

PV-Logs mit Excel auswerten

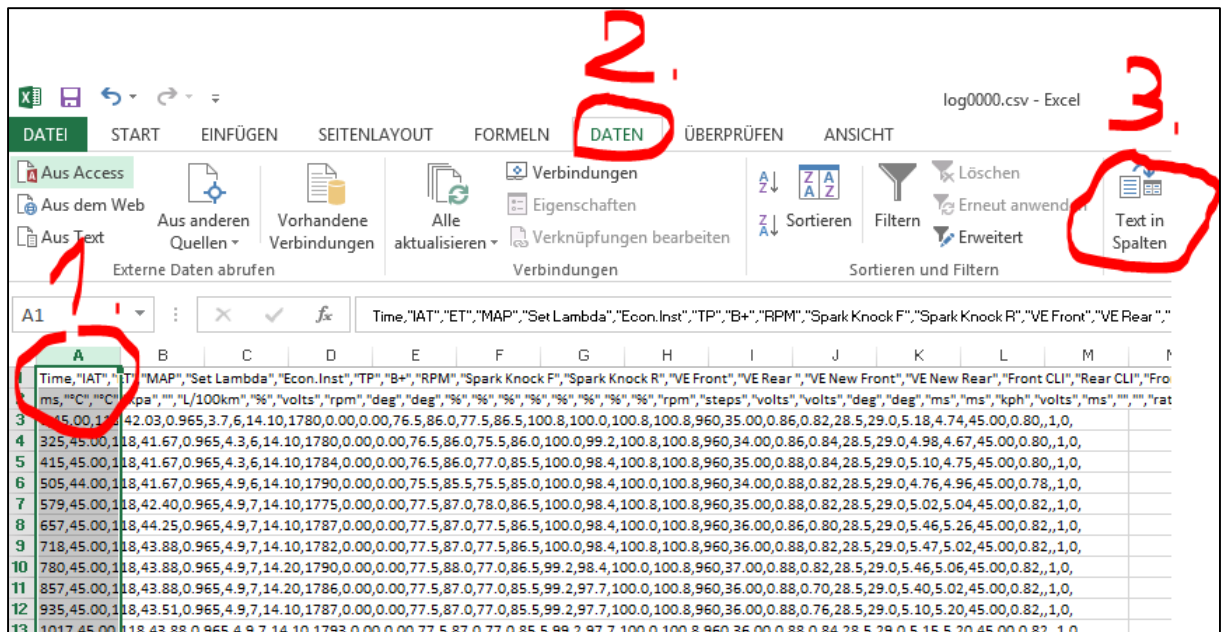
Bemerkung: Die Screenshots stammen von Excel 2013. Die Unterschiede zu 2010 oder 2007 sind aber marginal.

1. CSV-Files öffnen
2. Alle Zeilen mit der Beschreibung der Parameter löschen, in der folgenden Abbildung also die Zeilen 1 bis 37 (Zeilen von links markieren, rechte Maustaste, Zellen löschen).

