SSP2000

Steering System

for computer controlled steering of vehicles

- To perform standardized and custom steering dynamic tests and stationary steer system performance tests

- WINDOWS Graphical User Interface

- High dynamic and high performance drive system

max. 205 Nm   *max. 1164 °/sec*

1000 °/sec @ 25 Nm   200 °/sec @ 50 Nm

- 12 VDC / 24 VDC / 42 VDC / 115 VAC / 230 VAC power supply

- Low friction with disabled drive allows manual intervention & driving

- Integrated steer sensor DATRON/CORRSYS MSW-1

SSP2000
Steering Robot system for
– Vehicle dynamic tests
– Standardized steering tests
– Customized steering tests
– Vehicle drivability and comfort tests

Features

- Windows User Interface software (GUI) to manage and edit system configurations, vehicle data and steer cycles
- Steer cycle editor with functions & profile definitions such as
    Sine - Triangle - Rectangle – Ramp, Repetition of recorded track data (max.10Hz)
- Touch screen monitor for easy data selection and test execution
- Power controller with build in computer system (19” / 4 RU)
- Safety monitoring of steer angle, steer velocity, steer position window
- Steer torque signal monitoring and optional steer torque closed loop control
- Inputs for 4 analog auxiliary signals for safety monitoring
- Sine wave generator to generate 230VAC from vehicle on-board battery voltage (available voltages: 12 / 24 / 42 VDC)
- Digital axis controller
- Integrated steer sensor system MSW-1 (or optional MSW-2) with internal telemetry signal transmission an optical (non-contact) steering angle sensor
- Standard vehicle mounting unit

Technical Data:

Height to steering	app. 170 mm (including optional steer sensor system)
Dimensions (w x h x d)	400 x 210 x 170 mm
Reverse turn torque	app. 3 Nm
Voltage	320V
Nominal torque	31 Nm
Continuous stall torque	62 Nm
Max. torque	205 Nm
Steer velocity	max. 1000 °/sec @ 25 Nm or 200 °/sec @ 50Nm
Nominal speed (drive n2N)	191 1/min
Max. speed (drive n2max)	194 1/min
Steer sensor system	DATRON/CORRSYS MSW-1

Options:
- Steer sensor for other torque ranges
- Steering wheel
- Vehicle specific steering and mounting adapters
- “Dead-man switch” or Emergency Stop Buttons
- Joy-Stick steering operation
- Automated steer angle detection with taking over into steer cycle
- Torque closed loop control or closed loop control of external signal (for ex. Acceleration)

Technical modifications reserved

Represented by: