

CONTROL MODULES

**Speed Sensing Unit.
Model SSU 383**

Engine speed sensing unit with 3 adjustable levels and clean contact SPDT outputs. Sensing from either a magnetic pick up or 240Vac 50Hz

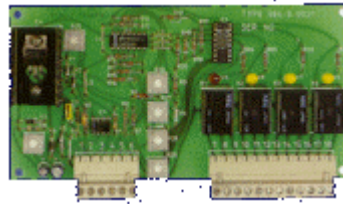
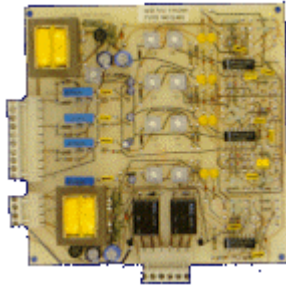


Engine Control Unit. Model ECU 384

Used for the control and protection of stationary diesel engines with 4 safety shutdown inputs and 2SPDT 10A clean contacts for switching fuel solenoids and starter motor solenoids. Safety inputs can be selected for N.C or N.O. contact configuration.

**Voltage Sensing Unit.
Model VSU 385**

Designed to monitor 3φ normal mains supply voltage as well as 1φ standby voltage. Has on board relays to give clean contact outputs for standby start initiation and standby load acceptance. Senses both over and under volts for each supply as well as phase differential on the 3φ mains sensing inputs.

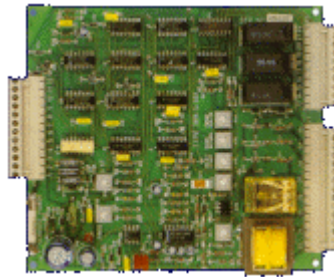
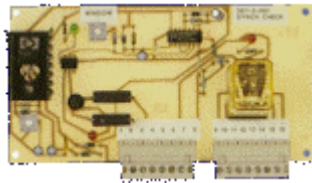


Fuel Level Control Unit. Model FLU 386

Typically used for controlling the fuel level in a stationary diesel engines fuel service tank. The level sensing medium is a commercially available float level resistance sender and the unit provides 4 adjustable levels. Two are used for transfer pump control while the others provide signals for low and empty fuel level.

**Check Synchronising Unit.
Model CSU 387**

This unit is a simple in synchronism check unit to prevent two D/A sets from being paralleled incorrectly.

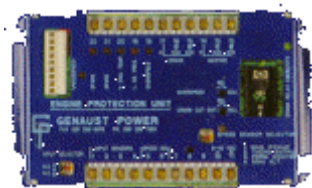


Timing & Sensing Unit. Model TSU 389

Intended for use as a standby D/A set sensing and start timing unit. Has inbuilt/onboard adjustable timers for Delay start, 3 repeat cranking, Delay supply return and Delay engine stop or cool down period. Allows either 3 or 1φ normal mains supply to be monitored as well as 1φ standby supply. Also provides output signals for transfer switch control, crank periods and engine start/stop. Interfacing with a hybrid system comprising of say an inverter and storage battery bank is possible with an onboard selector switch. Provision for remote start, stop, test and lockout signals are also included.

**Engine Protection Unit.
Model EPU 390**

The EPU is designed to protect diesel engines from damage caused by such things as overheating, overspeed, underspeed or loss of lubrication pressure.



Battery Charging Unit Models CPCL 10/12 & 10/24.

Suitable for charging both lead acid and nickel cadmium batteries. Has constant potential and current limited charging output with automatic boost charge mode. The automatic boost charge mode enables quick recovery charging followed by a drop back to standby or trickle charge mode. Ideal for continuous charging of any 12 or 24V starting battery bank.



Top View of Battery Charging Unit

