

ELECTRONIC SPEED SWITCH FOR DIESEL/GAS ENGINES

The ECU[®]-SS40A is an advanced electronic speed switch. It is designed for rugged system use and easy interface. Small and compact, the ECU[®]-SS40A is packed with useful features.

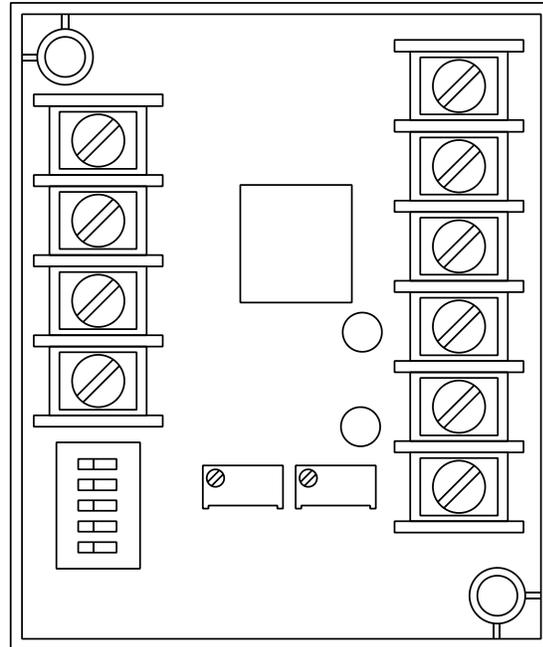
ECU[®] -SS40A

**ONE VERSION FOR
12 OR 24 VDC**

APPLICATIONS: Generators, Pumps, Compressors

FEATURES:

- Two Element speed switch
- Verify mode
- Wide speed sensing range from 500 to 9500 Hertz
- Form-C relay outputs for flexible high-current solenoid control
- Epoxy encapsulated module for excellent field reliability
- Wide temperature range -40C to +85C
- LEDs for Crank Disconnect and Over-speed
- Auto LED power-on lamp test
- Speed signal presence indication
- Programmable for latching or non-latching output
- Repeatable reset hysteresis enables use as a non-latching underspeed detector



ECU[®] -SS40A EASY TO USE VERIFY MODE

The ECU[®]-SS40A 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 enabled, Verify mode lowers the Overspeed and Crank Disconnect trip points by approximately 13%.

ECU[®] -SS40A EASY TO USE PROGRAMMABLE RELAY LATCHING

The ECU[®]-SS40A 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.

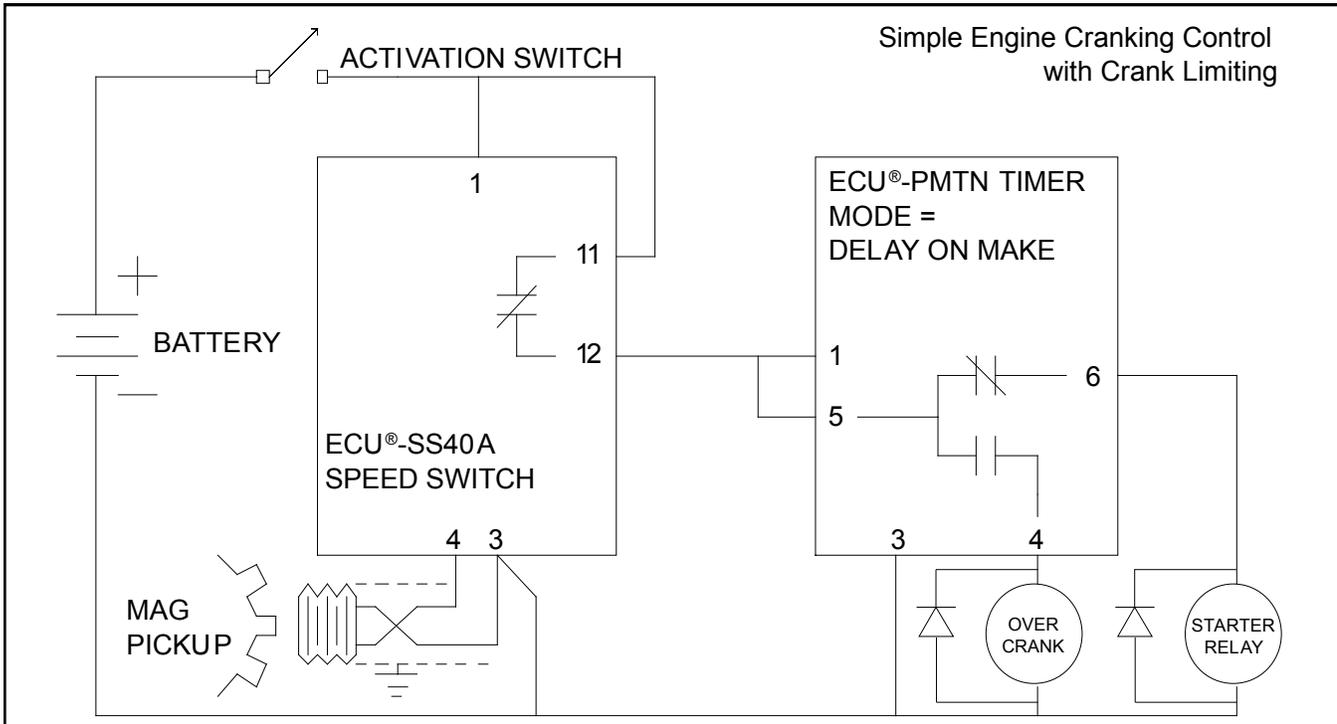
If the Overspeed and Crank Disconnect latch switches are ON, power must be removed from the speed switch to reset the relays. When the Overspeed and Crank Disconnect latch switches are OFF, the relays reset when the engine stops.

