AUTOMATIC ENGINE CONTROL FOR JOHN DEERE DIESEL/GAS ENGINES

The ECU®-CAN70 engine control provides complete automation and safety monitoring of a gas or diesel engine. The ECU®-CAN70 controls the starter and fuel thus completely taking the operator out of the picture. A built in speed switch controls both starter disengagement and overspeed protection. Speed and shutdown information are derived from the CAN BUS SPEED.

ECU®-CAN70

ONE VERSION FOR 12 AND 24 VDC

APPLICATIONS: Generator Control Panels, Automatic Engine Systems

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FEATURES:

- Loss of Speed Data or CAN Signal detection during both cranking and running

- Overspeed verify without engine damage

- Built in speed switch using CAN data

- HWT and LOP faults via CAN bus

- Low oil pressure and high water temp override during cranking

- Wide temperature range -40C to +85C

- Epoxy encapsulated module for excellent field reliability

- LEDS with auto/manual lamp test

- All preset at factory no field adjustments

ECU®-CAN70 A COMPLETE AUTOMATIC ENGINE CONTROL

The ECU-CAN70 covers just about all the essential engine control functions that are asked for in most specifications. Glow plug delay is achieved via an internal lookup table in conjunction with Fuel temperature.
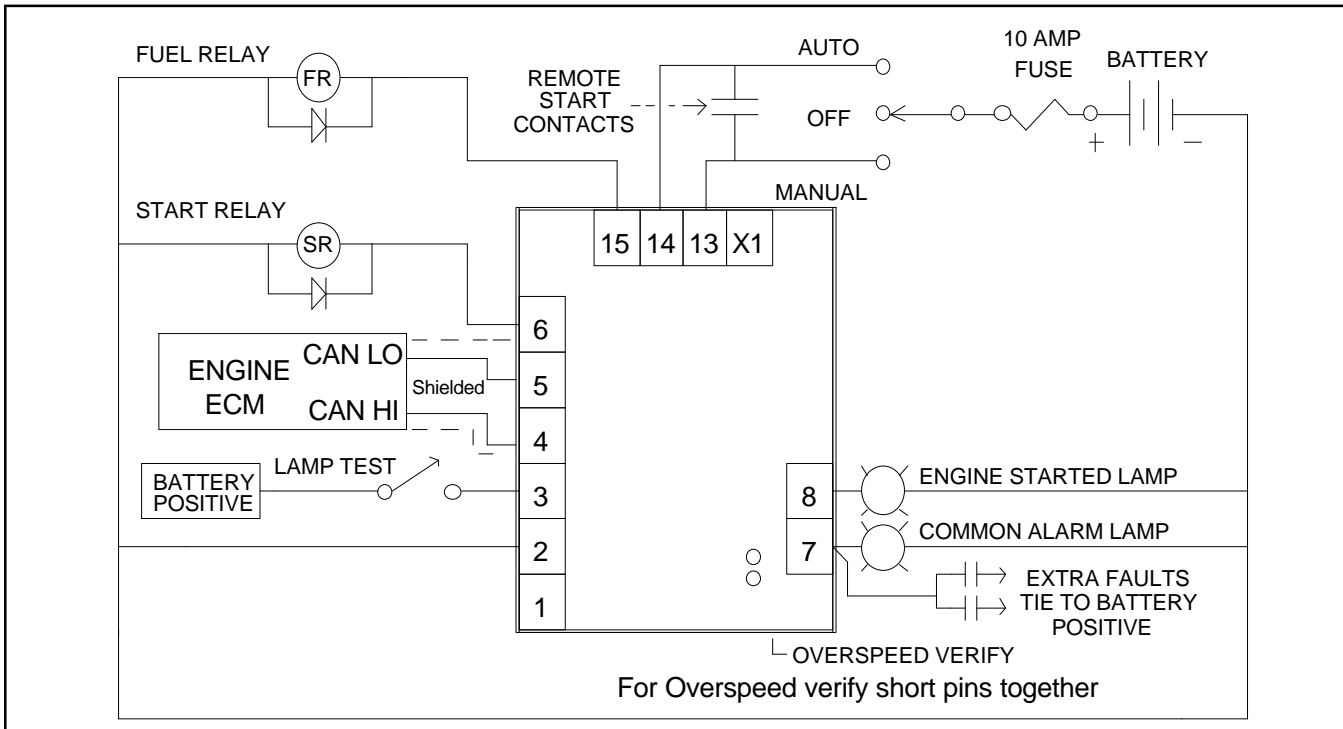
The ECU-CAN70 automatically cranks, starts and monitors an engine for Overcrank, Overspeed, High Water Temperature and Low Oil Pressure. All adjustments are factory set. A built in speed switch uses a CAN speed signal to monitor engine speed for crank disconnect and overspeed. The bypass timer/logic assures Low Oil Pressure and High Water Temp override during the crank period and an additional adjustable period after crank disconnect. The ECU-CAN70 expands to as many faults as required by using the Engine Alarm Input/Output. The ECU-CAN70 monitors the CAN signal for problems during both cranking and running. If a problem is detected the engine will shutdown and the Overcrank and Overspeed LED's will both turn on.

