# Ecapacitec®



# EB2014-SP-002 NEW PERFORMANCE IN CAPACITIVE SENSOR ELECTRONICS FOR HIGH TEMPERATURE DISC BRAKE WEAR TESTING

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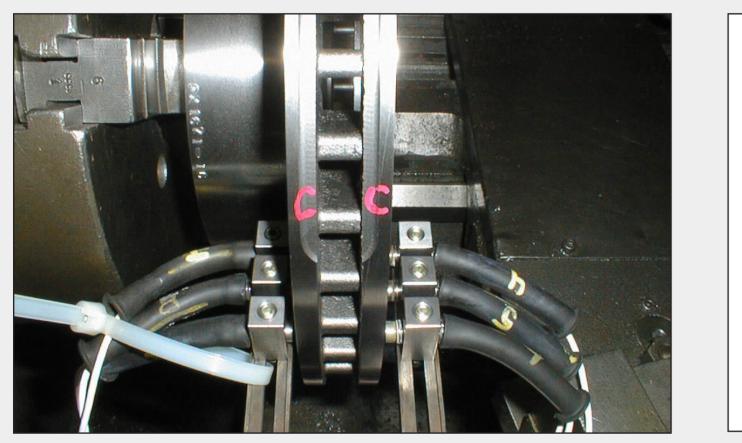


Testing was performed at Capacitec, Link Engineering and CE test labs to determine the differences between the legacy 4100 non contact displacement measurement system and the new Capteura<sup>®</sup> 220 and 520 series systems.

Testing was performed at the Capacitec testing laboratory using NIST traceable methods to determine changes in the following performance criteria:

- Signal-to-noise ratio
- % Linearity (accuracy) improvement
- Frequency response improvement
- Amplifier drift
- Resolution
- Static discharge of pre-amp
- Linear range

Groove width



Three Capacitec non contact HPC-150 probes positioned on both sides of a disc brake dynamometer test fixture

Radius at 10mm off edge: 120 mm Frequency rev/se 1.05 0.0096 103.8 753.6 100 1.67 753.6 0.0061 1.26 164.8 2.67 2.01 0.0038 263.7 753.6 250 4.17 753.6 3.14 0.0024 412.1 6.67 5.02 0.0015 659.3 753.6 630 10.50 753.6 7.91 0.0010 1038.4 16.67 1000 753.6 12.56 0.0006 1648.3 1600 26.67 2637.3 753.6 0.0004 20.10

7.62 mm

Bandwidth testing was performed at Link Engineering with the following details on the live rotational rotor speed Disc Brake systems suppliers and OEMs continue to seek improved performance of non-contact sensors used in the dynamic measurement (up to 870°C) of disc brake wear on dynamometers. Improvements sought:

- Reduced noise
- Improved linearity
- Small diameter sensors with large range

Performance data will show typical legacy electronics in comparison to the new family of Capteura<sup>®</sup> Model 220 and 520 electronic amplifiers.

Results highlighted in this poster will show significant improvement in:

Signal to noiseLinearityBandwidth

- Increased bandwidth
- Less thermal drift
- Compact electronics



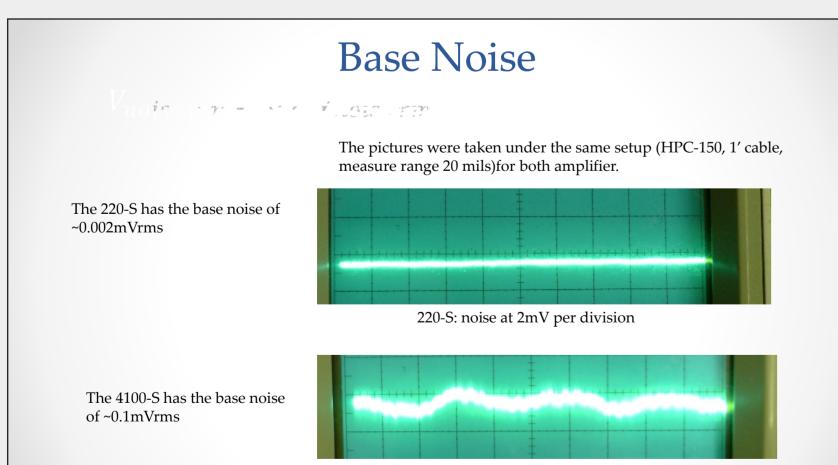
Capteura<sup>®</sup> 208 Series modular 8-channel design versus legacy 4008 8-channel system

