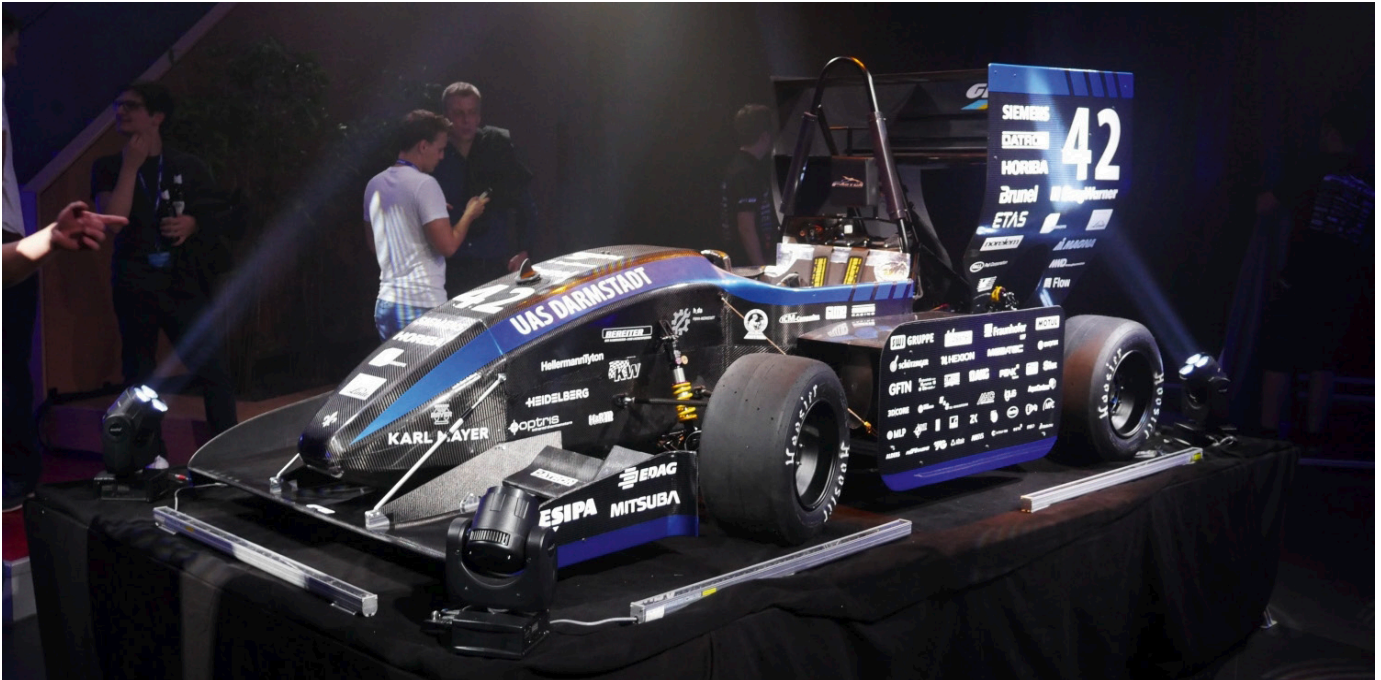


# R&S®SCOPE RIDER RTH HELPS OUT ON THE RACE TRACK



The electronics of the new F18 Clara race car of the FaSTDa Racing team from Darmstadt University of Applied Sciences are being optimized with the R&S®Scope Rider RTH.

## At a glance

Before a race car can hit the track, the electronics must be thoroughly tested. The Formula Student (FS) competition features student-developed race cars resembling Formula 1 cars. The FaSTDa Racing team from Darmstadt University of Applied Sciences equipped the F18 Clara – this year's race car – with extensive sensor technology. This is an area in which the students do a lot of testing with the R&S®Scope Rider RTH. The integrated data logger enables sensor data acquisition and long-term monitoring. Transferred CAN bus data can be analyzed with the decoding function. In addition, the students can reliably measure currents and voltages up to 1000 V with the handheld oscilloscope.

## Summary

- ▶ **Customer:** FaSTDa Racing team, Darmstadt
- ▶ **Task:** Testing race car electronics
- ▶ **Challenge:** Monitoring and evaluating CAN bus sensor data; high dielectric strength for testing features such as ignition interruption
- ▶ **Product:** R&S®Scope Rider RTH; R&S®RTH-K3 CAN, R&S®RTH-K9 CAN FD and R&S®RTH-K10 SENT triggering and decoding options
- ▶ **Key features:**
  - Fully isolated handheld oscilloscope
  - Comprehensive auxiliary functions such as data logging as well as triggering and decoding software for CAN, CAN FD and SENT bus signals

Case Study | Version 02.00

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## Formula Student

The FaSTDa Racing team is a group of students at Darmstadt University of Applied Sciences who have developed and produced their tenth race car with a combustion engine as part of a project in the 2017/18 academic year. It will compete in the Formula Student motorsport class. What matters in these races is not only the fastest car, but also the best team score.

