Ticket #1266

Ticket Status:	InTheirCourt	**Name:**	Philip Piper
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Create Date:	03/16/2016 11:08 pm	**Phone:**	(713) 501-2744
Field of Study:	Electrical Engineering		

Subject: **Yale University**
03/16/2016 11:08 pm Philip Piper

What exactly is meant by the TSMS being the last switch before the AIRs in rule EV5.4.3? Does that mean that there can not be an AMS fault relay contacts, IMD fault relay contacts, ECU fault relay contacts, etc... between the TSMS and the AIR coils?

I may have had a misconception of what the TSMS was before now. It seems like its only purpose is to turn on/off the power to the AIR coils. Before, for some reason, I thought it was used as a switch for turning on the motor controllers, coolant pump, etc... It seems like all of those systems should be turned on by the GLVMS, and the TSMS should only switch power to the coils such that the AMS can control them.

Every time I read the rules I seem to find something seemingly obvious that would disqualify our car, and I have read them many, many times. Apparently not enough! Let me know if anything with this seems off.

Thanks,

Phil

03/16/2016 11:12 pm Philip Piper

As an addendum to the previous question. We plan to have interlock circuitry such that if an SMD or HVD is removed, the AIR coils are immediately turned off. I'm guessing these interlocks have to be placed before the TSMS in reference to the AIR coils, correct?

Phil

03/17/2016 9:12 am

Phil,
I think that table 16 on page 110 of the rules (Rev 0) would be very helpful to you. That said, the main point of the TSMS is to ensure that when it is off, no HV leaves the accumulator container(s). So, yes they are used to keep the AIRS from closing. You can have your AMS powered up to monitor the accumulator. As for the interlock, I think that is a great idea! But yes, they should be before the TSMS. I hope this answers your question.

Regards,
FHRC

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Please wait... it will take a second!