## Methodology/Results

LINEARITY

#### SIGNAL TO NOISE

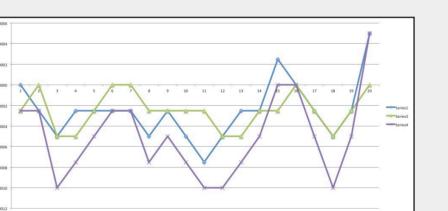
A signal to noise comparison test was performed at Capacitec to show improvements between the 4100-S and new 220-S amplifiers with HPC-150 probes, 1 foot cable and a 0.508mm range.



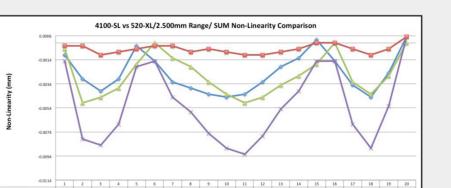
4100-S: noise at 2mV per division

A rigid body rotor motion test was performed at Capacitec to show the affects of standard linearity specifications creating a perceived

Thickness Variation under large range conditions. Linearity improvements of the new 520-XL amplifiers versus the standard 4100-SL with HPC-150 probes, 1 foot cable and a 0.508mm range will be compared.



520-XL result

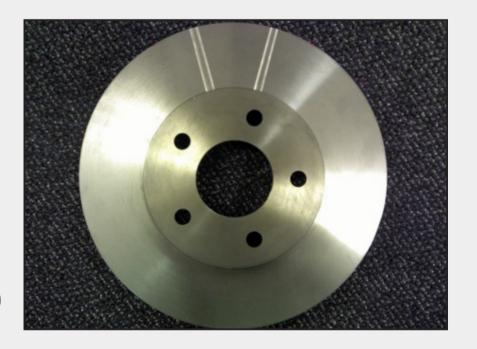


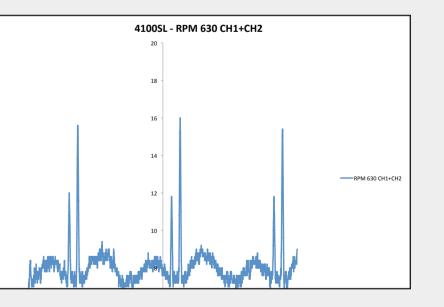
Comparison of 4100-SL & 520-XL

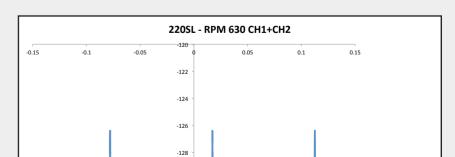
**RESULTS:** The super linearity of the 520-XL amplifier with the a large range of 2.5mm and its small 9.5mm OD sensor eliminates the perceived Apparent Dynamic Thickness Variation (ADTV) due to a +/- 1 mm, Left to Right, Rotor motion.

### BANDWIDTH

Model 4100-SL and 220-SL Capacitec amplifiers were tested on a dynamometer station at Link Engineering to observe the effect of frequency bandwidth response on the output attenuation from two discrete steps 0.050mm to 0.100mm deep. Investigation will show the results of a brake





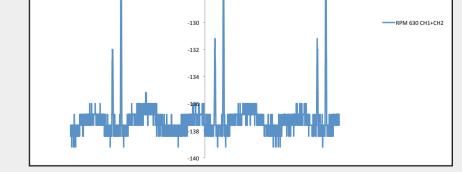


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**RESULTS:** These scope plots show a voltage peak-to-peak broadband noise improvement of the Model 220-S compared to a 4100-S with a filtered bandwidth of 200Hz. This improvement ratio will be seen through all bandwidth filter settings.

For On-Vehicle applications Model 520 higher linearity improves the ADTV error from large caliper induced rotor movement toward one probe. Notch Width - 7.82 mm Notch1 Depth - 0.10mm Notch2 Depth - 0.05mm

rotor at 630 RPM.



**RESULTS:** Increased amplifier frequency response Significantly limits output attenuation for Real Time or On-Vehicle testing.

### Conclusions

Improved amplifier signal to noise ratios allow the User to either increase frequency response or increase the probes safety standoff range without loss of robust RTV or DTV results.