ELECTRONIC SPEED SWITCH FOR DIESEL/GAS ENGINES

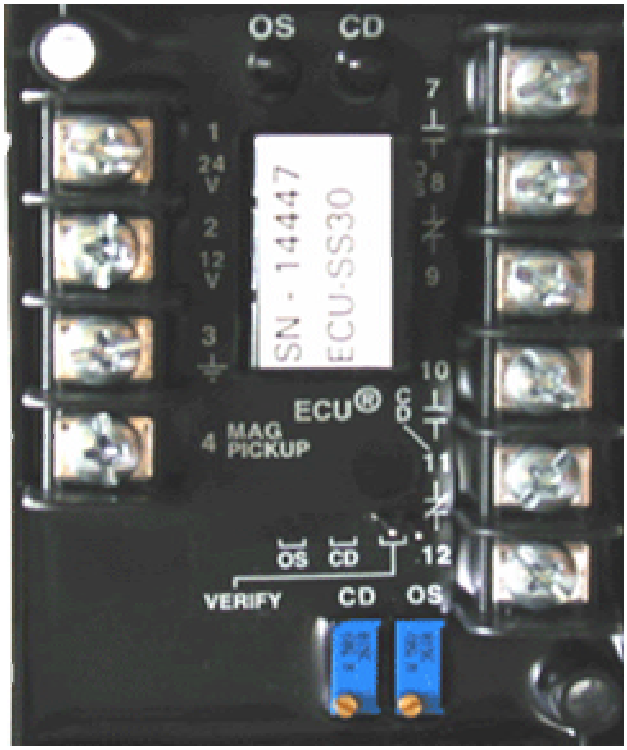
The ECU-SS30 is a state of the art electronic speed switch. It is designed for rugged system use and easy interface. The SS30 is a small and compact speed switch but is packed full of useful features.

ECU® -SS30

ONE VERSION FOR 12 AND 24 VDC

APPLICATIONS: Generators, Pumps, Compressors

Order Online = Click Here



FEATURES:

- **Two Element speed switch**
- **Verify mode**
- **Wide speed sensing range from 500 to 9500 Hertz**
- **High current output for solenoid control**
- **Epoxy encapsulated module for .excellent field reliability**
- **Wide temperature range -40C to +85C**
- **LEDS for Crank Disconnect and Overspeed**

ECU® -SS30 EASY TO USE VERIFY MODE

The ECU-SS30 speed switch follows the ECU design philosophy to produce a quality product in a small, self-contained module without penalizing the user with a loss of features.

One interesting feature is the Verify Mode. When this mode is selected, it will lower the Overspeed and Crank Disconnect trip points by approximately 13%. This feature is useful because it reduces the engine stress normally associated with the setting of high Overspeed trip points.

