NVH Consulting
Drivetrain Measurements
In our test facilities we are equipped to handle complex measurement tasks using the latest HEAD acoustics measurement instrumentation. Alternatively, let us meet your test objectives at your site with our know-how and our products! Find out more about interesting topics from our consulting portfolio. Use our infrastructure and benefit from our flexibility!

www.nvh-consulting.com

The expertise of our specialists will support you throughout the entire development process. You will benefit from our long-term experience in the fields of acoustic measurement methodology and psychoacoustic analysis, and the acquisition of jury test data.

HEAD acoustics GmbH
Ebertstraße 30a
52134 Herzogenrath, Germany
E-mail: info@head-acoustics.de
Internet: www.head-acoustics.de

Start-up Boom, Load Change Clunk, Gear Rattle
We help you to reduce...
- Start-up boom/Low-speed boom
- Load change clunk
- Gear change clunk
- Gear rattle

We analyze the dynamic behavior of the drive train, focusing on customer-relevant and transient conditions.
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Take advantage of our long-term experience and competence in vehicle acoustics.

High-resolution measurement of rotation angle and speed

We offer data acquisition at various parts along the drive train:

▪ Before and after clutch/DMF
▪ Input and output of transmission or differential
▪ Side shafts
▪ Cardan shaft
▪ Wheels

Optionally we add dynamic torque measurements on drive shafts. CAN data and further signals (e.g. TPA sensors) are recorded in parallel and analyzed in combination with the speed signals.
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The combination with Binaural Transfer Path Analysis (BTPA) allows integrated analysis of the complete system and listening to simulated modifications.

We provide meaningful analyses of acoustically relevant phenomena:

- Amount of backlash in individual joints and gears as well as the rate of torque rise, as causes of load change clunks
- Transfer of torsional vibration along the drive train
- Effects of various torsional dampers (DMF, CPA)
- Torque sensitivity and torque-based TPA for low-speed booming
- Gear backlash as cause of gear rattle

Example: Time domain correlation of backlash components with vibration
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