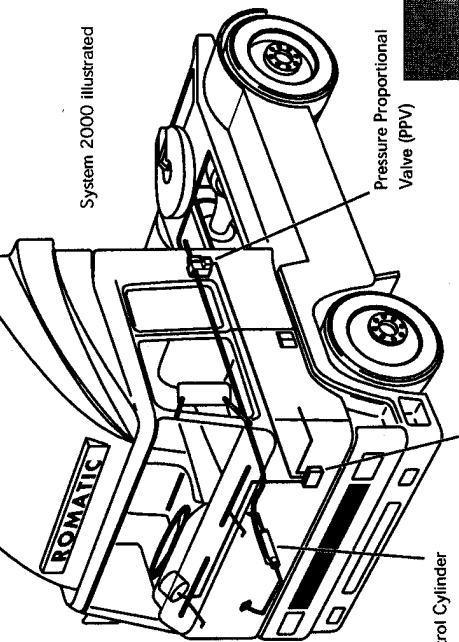


# ROAD SPEED CONTROLS FOR HEAVY GOODS VEHICLES, TRUCKS, AND BUSES & LIGHTWEIGHT GOODS VEHICLES, VANS, AND CARS



System 2000 illustrated

Throttle Control Cylinder

Electronic Control Unit (ECU)

## SYSTEM 2000

System 2000 is an electronically controlled, pneumatically (air) operated system offering accurate speed control in all climatic conditions.

### Operation

The Electronic Control Unit (ECU) is connected to the tachograph, speedometer, or mechanical sensor and receives frequency signals when the vehicle is in motion.

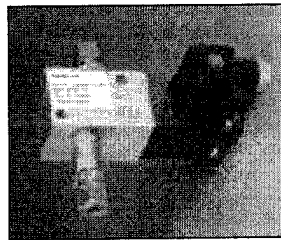
At a pre-set frequency, for example 80 km/h (50 mph), the ECU transmits a signal to the Pressure Proportional Valve (PPV). The valve opens, allowing air to flow to the Throttle Control Cylinder mounted within the throttle linkage. The cylinder lengthens or shortens the linkage, thus controlling the speed.

### Options

- Top Speed Limiter with:
- Dual Speed Facility
- PTO (Power Take-Off) Control
- Lower "Hold" Speed Facility

**Approved** by British Standards to BS AU 217 Part 1a:1987 and EEC Directive e11 92/24.

- Safety saves lives
- Reduced maintenance costs
- Reduced fuel costs
- Reduced driver fatigue



This unit has been designed to work with any Road Speed Control device or independently to give a visual indication as to whether a vehicle is being driven within the set speed limit.

Particularly useful where vehicles do not have a tachograph or on-board computer installed.

## SYSTEM 90

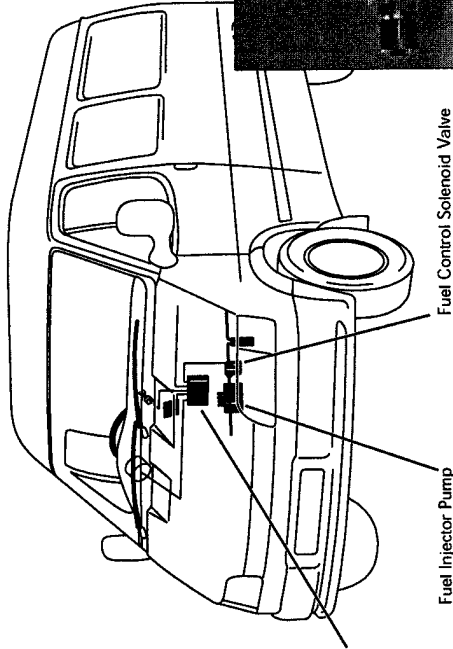
System 90 is an electronically controlled pneumatic (air) over-hydraulically (oil) operated system offering accurate speed control in all climatic conditions.

### Operation

Similar to System 2000, but using pneumatics over-hydraulics to lengthen or shorten the Throttle Control Cylinder mounted within the throttle linkage.

This system is for top speed limiting only.

**Approved** by British Standards to BS AU 217 Part 1a:1987 and EEC Directive e11 92/24.



Fuel Injector Pump

Fuel Control Solenoid Valve

## SYSTEM 80

System 80 is an electronically controlled, flow valve (fuel) regulated system, offering speed control in all climatic conditions for both petrol and diesel vehicles.

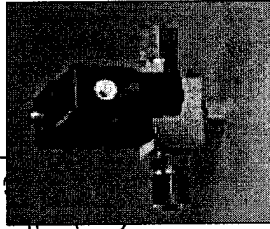
### Operation

The Electronic Control Unit (ECU) is connected to the electronic speedometer or mechanical sensor and receives frequency signals when the vehicle is in motion.

At a pre-set frequency, for example 80 km/h (50 mph), the ECU transmits a signal to the fuel flow valve. The valve closes reducing the fuel to the carburettor/injectors which reduces the vehicle speed.

The Diesel System has an adjustable by-pass built into the valve which, at the limited speed, controls the amount of fuel to the injector pump, thus limiting the vehicle speed.

The Petrol System operates by controlling the fuel supply

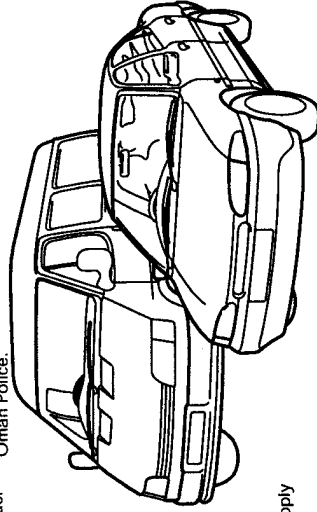


to the carburettor/injectors which reduces the power available to the engine, thus controlling the top speed. A Speed Indicator, incorporating a warning light and buzzer is supplied with the petrol system to alert the driver that the system is about to operate.

### Options

- Vacuum Limiters (Mercedes-Benz Sprinter)

**Approved** by EEC Directive e11 92/24 Saudi Arabian and Standards Organisation (SASO) and Sultanate of Oman Police.



## Reason for Development

To improve safety and the environment by controlling the top speed of vehicles, thus reducing serious accidents and pollution.

The basic function of the system is to limit the maximum speed of a vehicle to a pre-set level whilst the throttle (accelerator) pedal is fully depressed, without a noticeable variation in the speed.