



Product Information

PRODUCT SERIES: S-15G

Industrial Engine Control Unit

The S-15G is designed specifically for the rugged demands of gaseous industrial engine applications. It provides electronic drive-by-wire engine speed control, and closed loop air/fuel ratio control with lambda sensor feedback.

Engine over-temperature and foot pedal fault detection is available. Programming and diagnostics of this Digital controller is performed via laptop PC or hand held monitor. Once calibrated to engine and vehicle requirements this tamper proof unit is capable of Tier II level EPA certification.



S-15G

Inputs:

- RPM trigger input 12V square wave or ignition coil signal
- Integral manifold absolute pressure sensor
- Pedal position sensor input
- Engine temperature compensation
- Lambda sensor input

Outputs:

- Electronic governor control signal
- Air/fuel ratio control signal
- LP lockout valve control
- Check engine light

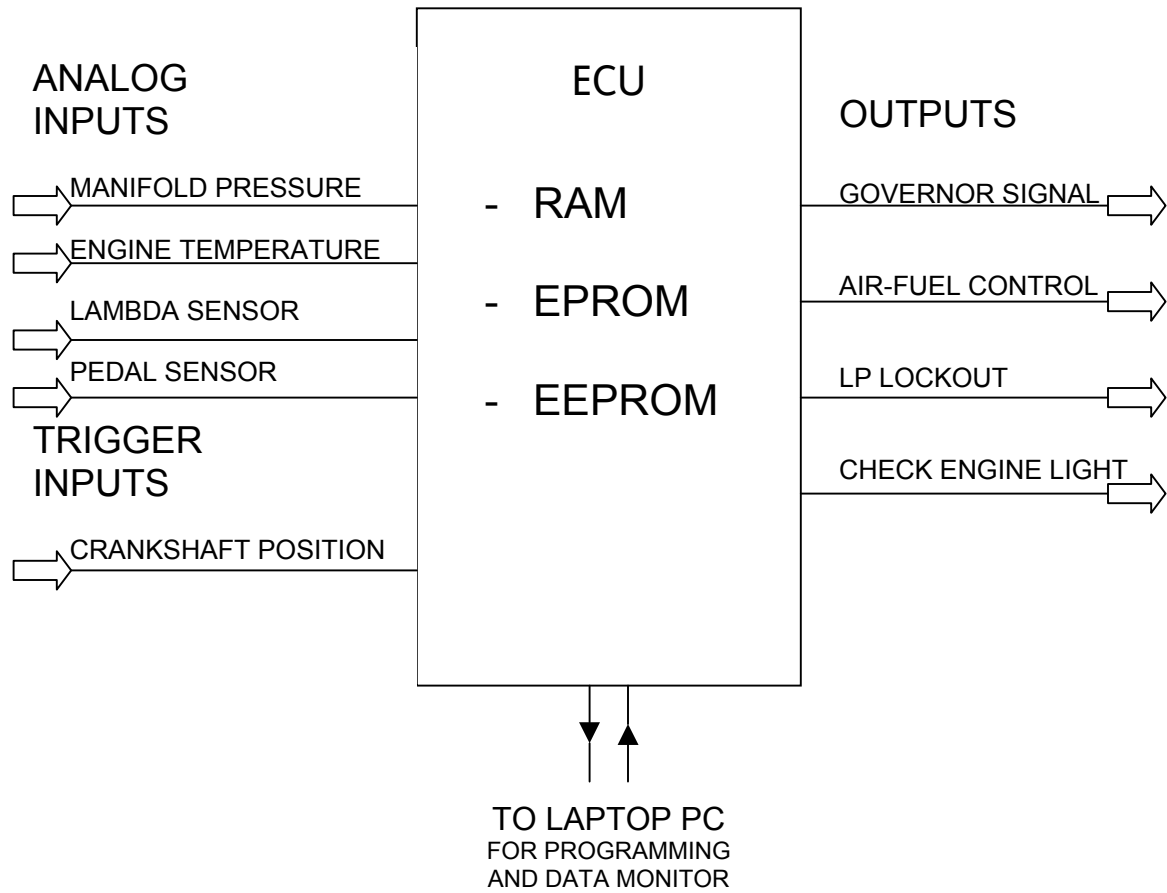
FEATURES

- Full authority engine management
- Drive-by-wire speed control
- Closed loop air/fuel ratio control
- Map sensor for load sensing
- Altitude compensation
- Engine temperature compensation
- Engine diagnostics

BENEFITS

- Tier I and Tier II emission compliance capability
- Optimized engine performance
- Improved driveability
- Low cost compliance solution

S-15G INDUSTRIAL ENGINE CONTROL UNIT



Controller Specifications**Operating Voltages:** 8 -16 VDC**Storage Temperature:** -60°C to 125 °C**Operating Temperature:** -40°C to +85°C**Engine Speed Range:** 90 to 6375 RPM**Electromagnetic Compatibility:** Meets EN50081-1, EN650082-2 for industrial trucks**Sealing:** Oil, Water, and dust resistant via sealed enclosure and polyurethane Potting.**Humidity:**
90% RH, 8 hour test per MIL-STD-810D**Dust Contamination resistance:**
.88 g/m³ for 24 Hr per SAE 1455**Drop test:** 1m in 3 axis per SAE 1455**Mechanical Vibration:**
Suitable for mounting per SAE J1455**- CAUTION -**

As a safety measure, the engine should be equipped with an independent overspeed shutdown device in the event of failure which may render the governor inoperative.

- NOTE -

Barber-Colman believes that all information provided herein is correct and reliable but reserves the right to update at any time. Barber-Colman does not assume any responsibility for its use unless otherwise expressly undertaken.