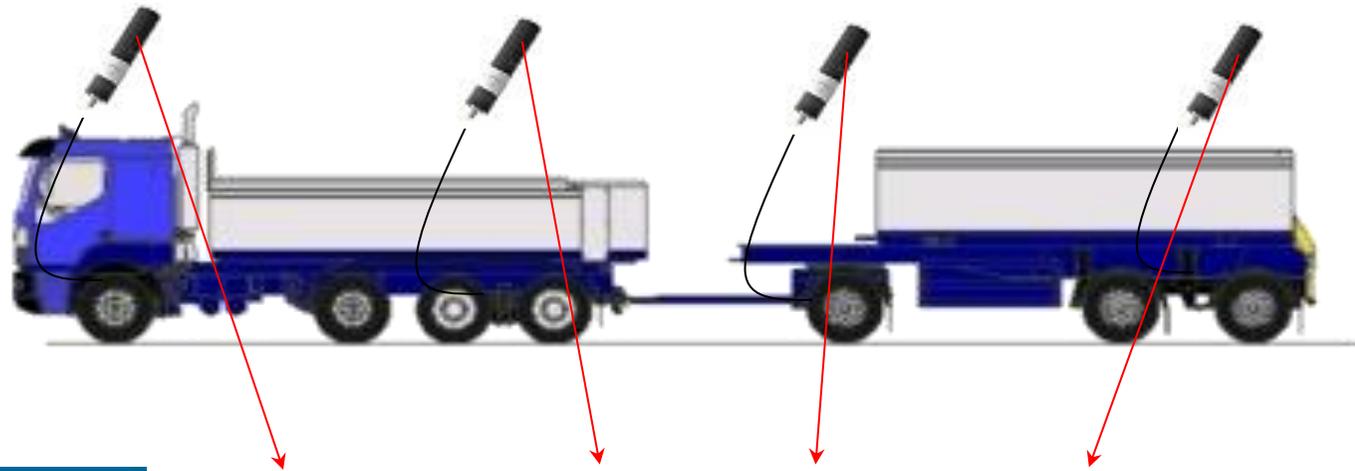


Dynamic Test Process

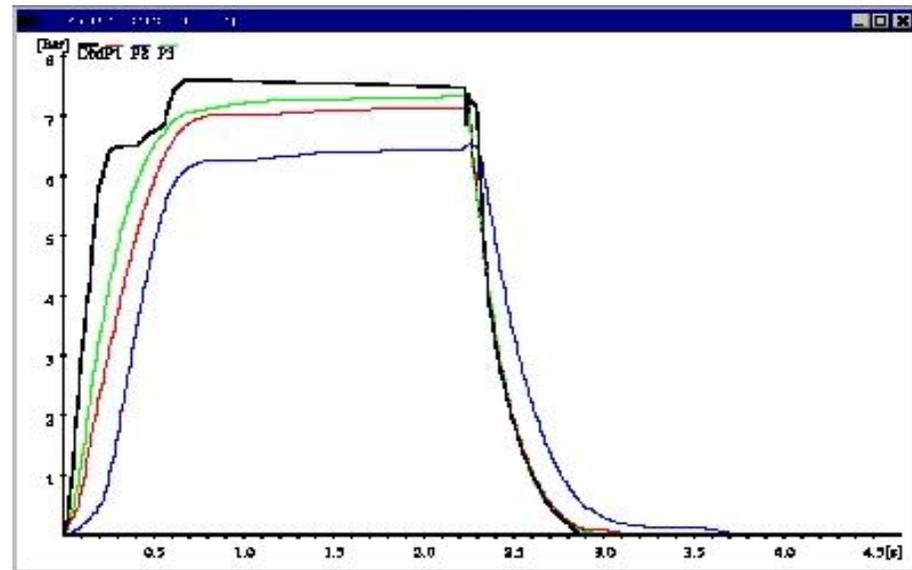
DYMATRONIC OY
Brake Testing Technology

Delay test

The hauler is assembled with pressure sensors on all brake circuits



Delay- test starts when delay pedal on the brake pedal is pressed down and stops when pedals are released.



Delay test verifies:

The rise time of brake event on brake circuit

The fall time of brake event on brake circuit

- **Can even verify mechanical defects of brake equipments**
- **Can even verify adjustment defects of pressure valves or pressure valve failures**

- **Standard data logging cycle (2400 ms) can be set through program depending the country specific regulations**
- **Starting and ending points of rise and fall time can be set through program depending the country specific regulations**
- **240 pressure data logs during test cycle with wired sensors and 31 data logs with radio sensors**

Axel specific brake test

Verifies the actual brake forces on a wheel

On axel brake test every axel and wheel is tested on a roller brake tester. Brake forces are shown in display unit.

