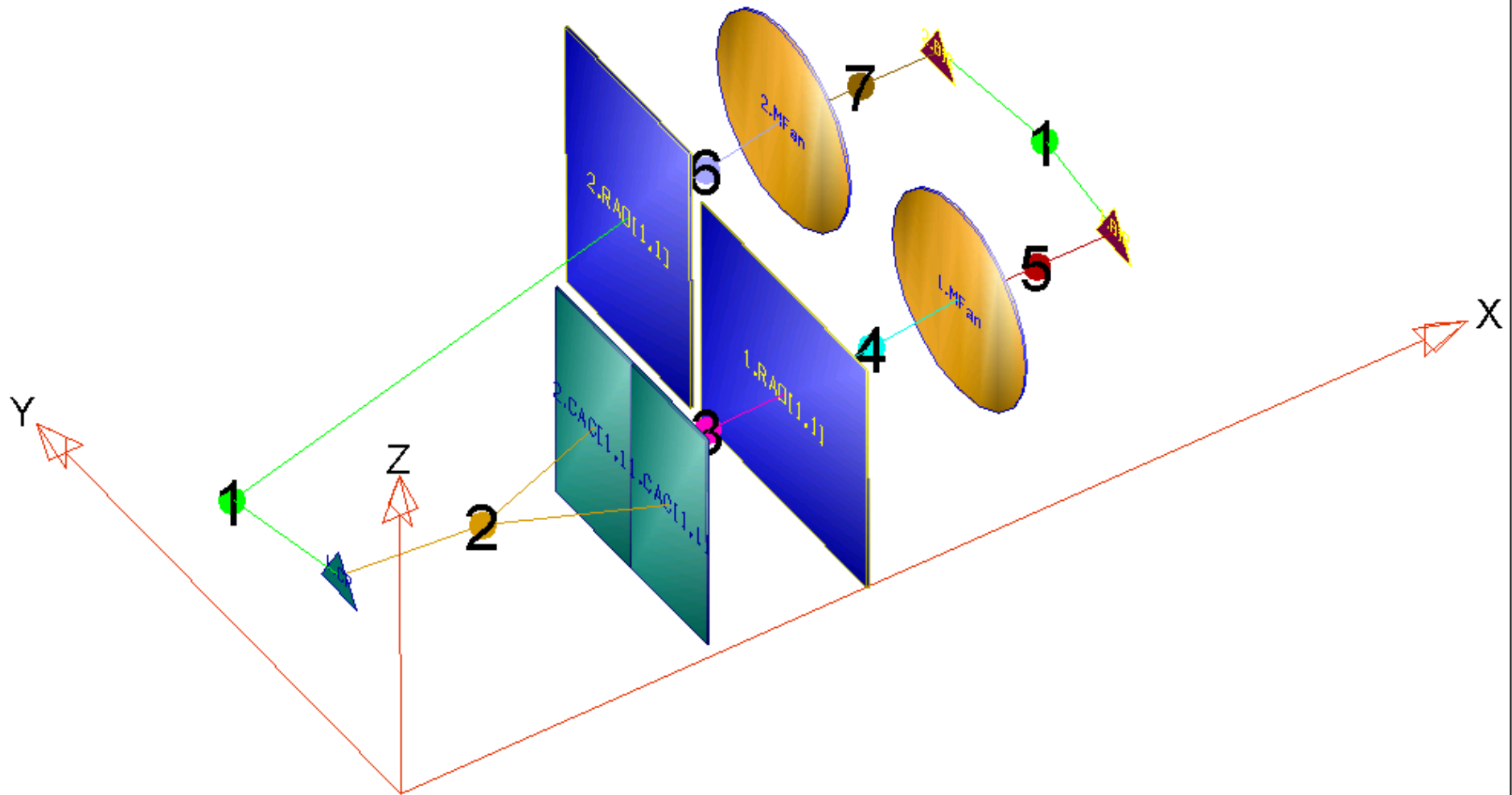


# Balancing

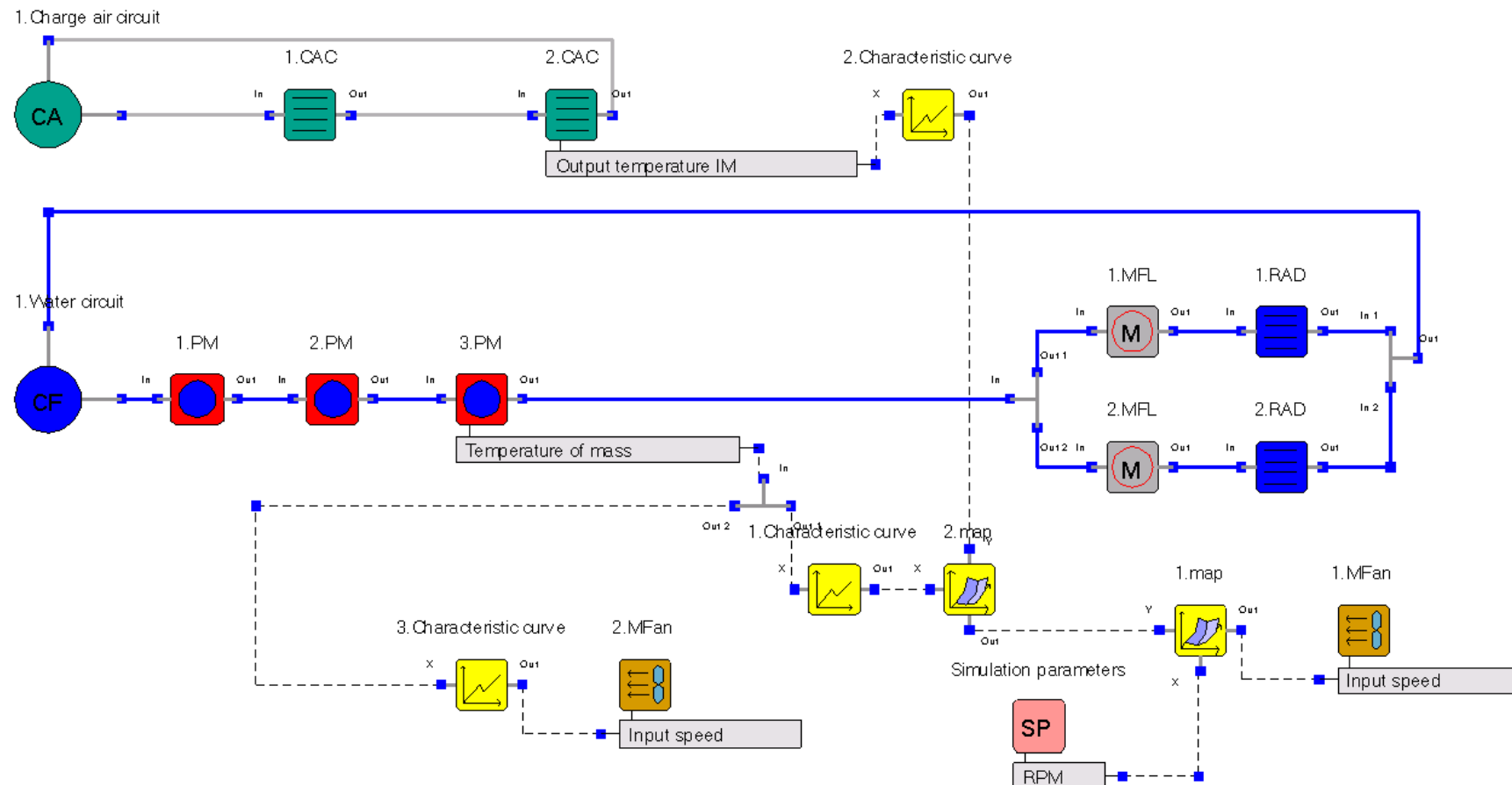
## Cooling Down



## KULI Model – Air Side



# KULI Model – Inner Circuit



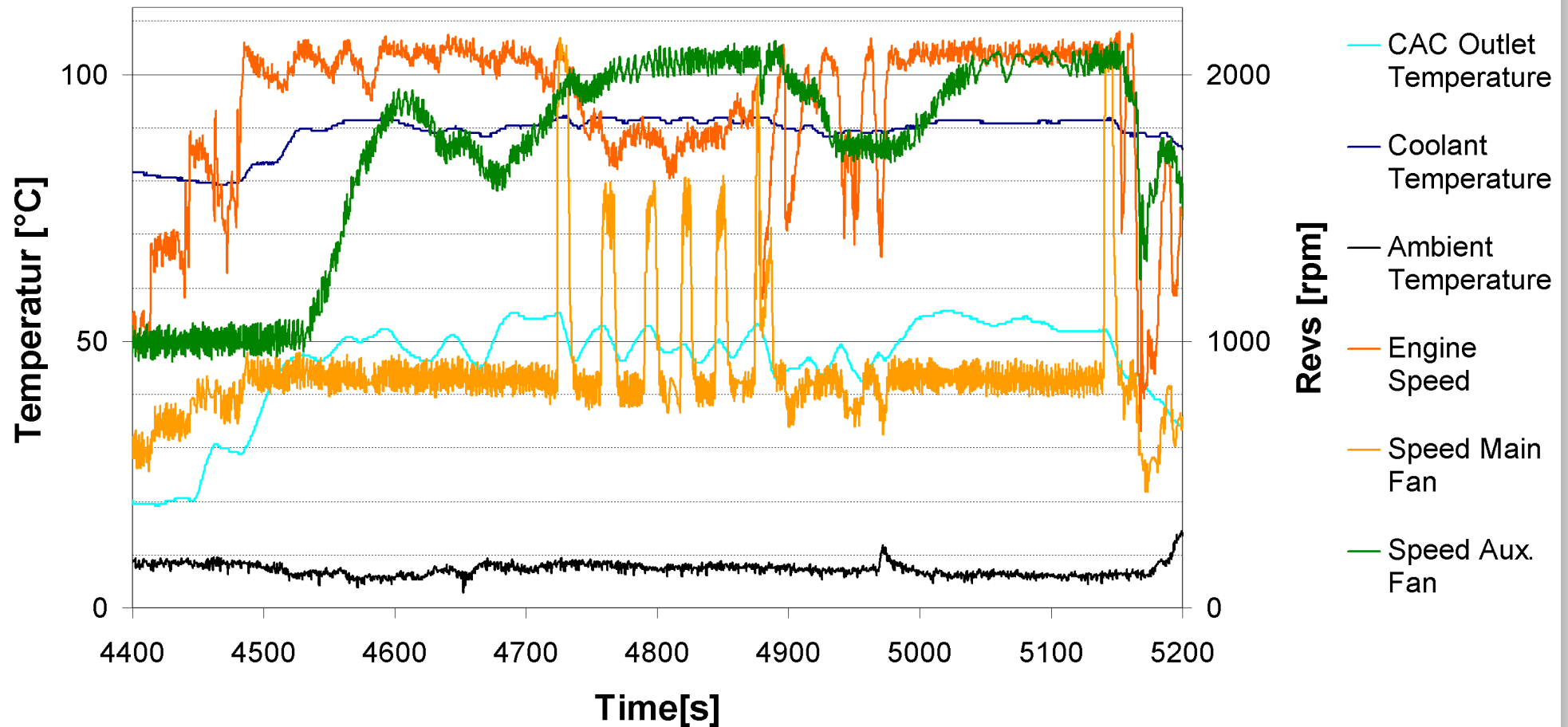


## Measurement Katschberg

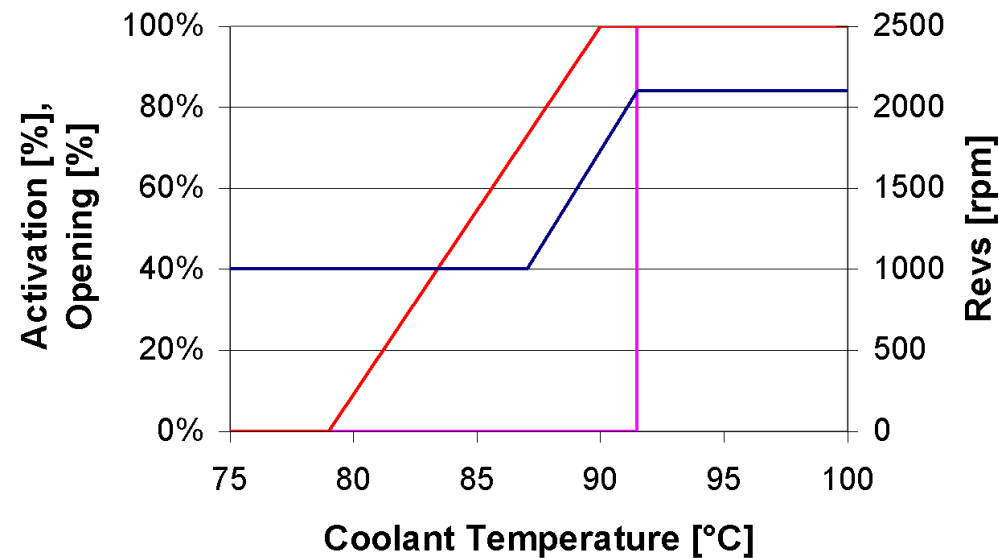




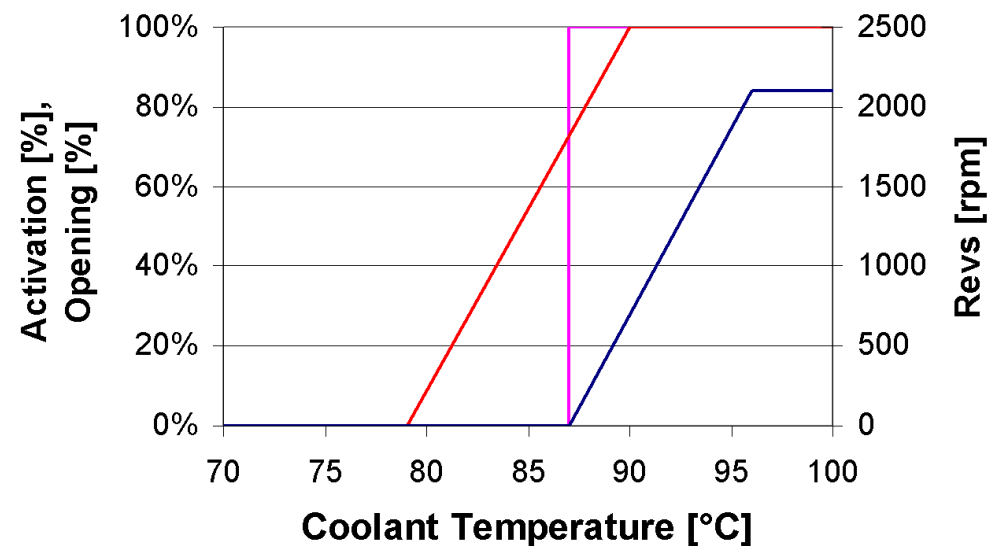
# Measurement Katschberg



# Strategy for Fan Activation

