

### **Cranking Simulator for Automotive Applications**

• Input 24V DC

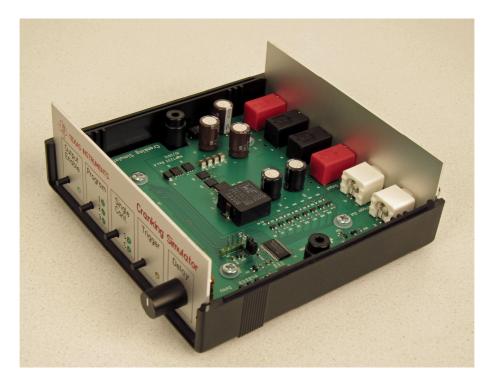
• Output Adjustable by Microcontroller between 2..15V @ 50W

3 Cranking Pulses programmed:

- DaimlerChrysler Engine Cranking Test Pulse DC-10615

Volkswagen Cold Start Test Pulse VW80000Volkswagen Warm Start Test Pulse VW80000

• Switching Frequency 250 kHz nominal







#### 1 Startup

The startup waveform with an output voltage of 12.6V and no load attached is shown in Figure 1.

The converter is started by the enable input.

Channel C2: **Output voltage** 

2V/div, 2ms/div



Figure 1



## 2 Switching Node

The switching node with an output voltage of 12.6V and a load of 4.0A is shown in Figure 2.

Channel C2: **Switching node**, -1.2V min. voltage / 28.3V max. voltage 5V/div, 2us/div

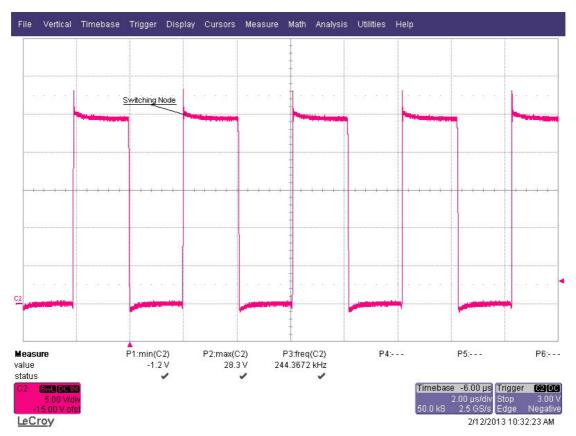


Figure 2



## 3 Output Ripple

The output ripple voltage at an output voltage of 12.6V and a load of 4.0A is shown in Figure 3.

Channel C2: **Output voltage**, 40mV peak-peak 20mV/div, 2us/div, AC coupled



Figure 3



### 4 Load Step Response

The response to a load step and a load dump at an output voltage of 12.6V is shown in Figure 4.

Channel C2: Output voltage, -117mV undershoot / 92mV overshoot

50mV/div, 2ms/div, AC coupled

Channel C1: Load current, load step 2.0A to 4.0A and vice versa

2A/div, 2ms/div

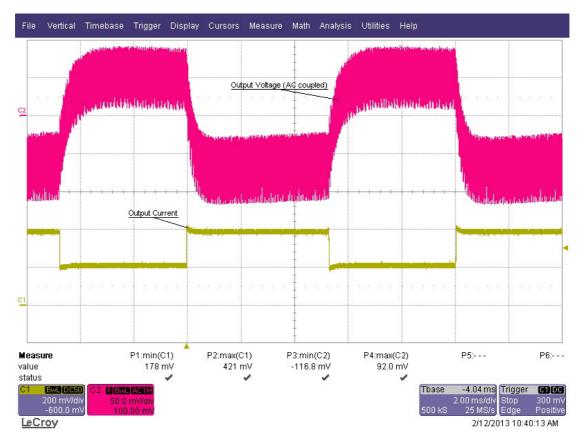


Figure 4



### 5 Input ripple voltage

The input ripple voltage at an output voltage of 12.6V and a load of 4.0A is shown in Figure 5 and Figure 6.

Figure 5 shows the ripple on the input capacitors of the buck converter; Figure 6 shows the ripple as seen on the plugs in front of the input filter.