In the Digi-panel all the actual brake forces, brake difference and actual slide limit with setup value is shown in digitally.

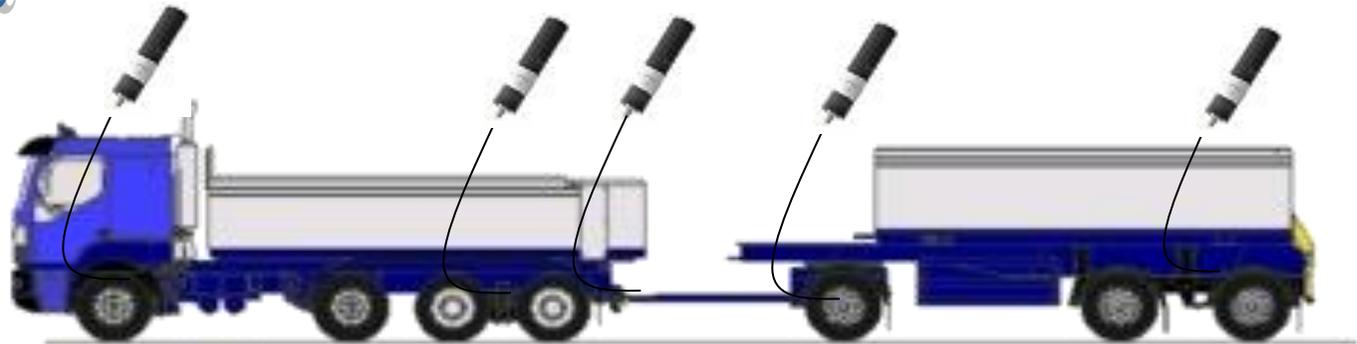
All the pressures in brake circuits can be shown same time and it's very useful when ALB valves are adjusted.



Adjustment test

ALB-test

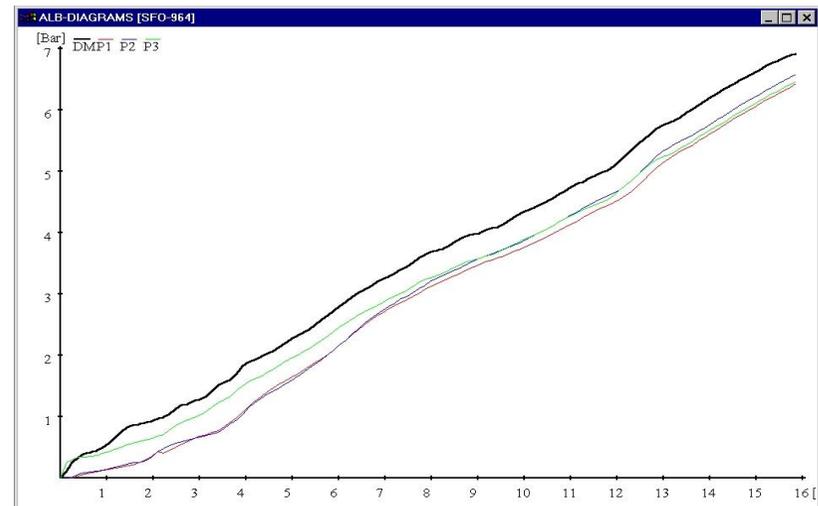
The hauler is assembled with pressure sensors on all brake circuits and on control pressure circuit



ALB- test verifies how the control pressure in Duomatic circuit is divided in each brake pressure circuit.

Pressure advance can be measured against the control pressure for retardation calculation.

