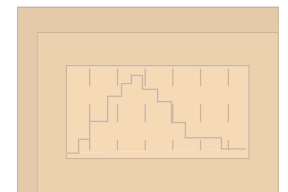
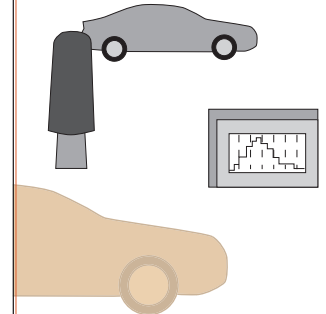


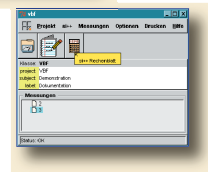


si Pass-by

Pass-by measurement system according to ISO 362 and ECE-51



SR	SR1	SR2	SR3	SR4	SR5	SR6	SR7	SR8	SR9	SR10	SR11	SR12	SR13	SR14	SR15	SR16	SR17	SR18	SR19	SR20	
1	243	243	243	243	243	243	243	243	243	243	243	243	243	243	243	243	243	243	243	243	243
2	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213	213



Flexible and easy Handling

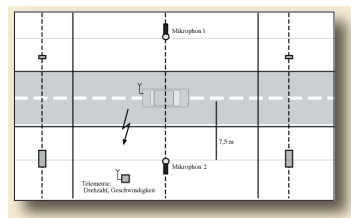
- Fast measurement/analysis
- Freely adaptable configurations
- Digital telemetry up to audio bandwidth
- Convenient data management in a network

Numerous analysis options, e.g.:

- High-resolution order analysis
- Tire rolling noise measurement
- Noise source separation

Application areas

- Research and development
- Conformity testing
- Portable and stationary



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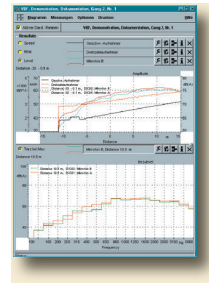


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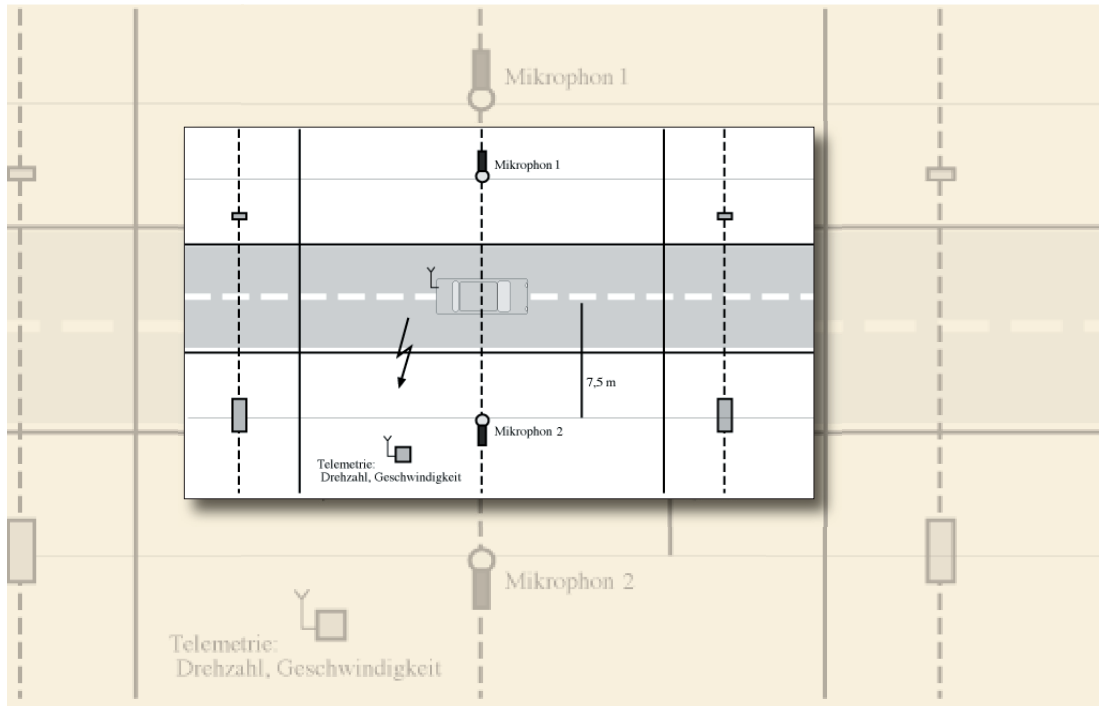


■ Support for new measuring method ECE-51

The main differences between ECE-51 and the old ISO-362 are the acceleration method and the calculation of the end result.



Acceleration in ISO-362 is defined as approach with 50 km/h and then full throttle after passing the -10m line. In contrast ECE-51 requires 50 km/h at microphone position. This usually requires pre-tests where the driver accelerates at various positions and determines the speed at microphone position. This has to be repeated for each vehicle with different power.



si Pass-by supports the driver in displaying the point where 50 km/h was reached. So the driver knows how much acceleration has to be displaced in order to reach 50 km/h at microphone position.

ECE-51 also calculates the end result by taking the actual acceleration and the so-called power-to-mass-ratio of the vehicle into account. Both determine which gears have to be tested. **si Pass-by** also supports the driver by calculating the required gears and listing the detailed decision parameters.

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