

ELECTRONIC SPEED SWITCH FOR DIESEL/GAS ENGINES

The ECU-SS40 is a state of the art electronic speed switch. It is designed for rugged system use and easy interface. The SS40 is a small and compact speed switch but is packed full of useful features.

ECU® -SS40

**ONE VERSION FOR
12 AND 24 VDC**

APPLICATIONS: Generators, Pumps, Compressors

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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
- Programmable for latching or non-latching output



ECU® -SS40 EASY TO USE VERIFY MODE

The ECU-SS40 speed switch features a Verify Mode. This feature is useful because it reduces the engine stress normally associated with the setting of Overspeed trip points.

When jumpered together, the verify pins lower the Overspeed and Crank Disconnect trip points by approximately 13%.

ECU® -SS40 EASY TO USE PROGRAMMABLE RELAY LATCHING

The ECU-SS40 speed switch allows the user to individually program the relays to stay latched until the power is removed or automatically reset when the engine stops.

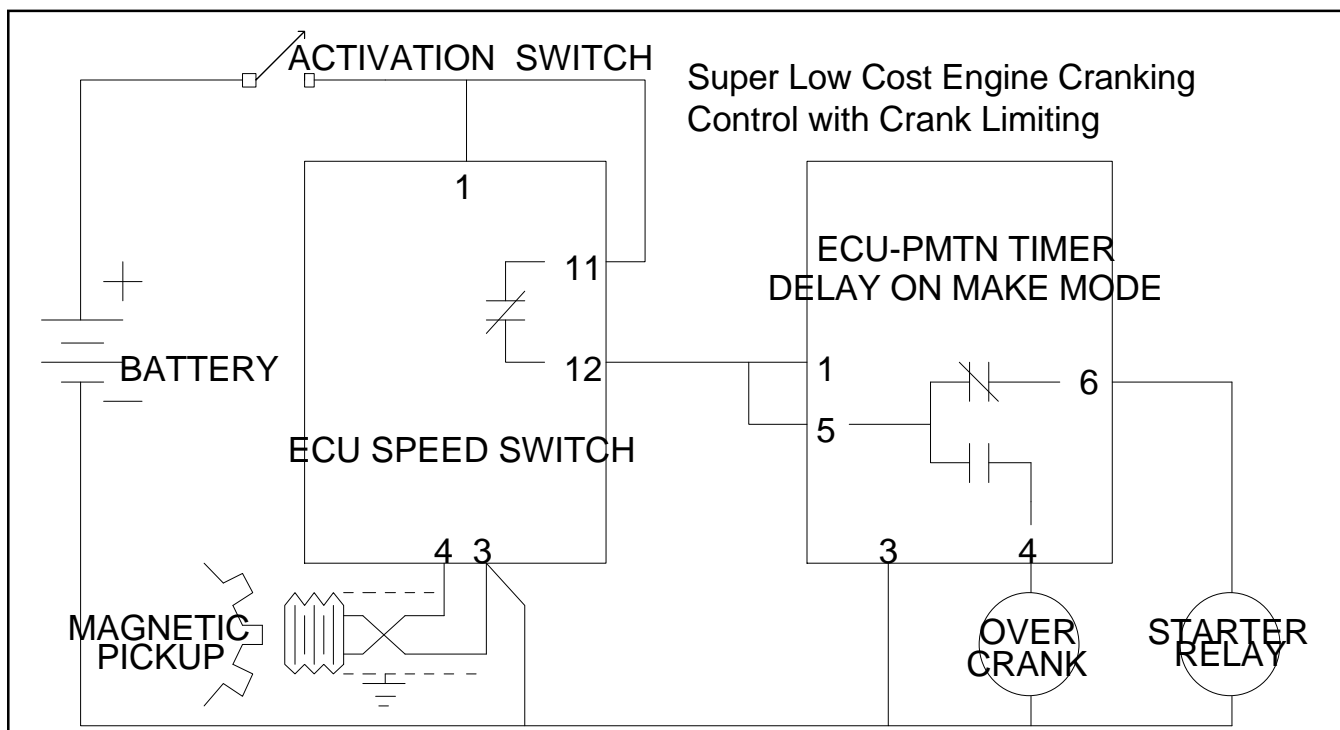
If the Overspeed and Crank Disconnect jumpers are installed, power must be removed from the speed switch to reset the relays. When the Overspeed and Crank Disconnect jumpers are removed, the relays reset when the engine stops.

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P.O. BOX 250 - 8950 TECHNOLOGY DRIVE - FISHERS, IN 46038

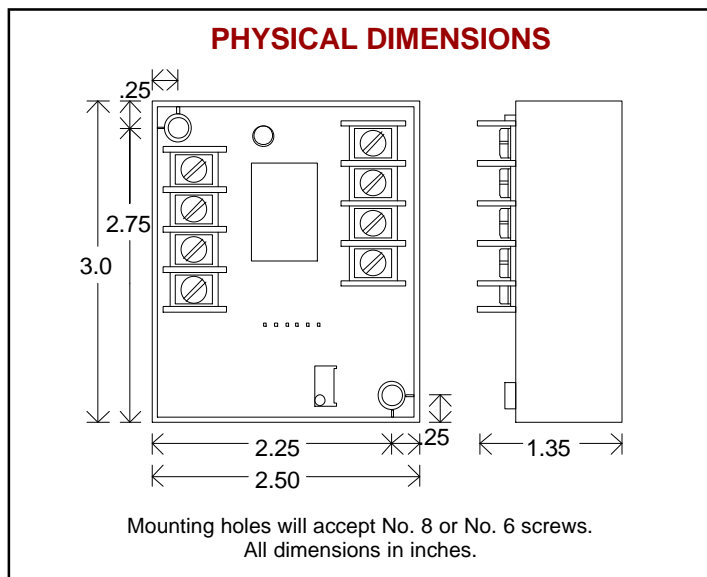
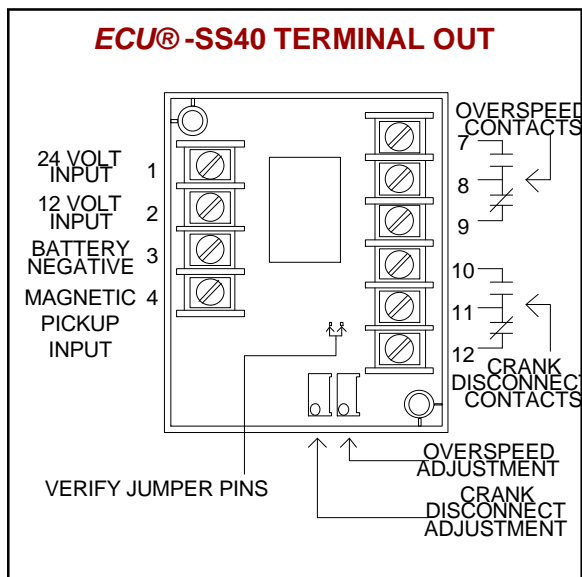
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**SAMPLE ECU®-SS40 APPLICATION:
SIMPLE HOOKUP WITH AN ECU®-PMTN**



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

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



ORDERING INFORMATION:
ORDER BY SPECIFYING: ECU®-SS40

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