

Extensive testing capabilities



►► Based in northern France, Critt M2A is an independent research and development center and currently specializes in four main automotive testing areas – NVH, engine, turbocharger and electrical testing.

The company's electrical department is equipped with 96 single battery cells and five battery module test systems, which can assess the electrical and thermal behavior of batteries

used in the automotive, motorsport, railway and aeronautic industries.

To continue its growth, Critt M2A will expand and invest in new test facilities for electric and hybrid vehicles. A battery simulator will be installed on engine and turbo benches to anticipate the future evolution of the internal combustion engine.

Critt M2A will be equipped with six battery pack test systems – up to 750kW – to characterize the complete EV battery range (available end of 2018). Furthermore, to work on the overall energy management of the vehicle, a 4WD test bench will be installed in early 2019 and will enable tests on electric, hybrid and ICE powertrains.

Thanks to its extensive testing capabilities and expert support, Critt M2A has a flexible structure that can fully adapt to each specific customer request, while working under the highest levels of confidentiality.

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www.ukimediaevents.com/info/ev

INQUIRY NO. 551

Hybrid system and electric machines

►► Transfluid's hybrid system is easily integrated with traditional propulsion systems, ensuring efficient green power and fuel economy. The hybrid system may be used in three ways: electric propulsion with zero emissions and silent operation; combustion engine propulsion while using the electric machine as a generator recharging the batteries; or 'booster' mode enabling, during acceleration, the electric motor to assist the combustion engine in providing extra torque.

Any operation is directed via Transfluid's proprietary electronic controller, MPCB-R5, which communicates with all other equipment through CANbus protocol, making the system a simple plug-and-play solution.

The HM module series was developed to provide a standard, simple, quality solution. Designed to be inserted between the engine SAE flywheel and the transmission SAE input, the HM module provides a seamless solution, easier to install and simpler to operate than other specific applications, and ideal for ground-support equipment and small mining and construction machines.

The electric machine can be mounted in various positions for the best fit in the engine compartment, and the module only requires a small space between the engine and the transmission – not just for new designs, but for retrofits as well.



Transfluid has also developed its own electric machines, mounted both on the hybrid groups and on the electric propulsion systems (EPS). The latter combines the electric motor with a gearbox, also manufactured by Transfluid. Primary EPS applications can be found in the airport vehicle sector and the road train sector, among others.

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