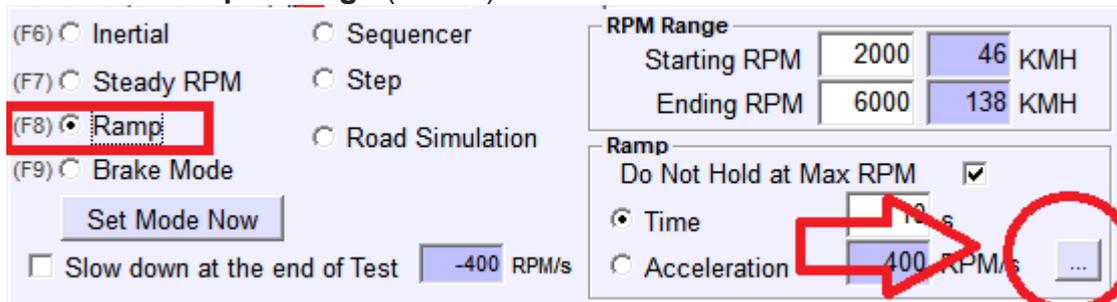


Double Ramp Test

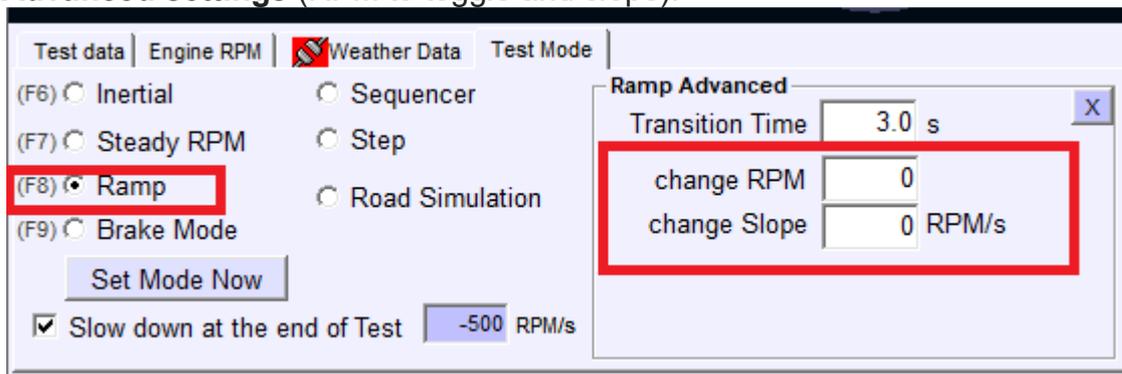
Double Ramp Test is useful to determine if inertia is ok by using an aspirated engine, and helps to adjust it to higher value or lower value if it is not. Please note that it also measures the vehicle rolling part's inertia and this apportion is not the same in all cars.

The software can assist to perform the test by typing a top speed, say 8000 rpm and a negative ramp slope in the "advanced ramp settings" fields. The ramp will start as usual, then will reach the top speed and will start to brake while full open throttle (strong brake action) and finally stall if you don't press the clutch (you should press it)

Advanced ramp settings (button)



Advanced settings (RPM to toggle and slope):



Set a value where deceleration will start, say 5000 RPM in the test and a negative ramp (same as during acceleration but with "-" minus sign), for instance -200 RPM/s.

The software will do the transition from acceleration to deceleration automatically (**still full open throttle**)