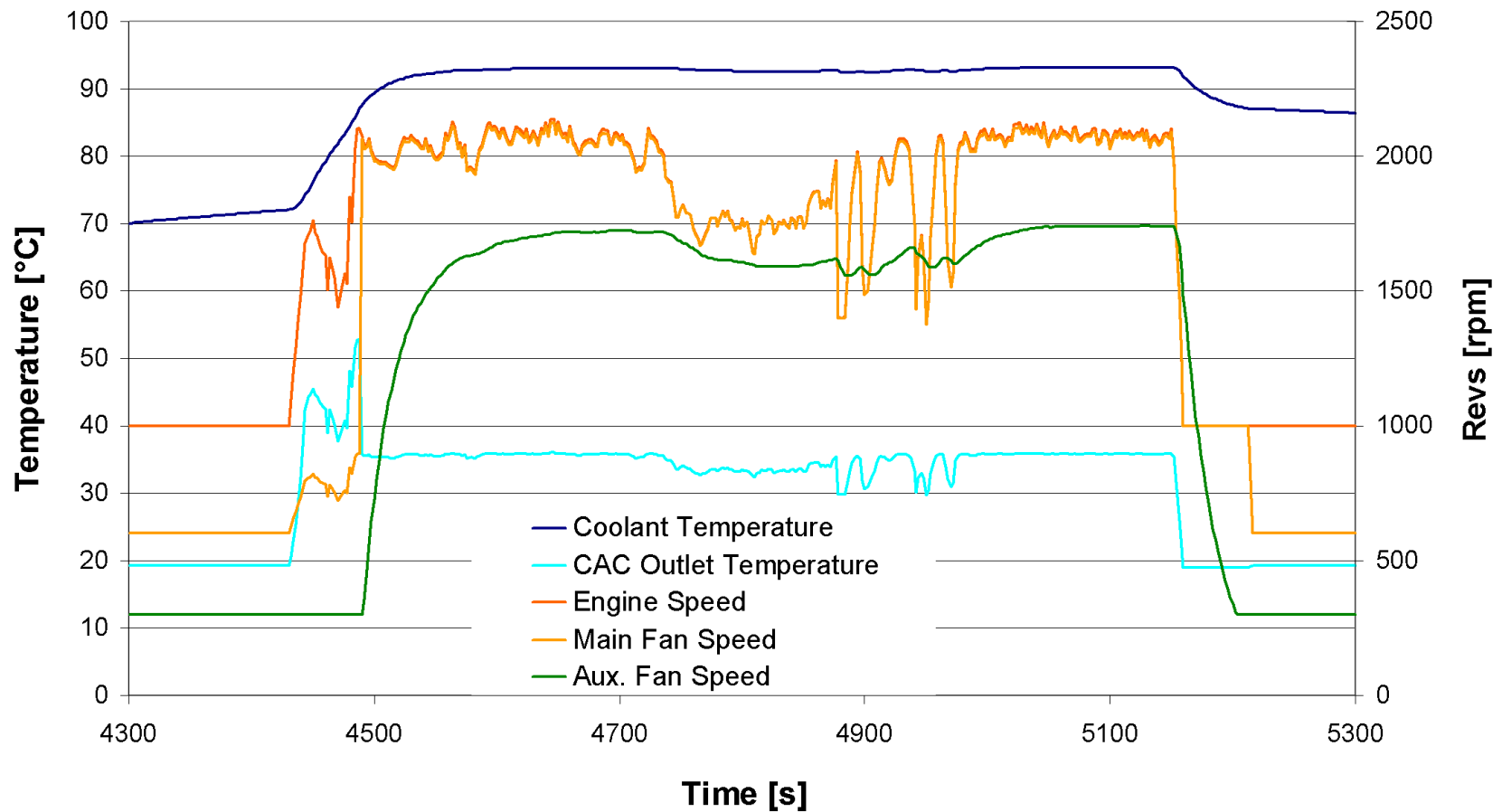


## Measurement Katschberg



# Simulation

## Driving Cycle: Katschberg



# Simulation

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## To Do:

- ♦ **Integration of the thermostat  
(as shown in HEATSIM lecture)**
- ♦ **Fine-tuning of fan activation**
- ♦ **Intarder (secondary hydrodynamic retarder)**
- ♦ **Development of downhill strategies**
- ♦ **...**

## **The End**

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**Thank You For  
Your Attention**

**Markus Raup,  
Thomas Gumpoldsberger,  
and the ECS-Steyr KULI Team**