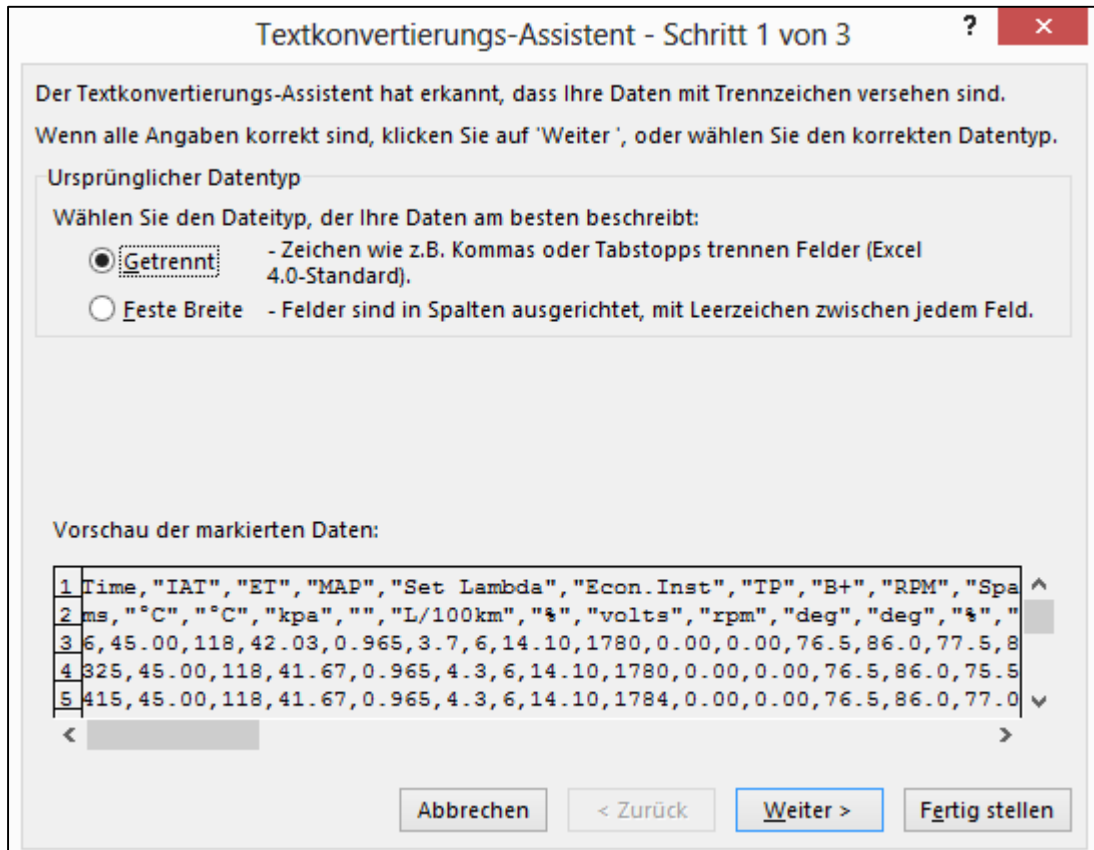
	A	B	C	D	E	F	G	H	I	J
1	Dynojet Power Vision Log File									
2										
3	Format: "Simple CSV 1.0.0"									
4										
5	Signal,"Driver","ID","Name","Units","Description","Color"									
6	0,"a-Harley","a:110","IAT","°C","Intake Air Temperature","#FFFFFF"									
7	1,"a-Harley","a:102","ET","°C","Engine Temperature","#FFFFFF"									
8	2,"a-Harley","a:118","MAP","kpa","Manifold Absolute Pressure","#FFFFFF"									
9	3,"a-Harley","a:341","Set Lambda","","Desired Air/Fuel (Lambda)","#FFFFFF"									
10	4,"a-Harley","a:18","Econ.Inst","L/100km","Economy (Instant)","#FFFFFF"									
11	5,"a-Harley","a:126","TP","%", "Throttle Position", "#FFFFFF"									
12	6,"a-Harley","a:92","B+","volts","Battery Voltage","#FFFFFF"									
13	7,"a-Harley","a:101","RPM","rpm","Engine Speed","#FFFFFF"									
14	8,"a-Harley","a:262","Spark Knock F","deg","Front Spark Knock Retard","#FFFFFF"									
15	9,"a-Harley","a:263","Spark Knock R","deg","Rear Spark Knock Retard","#FFFFFF"									
16	10,"a-Harley","a:334","VE Front","%", "VE Front", "#FFFFFF"									
17	11,"a-Harley","a:335","VE Rear","%", "VE Rear", "#FFFFFF"									
18	12,"a-Harley","a:339","VE New Front","%", "VE New Front", "#FFFFFF"									
19	13,"a-Harley","a:340","VE New Rear","%", "VE New Rear", "#FFFFFF"									
20	14,"a-Harley","a:107","Front CLI","%", "Front Closed Loop Integrator", "#FFFFFF"									
21	15,"a-Harley","a:123","Rear CLI","%", "Rear Closed Loop Integrator", "#FFFFFF"									
22	16,"a-Harley","a:106","Front AFF","%", "Front Adaptive Fuel Factor", "#FFFFFF"									
23	17,"a-Harley","a:122","Rear AFF","%", "Rear Adaptive Fuel Factor", "#FFFFFF"									
24	18,"a-Harley","a:112","Idle Set","rpm","Idle Set Speed", "#FFFFFF"									
25	19,"a-Harley","a:109","IAC","steps","Idle Air Control Motor Position", "#FFFFFF"									
26	20,"a-Harley","a:108","Front O2 V","volts","Front O2 Sensor Volts", "#FFFFFF"									
27	21,"a-Harley","a:124","Rear O2 V","volts","Rear O2 Sensor Volts", "#FFFFFF"									
28	22,"a-Harley","a:89","Advance F","deg","Spark Advance Front", "#FFFFFF"									
29	23,"a-Harley","a:90","Advance R","deg","Spark Advance Rear", "#FFFFFF"									
30	24,"a-Harley","a:114","INJ PW F","ms","Injector Time Front", "#FFFFFF"									
31	25,"a-Harley","a:115","INJ PW R","ms","Injector Time Rear", "#FFFFFF"									
32	26,"a-Harley","a:128","VSS","kph","Vehicle Speed", "#FFFFFF"									
33	27,"a-Harley","a:127","TP Sensor","volts","Throttle Position Sensor", "#FFFFFF"									
34	28,"a-Harley","a:337","Acel Enr","ms","Accel Enrichment", "#FFFFFF"									
35	29,"a-Harley","a:504","KnockCntF","","Knock Count Front", "#FFFFFF"									
36	30,"a-Harley","a:505","KnockCntR","","Knock Count Rear", "#FFFFFF"									
37	31,"a-Harley","a:333","Set AFR","ratio","Desired Air/Fuel (Ratio)","#FFFFFF"									
38										
39	Time,"IAT","ET","MAP","Set Lambda","Econ.Inst","TP","B+","RPM","Spark Knock F","Spark Knock R","VE Front","VE Rear","VE New Front									
40	ms "°C" "°C" "kpa" "" "L/100km" "%" "volts" "rpm" "deg" "deg" "%" "%" "°C" "°C" "°C" "°C" "rpm" "steps" "volts" "volts" "deg" "									

