

JAGUAR TAKES ADD2 FOR TEST-DRIVE.

When Jaguar needed to take Electronic Control Module Testing a stage further, there was only one road open to its engineers.

Nowadays, distributed control is accepted as the norm in modern high performance cars. These locally sited, dedicated controls significantly reduce wiring costs, weight and assembly time, as well as improving reliability and functionality.

In the past, the only real way to test these modules was on the road, fitted to a car, a lengthy and costly process at the best of times – and one dependent on the car being built.

Jaguar engineers turned to Hardware-in-the-Loop Simulation Testing (HILST) instead. Using computers, they could subject the module to the conditions, the duty cycles and stimuli it might normally encounter on the road, building in countless 'what if' scenarios along the way.

But, for Jaguar's engineers, HILST techniques represented only part of the solution. They could not simulate the

electrical environment a module might experience on the road – the heavy currents, the variable loads, the changes with temperature and time, the need to handle a variety of inputs.

That's when add2 were called upon to add their own unique skills in innovative electronic product design. Commissioned by Jaguar, we set about designing and building a programmable interface unit to simulate the electrical environment of a driver's door control module.

Working to rigid timescales, the project was declared an unqualified success. Helping Jaguar take a significant leap forward.

Even more important, perhaps, the solution for Jaguar spawned **Genix** – add2's revolutionary universal simulation interface for test systems, and a driving force for car manufacturers everywhere.