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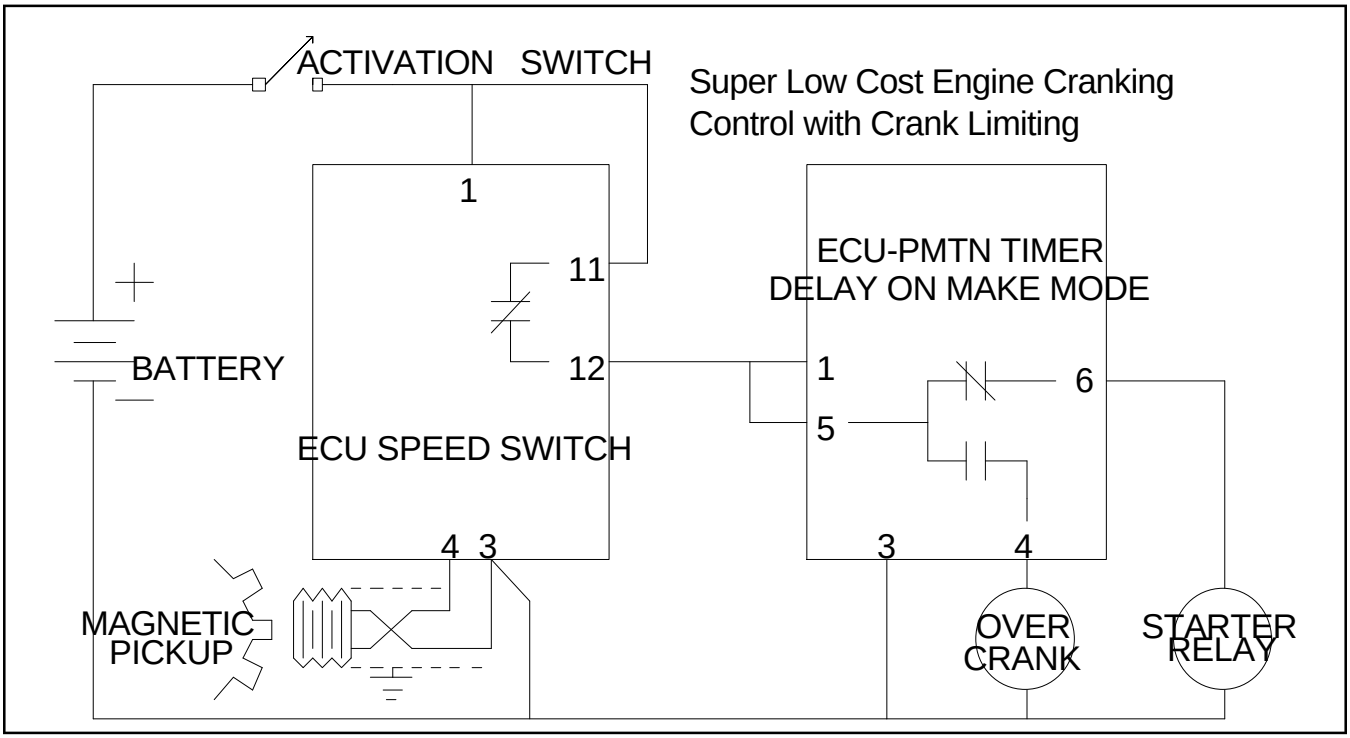
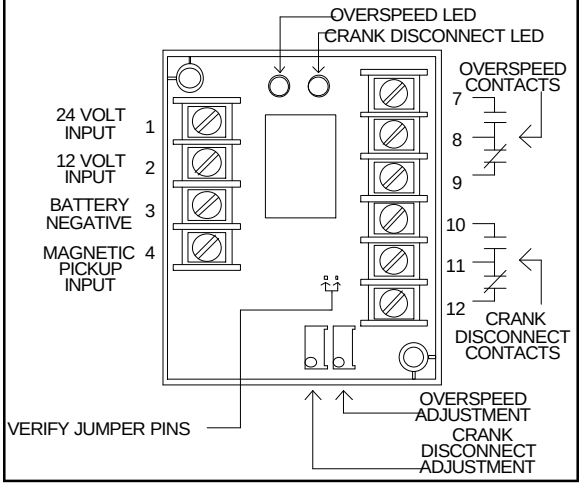
SAMPLE *ECU*®-SS30 APPLICATION:
SIMPLE HOOK-UP WITH PMTN



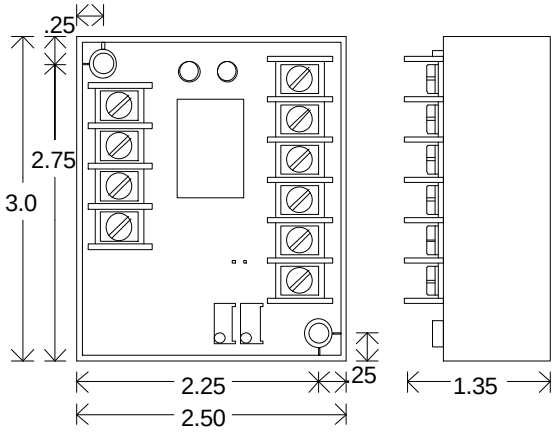
The diagram above shows the ECU speed switch and the ECU-PMTN (programmable timer) synthesizing the Overcrank function. When the Activation Switch is closed the speed switch begins monitoring the engine speed. Also battery positive is applied to terminals 1 and 5 of the PMTN via the normally closed Crank Disconnect contacts (terminals 11 and 12) of the speed switch. This initiates the PMTN delay period and also energizes the Starter Relay through the normally closed contacts of the timer (terminals 5 and 6). If the engine comes up to speed before the delay period expires then the Crank Disconnect relay will energize, opening the normally closed contacts (terminals 11 and 12 of the speed switch), and thereby disengaging the Starter Relay and the ECU-PMTN. However, if the timer's delay period expires before the engine comes up to speed, then the PMTN's contacts will transfer, causing the Starter Relay to disengage and annunciate the fault through the Overcrank lamp

SPECIFICATIONS: **OUTPUT RATING-10 AMPS MAX**
12 VOLT MODE– 9-15 VOLTS
24 VOLT MODE– 19—28 VOLTS
MAGNETIC PICKUP– 500 TO 9500 HERTZ

ECU® -SS30 TERMINAL OUT



PHYSICAL DIMENSIONS



Mounting holes will accept No. 8 or No. 6 screws.
All dimensions in inches.

ORDERING INFORMATION:
ORDER BY SPECIFYING: *ECU*® -SS30