3. Nun sind nur noch die Daten mit Überschriften vorhanden. Diese Daten werden wir zur besseren Lesbarkeit anders darstellen.

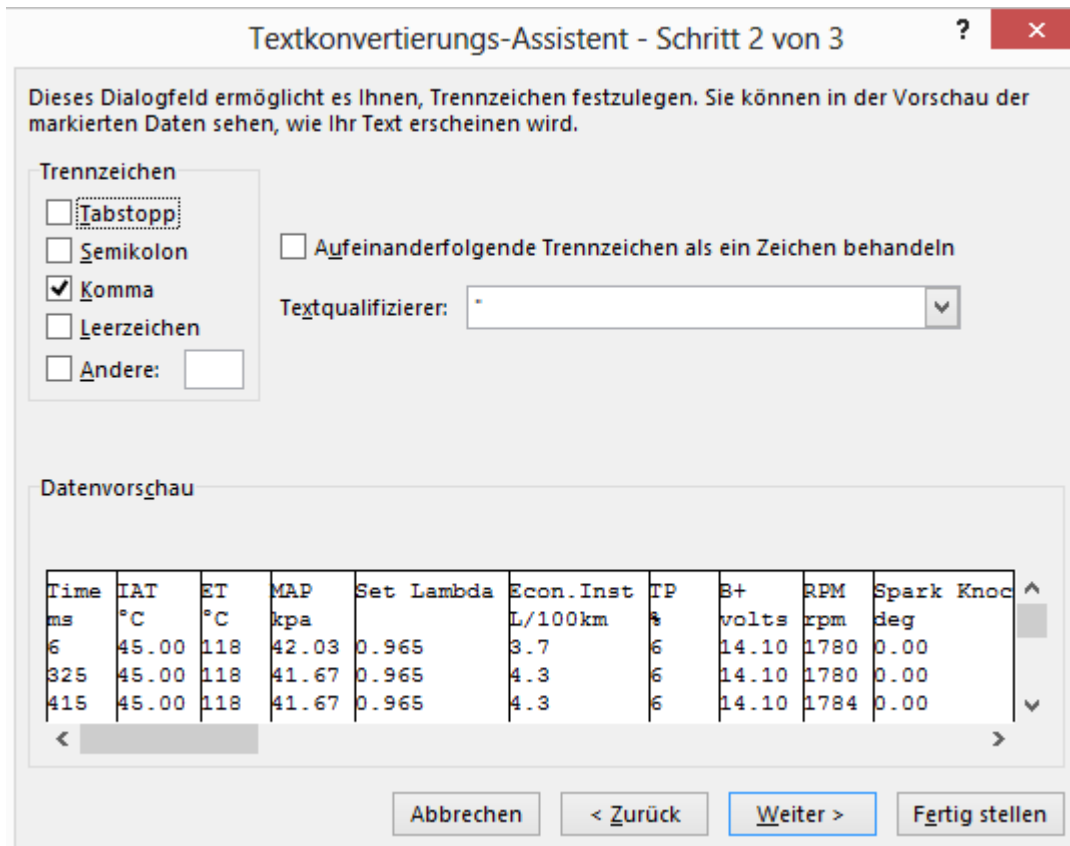
4. Dazu in die erste Spalte klicken. Dann ins Menü *DATEN* wechseln. Zuletzt *Text in Spalten* anklicken.



