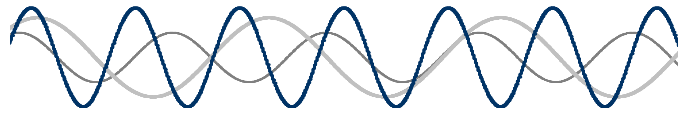


TRUCK VIBRATION TECHNOLOGY



Getting the Most Out of Your System

June 22, 2009

Here are some things that we have learned about the use of the tool that will help you get more out of your system.

Handling Data

1. Don't try to use a jump (flash) drive to record your data directly. If you do you will most likely lose the data. Set up a folder on your C drive and record to it. If your data acquisition computer can't email data, take the data on your C-drive and then copy it to a jump drive after the test is over. Then copy it to another computer for emailing.
2. When emailing data, copy data file by file, rather than the whole folder. We have seen cases of corrupted data when whole files were copied.
3. When emailing data, send the .mdv files for analysis. They are the log files. The .png files are the screen shots.

French Windows

4. If you are in Quebec and are operating Windows XP in French, convert to English. The French version does not recognize decimal points which corrupts transmission ratios, axle ratios and generally makes the software useless.

Using Advanced Mode for data acquisition

5. If you are taking data in the Advanced Mode, you can check the quality of your speed signals real time. The width of the blue line (driveline speed) and red line (flywheel speed) in the top graph should be no wider than 100 rpm (reading on the right vertical axis). If they are any wider than that, inconsistent or have spikes, check the distance between the sensor and the gear and the quality of the sensor face (for the flywheel) and the connection. If the driveline speed looks unusual there may be some interference with the vehicle speed sensing circuit (if you are teeing the output). You may need to use the push-in sensor included in the kit.

General

6. TVT has extra vibration sensors, cables, speed sensors, special brackets and all the support equipment you need for every engine and transmission. Call for help.
7. Please feel free to call TVT when you have any issues or questions. We are committed to help you get the best payback from your system. It is from your success that we hope to grow the use of the tool. If you have an unusual problem that you are wrestling with, we would like to hear about it. By attacking it and solving it, we all learn and get more effective, which is what investing in the tool is all about.

John Bair
Truck Vibration Technology
(269) 743-9372
johnjbair@truckvibration.com