



KEY ADVANTAGE OF MAE TRANSMISSION DYNAMOMETER SYSTEMS

SOFTWARE & CONTROLS

- Mustang gives you the ability to add new transmissions and shift tables using the Script Editor and Shift Table Editor in an easy to use Windows-based software environment.
- Mustang's MAE-TCM (Electronic Shifter) give you the ability to test transmission using the correct frequency and duty cycle which ensures that transmissions are being tested exactly as they perform in a vehicle.
- Mustang's cradle-mounted PAUs incorporate load cells which supply feedback to the control loop, allowing for precise load control and more accurate testing.
- Mustang uses a 60-tooth speed encoder which allows for a higher resolution speed signal and therefore more accurate gear ratio calculation.
- Available analog outputs allow for user defined controls (ie. Control of a heat exchanger valve).
- MAE's Script Editor includes a "Break on Value" feature that will command the software to skip to a user defined step once a user defined condition is met (ie. Temperature is achieved, then skip to step XX)
- Vehicle Simulation output mode let's you run the transmission as though it is installed in a vehicle on the street.
- Mustang offers a utility that allows the user to calibrate pressures and load cells. This allows the customer to install and calibrate new transducers as needed.
- Mustang's base systems include complete data acquisition and computerized system.
- Mustang systems are upgradeable to test transmissions with CAN Communication.
- Base system can read: Current, resistance, voltage, 9 PWM Solenoid Outputs, 3 Digital Solenoid Outputs, 12 Solenoid Channels, 8 Digital Inputs for pressure sensors, PRNDL switch, and more...
- 3 Frequency Inputs
- 2 Analog Inputs
- Control frequency from 15Hz to 50.5 KHz for testing newer solenoids that require higher frequency to properly test.
- Automated Testing Mode is standard with base system.
- Print and save data.
- Mustang is able to remotely access the customer's Control PC via modem to troubleshoot and provide technical support.

HARDWARE

- Mustang's system adjusts easily to fit any torque converter without any pilot bushings or spacers making it easier to mount the transmission faster.
- Mustang Patent Pending Universal Adapter System, which is part of the base system, will adapt most all transmission with one plate system.
- Requires less adapter plates which lowers cost and improves efficiency.
- 40-hp input AC motor for more testing torque.
- Capable of testing Allison Transmissions.
- Mustang's oil reservoir is not in the frame structure of the machine but independent. This makes cleaning much easier.
- In using the eddy current as the brake there won't be the problem with brake pad wear.
- Measuring Output Torque and providing Torque Feedback is standard.
- Mustang provides U-Joints in our adapter system. This prevents any misalignments which in turn prevents damage to rear seals on transmissions.
- Mustang's MAE-TCM Electronic Shifter is included standard.
- Mustang supplies a Universal Cable Adapter so that you can use existing cables.
- Mustang has built in calibration program that allows recalibration of sensors such as transducers and flow meters. This allows flexibility to upgrade the system to larger transducers and flow meters with no hassle.