**ECU[®] IS A REGISTERED TRADEMARK OF
ENGINEERING CONCEPTS UNLIMITED INC.**

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**SAMPLE ECU®-SS40A APPLICATION:
SIMPLE WIRING WITH AN ECU®-PMTN**

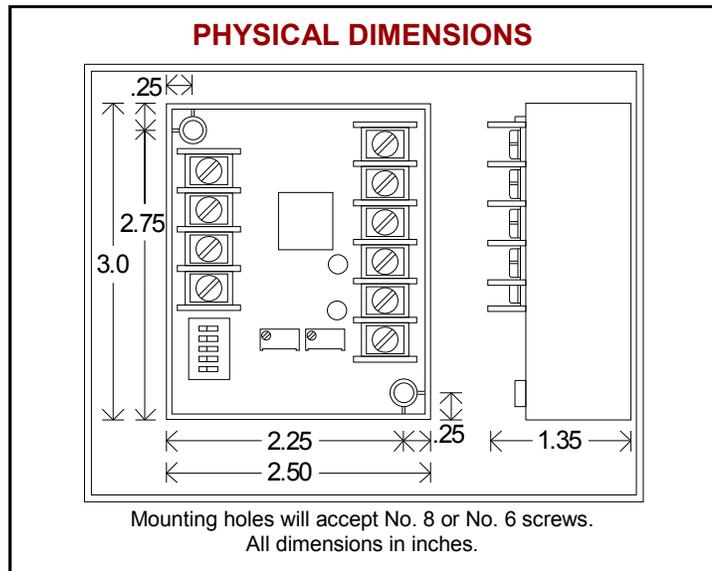
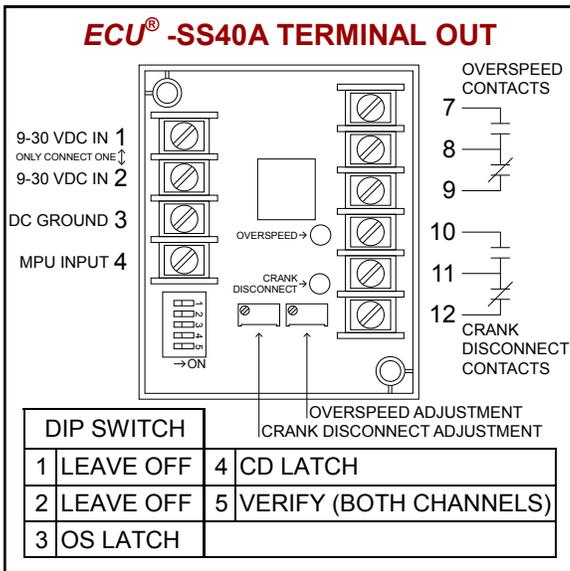


The diagram above shows the ECU®-SS40A and the ECU®-PMTN (programmable timer) synthesizing the Overcrank function. When the Activation Switch is closed the speed switch begins monitoring the engine speed. Also battery positive is applied to terminals 1 and 5 of the PMTN via the normally closed Crank 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.

As shown, inductive loads must be diode suppressed. You are welcome to call us if you have any questions.

SPECIFICATIONS:

OUTPUT RATING	5 AMPS MAX
INPUT VOLTAGE RANGE	9 TO 30 VDC
MAGNETIC PICKUP FREQUENCY	500 TO 9500 HERTZ
MAGNETIC PICKUP VOLTAGE	2 TO 15 VRMS, ZERO CROSSING



ORDERING INFORMATION:
ORDER BY SPECIFYING: **ECU® -SS40A**

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