Figure 5

Channel C2: Input voltage, 120mV peak-peak

50mV/div, 2us/div, AC coupled

Figure 6

Channel C2: **Input voltage**, 4mV peak-peak

20mV/div, 2us/div, AC coupled

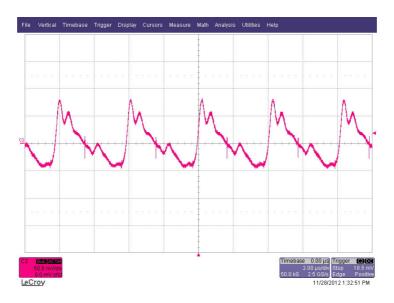
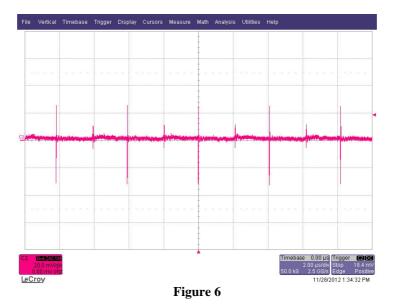


Figure 5

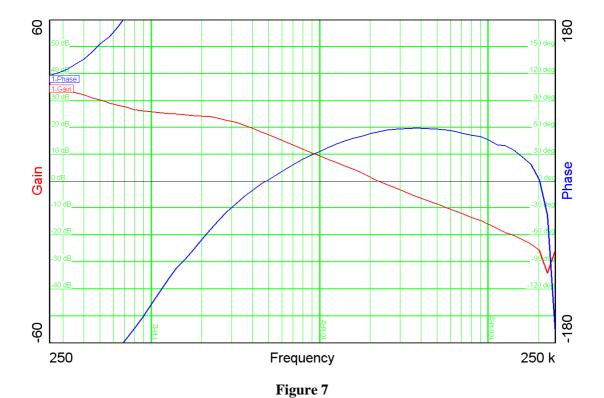




## **6** Frequency Response

Figure 7 shows the closed loop response at an output voltage of 12.6V and a load of 4.0A.

- 55 deg phase margin @ crossover frequency 22.6 kHz
- -25 dB gain margin





## 7 Cranking Test Pulses

Figure 8 shows the "Daimler-Chrysler Engine Cranking Test Pulse DC-10615" with a constant load of 50W on the output.

Channel C2: Output voltage

2V/div, 2s/div

Channel C1: Load current

5A/div, 2s/div

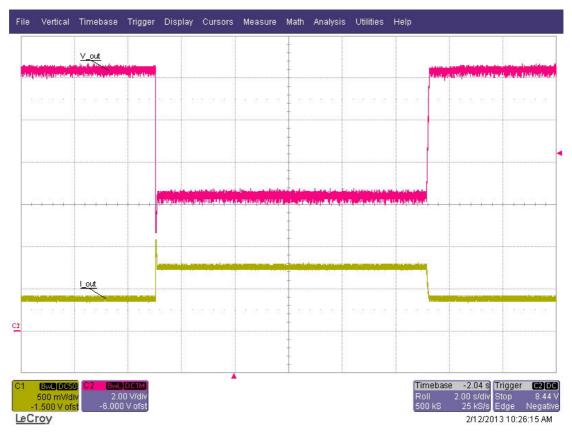


Figure 8

# PMP7233 Rev. A – Test Report



Figure 9 shows the "Volkswagen Cold Start Test Pulse VW80000" with a constant load of 50W on the output.

Channel C2: **Output voltage** 

2V/div, 200ms/div

Channel C1: Load current

5A/div, 200ms/div



Figure 9



Figure 10 shows the "Volkswagen Warm Start Test Pulse VW80000" with a constant load of 50W on the output.

Channel C2: **Output voltage** 

2V/div, 2s/div

Channel C1: Load current

5A/div, 2s/div

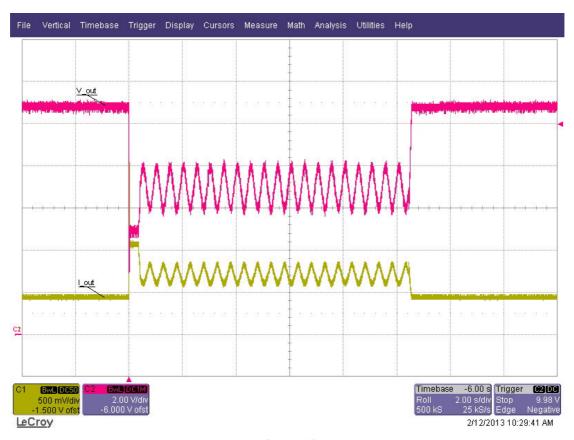


Figure 10

# PMP7233 Rev. A – Test Report



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