For Overspeed verify short pins together

The above illustrates the ECU-CAN70 engine control with an energized to run engine. Placing the control switch in MANUAL or closure of the Remote Start Contacts while in AUTO initiates the Crank mode. The Fuel and Starter Relays are energized causing the engine to begin cranking. If the engine does not start in the allotted time the Overcrank Fault occurs, and the Fuel and Starter Relays are turned off. If during cranking the internal speed switch detects a speed equal to or above the Crank Disconnect Pre-Set the Starter Relay turns off, the LOP/HWT delay timer is initiated. After this delay period if the LOP or HWT switch closes the engine will shutdown immediately. If the internal speed switch detects a speed equal to or above the Overspeed Setting the engine is shutdown immediately. To stop the engine or to clear a fault condition place the control switch in the Off position. Based on an internal wait table and the fuel temperature from the CAN data the unit delays for the glow plug time period before start. If the CAN or Speed signal from the Engine ECM is lost during cranking or running the engine will shut down and the Overcrank & Overspeed LED's will both turn on.

SPECIFICATIONS: VOLTAGE RANGE - 9 TO 28 VOLTS
STARTER AND FUEL OUTPUT - 5 AMPS MAX
LAMP OUTPUTS (TOTAL) - 1 AMP MAX

ECU®-CAN70 TERMINAL OUT

For Overspeed Verify short pins together

PHYSICAL DIMENSIONS
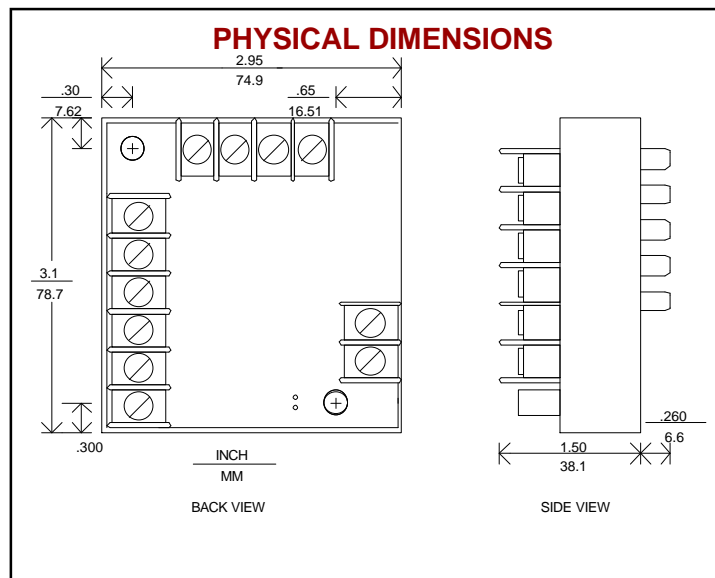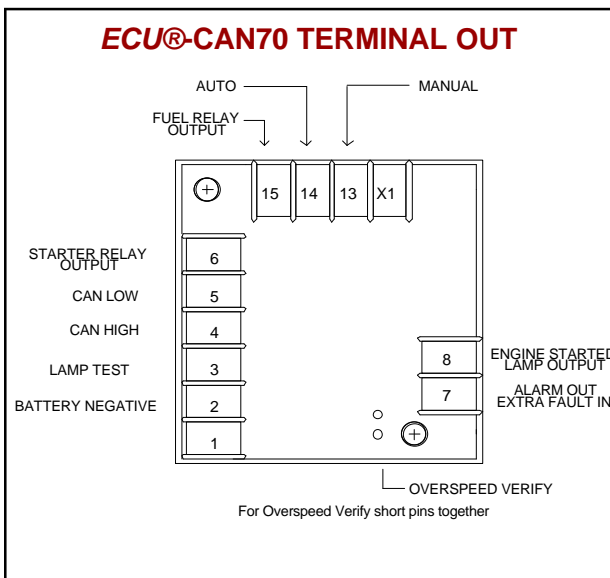
ORDERING INFORMATION:
ORDER BY SPECIFYING: *ECU®* -CAN70

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