5. Im Dialogfeld 1 „Getrennt“ wählen, dann „Weiter“.



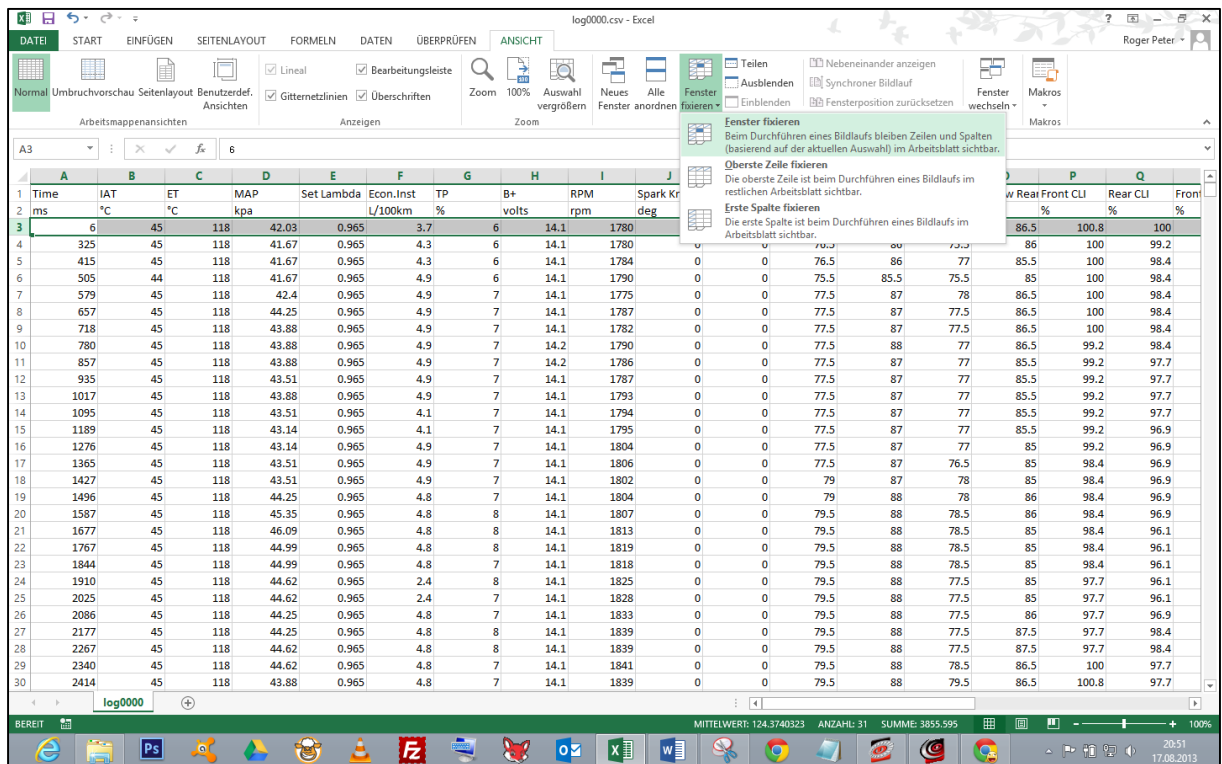
- Im Dialogfeld 2 „Komma“ als Trennzeichen festlegen, dann „Fertig stellen“.