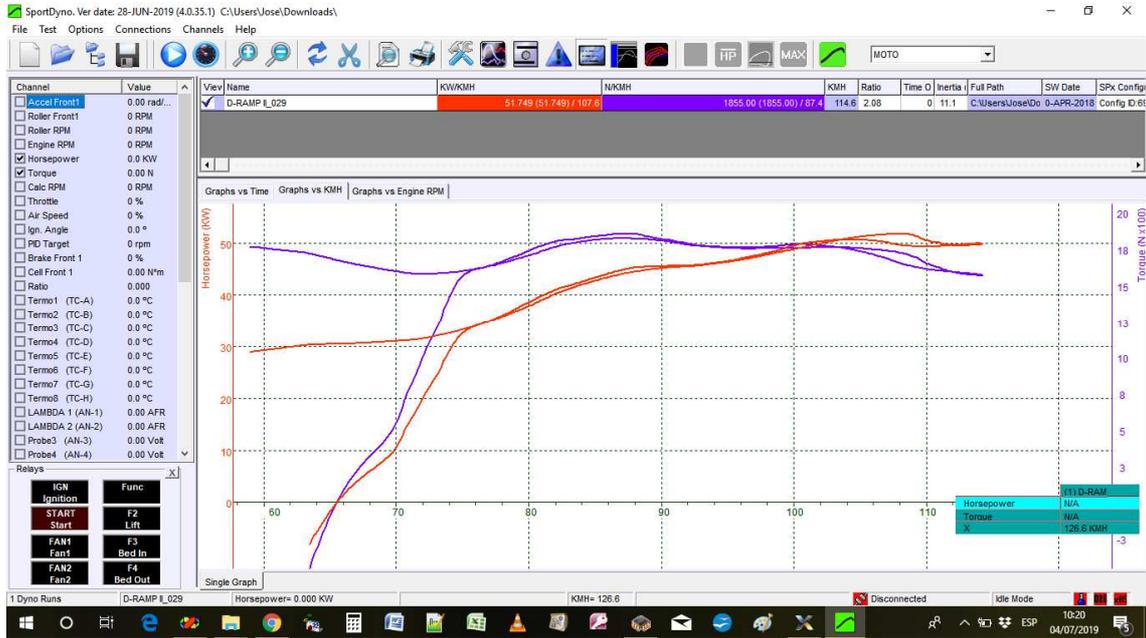
When engine speed is low, press the clutch (or enter Neutral) and end the test (otherwise the brake will stall the engine)

The result is a power chart that "goes up" through a path, and "goes down" on the same path **if inertia is ok against load cell** readings.

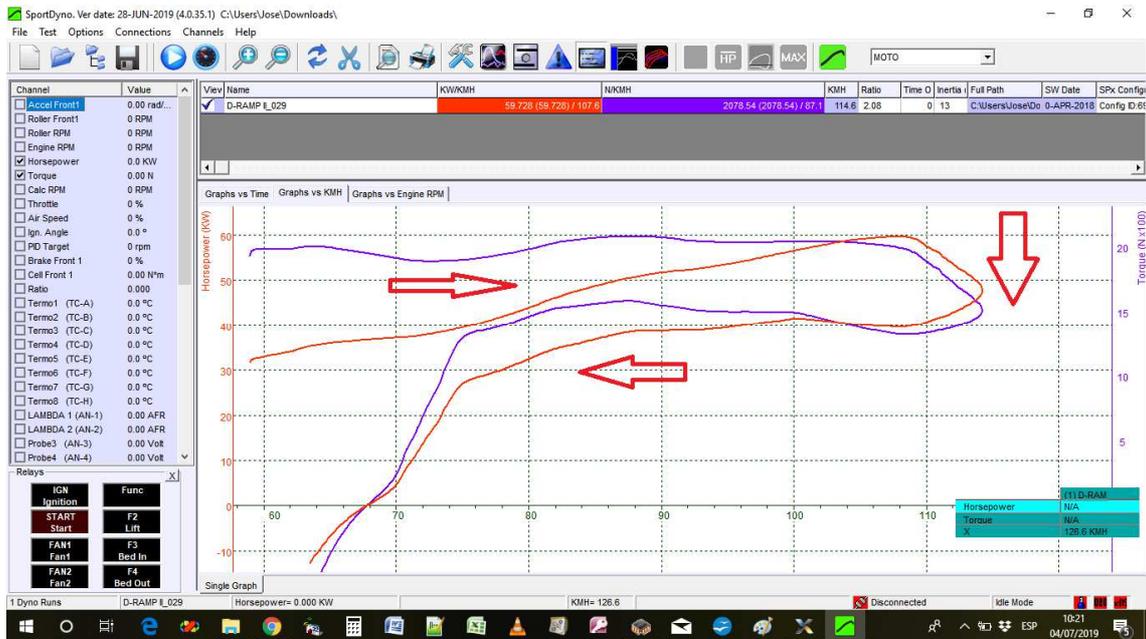
If **inertia is too high** then it "goes up" on a higher path than when "going down", and if **inertia is too low** it will "go up" below the area used for "going down"

Example:

Good inertia (both paths match):



Too high inertia:



Finally, this is what roller speed (and engine) does: (goes up and down)

