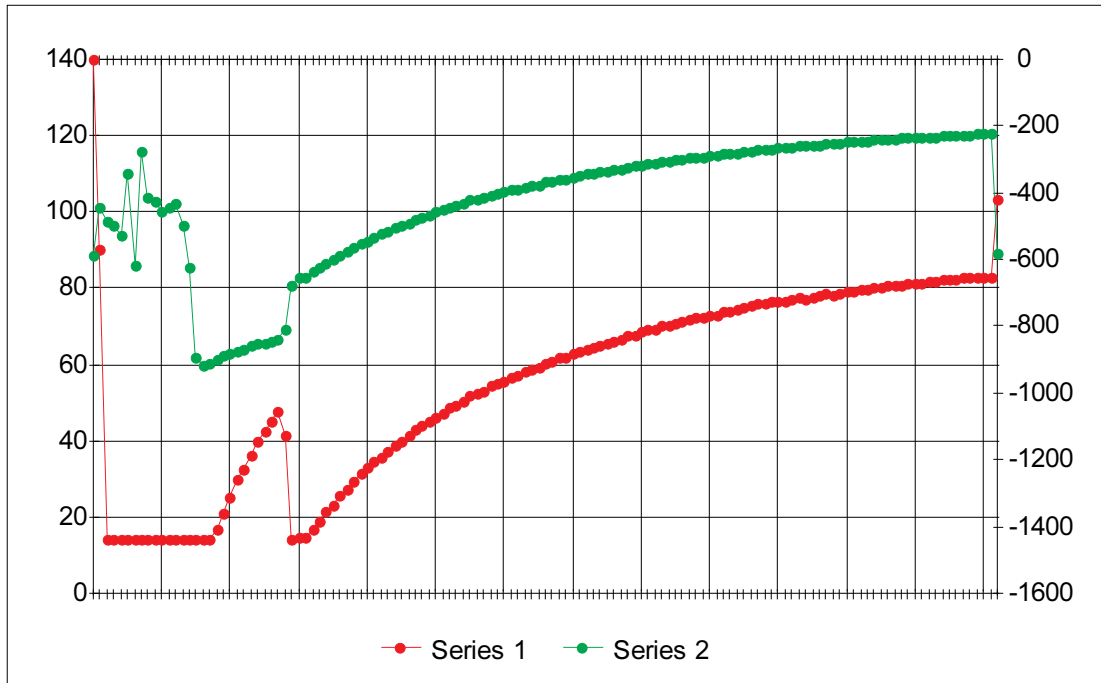


Woodburn Run 2.

Here is a graph of data recorded at Woodburn Labor Day Weekend, 2003. the Car was Dave Clouds dragster, running a 168V pack of Optima Redtops with series parallel, and main contactor as the only controller. The data was recorded with Sheer Pullen's NoDisplay Batman, 1200 Amp Shunt, and my Palm Pilot.

The run was 13.20 seconds, and about 95Mph.



Voltage is on the left, and current is on the right, with negative current being out of the battery. Samples were recorded every 0.1 seconds. The run starts with the pack arranged as two strings of 84V. With the particular gain for Sheer's unit, and the 1200A = 50mv shunt, the BatMan pegged out at 1437A for the first 1.7 seconds.

We had decided that the tires stopped spinning at 1.3 seconds, causing the drop in voltage, but my audio memory thinks that might have been the wiggle at 0.6 seconds. In any case, the current comes off the peg, at about 1.8 seconds, and the voltage starts rising, till about 2.8 seconds, where the driver, Steve Nash, switches the pack into series mode, the current pegs out again, and then starts dropping, and voltage starts rising, till the end of the run, at 13.2 seconds.

Conclusions: Dave was right, we should have put the current shunt in the path of just one of the two 8" ADC motors. That is a LOT of voltage sag, with a 168V pack sagging to 80V, at the series-parallel switch!

Bruce Sherry