The engineering design, racing performance, cost report and business plan are assessed at Formula Student Germany, the world's largest competition of its kind. The target customers are hobby race drivers. The jury consists of experts from the automotive and supplier industries. Since 2006, FS Germany has taken place annually in August at the Hockenheimring circuit and is sponsored by the VDI. There, the teams participate in three classes: driverless, electric and combustion engine. Comparable competitions also take place at other internationally known race tracks.

The Darmstadt team's F18 Clara was publicly unveiled in late May 2018. With a 59 hp modified one-cylinder KTM engine, it accelerates from 0 km/h to 100 km/h in 4 s and has a top speed of around 130 km/h.

The budding engineers optimized their race cars up until the first races in late summer 2018. Racing performance includes attributes such as vehicle dynamics, handling, acceleration, endurance and fuel or energy consumption in autocross, skid pad, acceleration and endurance races.

## The requirement: an instrument to measure the engine control unit

The FaSTDa Racing team received the Efficiency Award in 2017 at the Formula Student East competition in Hungary and wanted to build on this success with the F18. In order to further optimize efficiency, the F18 features a very light chassis and a new engine control unit.

The students developed their own PCB and the necessary software. During a race, all important parameters can be seen at a glance on the display in the cockpit, including engine speed, oil temperature, oil pressure, battery voltage and speed. The F18 uses numerous sensors connected to measurement modules. These modules send the data to the cockpit via a CAN bus interface.

For troubleshooting and optimization of the control unit, the team were looking for an instrument with an integrated data logger for acquisition and long-term monitoring of the sensor data. It also had to be able to analyze CAN bus data. Furthermore, the oscilloscope for troubleshooting on the car needed to be sturdy, portable and certified for high voltage measurements.

## The solution: the R&S®Scope Rider RTH

The young engineers opted for the portable R&S®ScopeRider RTH. With its isolated inputs, it enables engine voltage measurements up to 1000 V (RMS) in measurement category III. What is more, Rohde & Schwarz has equipped the oscilloscope with special analysis functions for automotive applications.

## Strengths

The triggering and decoding options of the R&S®ScopeRider RTH support not only the conventional CAN and LIN bus protocols, but also protocol analysis functions for SENT – a serial point-to-point protocol defined specifically for sensor communications in the automotive sector. Users can thus acquire specific events, data or error states of the fast and slow SENT protocol channels. It also supports the short and enhanced message formats and the various available CRC check methods.

With the R&S®RTH-K9 CAD-FD serial triggering and decoding option based on the R&S®RTH-K3 CAN/LIN serial triggering and decoding option, the user can analyze CAN-FD signals. At transmission rates of up to 15 Mbit/s, the CAN-FD serial bus is significantly faster than standard CAN (up to 1 Mbit/s) and is gaining in importance.



The R&S®Scope Rider RTH offers a wealth of functions for automotive applications.

The fully digital trigger and decoding unit operates at a sampling rate of 1.25 Gsample/s, irrespective of the analog or digital channel sampling rates used for signal acquisition. This makes it possible to easily decode serial protocols even when very slow time domain signals are displayed at the same time.

At the press of a button, the R&S®ScopeRider RTH displays the currently analyzed protocol in table format together with additional protocol-specific information. Another benefit is support for symbolic labels. Decoded control signals are displayed in plain text, making it very easy to work with the instrument.

Debugging CAN bus data



Niklas Waldstein measuring the engine control unit of the F17 to test ignition interruption



### Example measurements

The R&S®ScopeRider RTH was also used to debug the CAN bus data of the F17 last year. This ensured that all values were displayed correctly in the cockpit.

In addition, the R&S®ScopeRider RTH is used to test and optimize ignition interruption in the engine control unit. For this task, it was especially important to Maximilian Kuhnert that the oscilloscope is portable. As well as being part of the electronics team, he is responsible for sensor technology and data logging for the FaSTDa Racing team.

The optimization measures paid off with the F17. At the start of the 2017 season, the FaSTDa Racing team took first place in the efficiency category at Formula Student East, held at the Örkény Euroring in Hungary.

At the first race of the 2018 season in late July in Most (Czech Republic), F18 Clara came 12th out of 32 teams despite unfavorable circumstances. The race was stopped prematurely due to a thunderstorm. In early August 2018, the team achieved a very respectable 16th place with the F18 Clara at the Hockenheimring circuit in a field of 58 teams with combustion engines. In the last race of the season at the end of August 2018 on the slippery pavement of the Circuit de Barcelona-Catalunya, the F18 managed to achieve 10th place overall. This year, the car once again showed that it performs reliably even under adverse conditions.

F18 Clara on the wet surface of the Most circuit in the Czech Republic



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