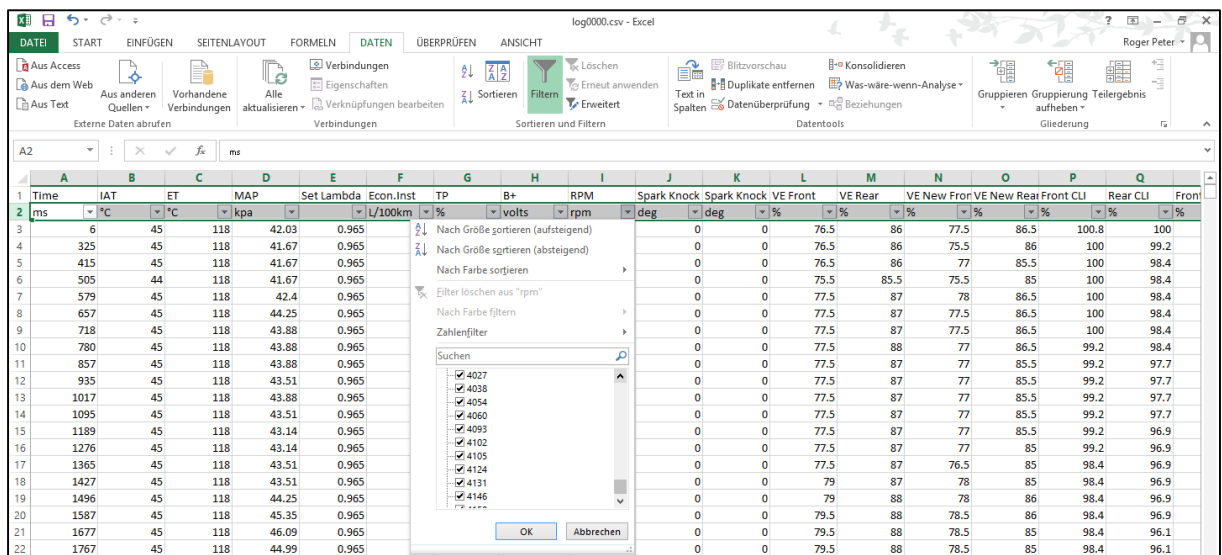
- Unser Map präsentiert sich nun bereits sehr übersichtlich. Alle Messgrößen sind als Überschriften in den ersten zwei Zeilen festgehalten, darunter die Daten.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
1	Time	IAT	ET	MAP	Set Lambda	Econ.Inst	TP	B+	RPM	Spark Knock	Spark Knock	VE Front	VE Rear	VE New Fron
2	ms	°C	°C	kpa		L/100km	%	volts	rpm	deg	deg	%	%	%
3	6	45	118	42.03	0.965	3.7	6	14.1	1780	0	0	76.5	86	77.5
4	325	45	118	41.67	0.965	4.3	6	14.1	1780	0	0	76.5	86	75.5
5	415	45	118	41.67	0.965	4.3	6	14.1	1784	0	0	76.5	86	77
6	505	44	118	41.67	0.965	4.9	6	14.1	1790	0	0	75.5	85.5	75.5
7	579	45	118	42.4	0.965	4.9	7	14.1	1775	0	0	77.5	87	78
8	657	45	118	44.25	0.965	4.9	7	14.1	1787	0	0	77.5	87	77.5
9	718	45	118	43.88	0.965	4.9	7	14.1	1782	0	0	77.5	87	77.5
10	780	45	118	43.88	0.965	4.9	7	14.2	1790	0	0	77.5	88	77
11	857	45	118	43.88	0.965	4.9	7	14.2	1786	0	0	77.5	87	77
12	935	45	118	43.51	0.965	4.9	7	14.1	1787	0	0	77.5	87	77
13	1017	45	118	43.88	0.965	4.9	7	14.1	1793	0	0	77.5	87	77
14	1095	45	118	43.51	0.965	4.1	7	14.1	1794	0	0	77.5	87	77
15	1189	45	118	43.14	0.965	4.1	7	14.1	1795	0	0	77.5	87	77
16	1276	45	118	43.14	0.965	4.9	7	14.1	1804	0	0	77.5	87	77
17	1365	45	118	43.51	0.965	4.9	7	14.1	1806	0	0	77.5	87	76.5

- Als nächstes markieren wir die gesamte dritte Zeile von links her und wählen im Menü **ANSICHT** → Fenster fixieren den ersten Eintrag „Fenster fixieren“. So bleiben beim Scrollen die Überschriften stehen.



- Zuletzt setzen wir noch Filter, damit wir bequem z.B. nach dem ersten Knockereignis oder der wieder einmal deutlich übertretenen Geschwindigkeit oder dem gnadenlos hohen Drehzahlmaximum sehen können. Dazu die zweite Zeile markieren und aus dem Menü **DATEN** → **Filtern** wählen.



- Die Datei am Schluss als EXCEL-File speichern, nicht als CSV-Datei.
- Natürlich kann man mit den Daten noch viel mehr machen, aber das wäre dann ein Excel-Kurs für kalte Wintermonate.

Gretz
Rocky

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