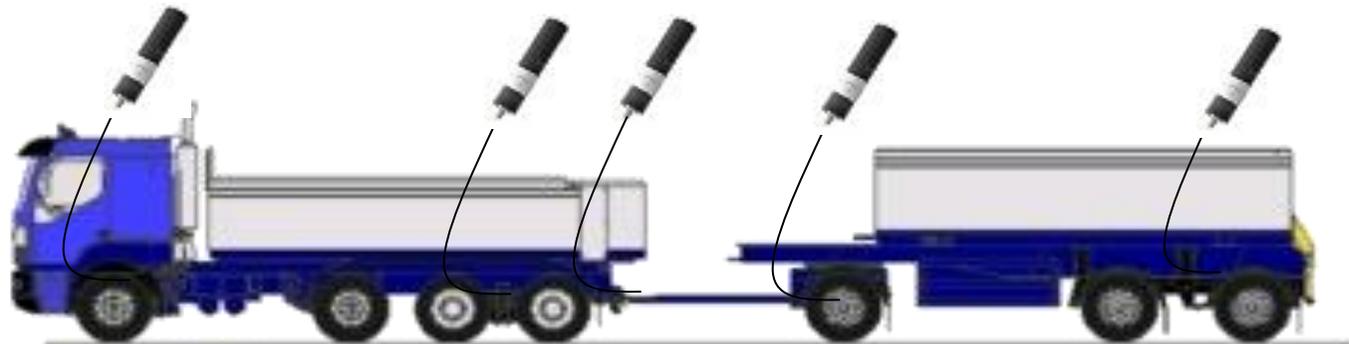
Data can be printed as numeric table and as pressure diagram.



Adjustment test

Axel specific brake test

The hauler is assembled with pressure sensors on all brake circuits and on control pressure circuit

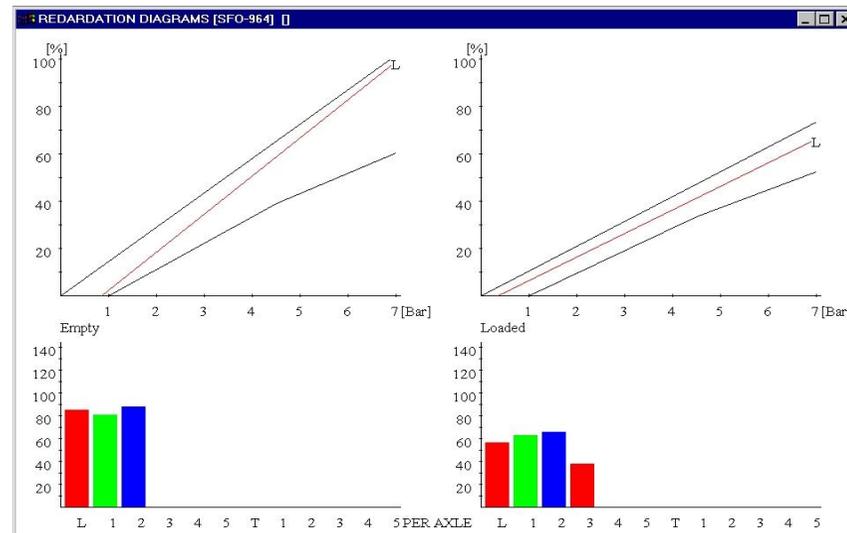


The brake adjustment test bases on the reference pressure in single brake circuit when the control pressure (Duomatic) has reached the specified value in the ALB-test and on the axel specific brake force measured separately and on the measured or registration information of axel weights.

Adjustment test Retardation

The brake adjustment test bases on the reference pressure in single brake circuit when the control pressure (Duomatic) has reached the specified value in the ALB-test and on the axel specific brake force measured separately and on the measured or registration information of axel weights.

The calculated retardation can be shown as numeric data and presented in diagram with acceptance corridor in loaded and unloaded conditions.



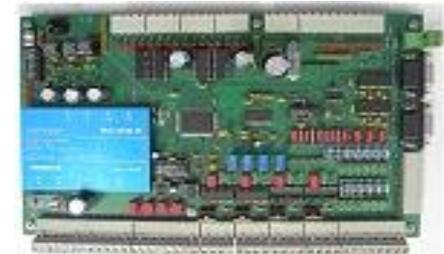
Dymatic Brake Testing System

System Operating Software and Dymatic Embedded Controller

32- bits system software, DySOS, Dymatic System Operation Software, can be installed in a portable computer, workstation etc. Trough the DySOS different examination methods and calculations can be chosen.

DymEC, Dymatic Embedded micro Controller is 'the heart' of the Dymatic Brake Test Process with automated control for roller brake tester and versatile measurement interfaces.

New Dymatic W-LAN system provides easy of use and better transit times for the brake test process. W-LAN and LAN solution support naturally the Ethernet and gives possibility to use database server for the vehicle information and test information in larger organisations.



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Dymatronic Oy produces and develops

Brake testers for light and heavy vehicles

**Transportable brake testers for roadside inspections and temporary garages
e.g. for military garages**

**Brake testing systems for all roller tester and all retardation calculation
methods used in Europe**

**With Dymatic Brake Testing System the brakes of the vehicle combination can be
adjusted for optimal retardation according the actual axel weights in loaded and
unloaded conditions.**