

PRESS RELEASE

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Tough sensor interface provides upgrade to networked instrumentation for diesel engines

* converts signals to J1939 CAN messages - for smarter digital monitoring and control

Basildon, UK, September 20, 2004 --- TeleflexMorse Electronics has launched an automotive-duty signal converter offering a simple migration path to networked instrumentation for diesel engine sensors or other transducer signal outputs.

Incorporating a user-configurable A-to-D converter, the device transforms the outputs of analogue sensors to CANbus messages compatible with the SAE J1939 protocol. It provides vehicle and boat builders - and other users of engines such as compressor/generator equipment manufacturers - with a simple means of enhancing instrumentation and alarm monitoring performance, by reducing cabling and exploiting ergonomic programmable displays.

Called GPSI - for General Purpose Sensor Interface - the module offers seven analogue input channels that may be software-configured to measure voltage, current or resistive signals - providing a means of reading virtually any common type of transducer. Three further inputs provide measurement interfaces suitable for the electrical system's battery voltage level, and the pulse-train outputs of a paddle-wheel fuel flow sensor, and speed transducer or tachometer. The module also includes a 1A digital output that can be controlled over the network to actuate an external device such as an alarm, or a fuel shut-off solenoid.

This combination of signal conversion options, which may be configured for specific sensor measurements - and conversions to specific J1939 parameters - in a few minutes using a simple Windows-based tool, allows virtually any automotive or industrial sensor to be linked with remote programmable displays.

GPSI comes in a ruggedised case measuring 3.7x12x13cm, with fixing holes that allow it to be mounted in a variety of orientations to suit the space available. The module operates over a -40 to +85°C temperature range, meets the shock and vibration requirements of BS EN 60945, and is fitted with high-integrity DT-series Deutsch connectors for the sensor inputs and CANbus output connections.

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With a comprehensive networked communications scheme in place, it becomes easy to enhance the effectiveness of engine or equipment monitoring and control. For example, TeleflexMorse Electronics offers a J1939-compatible LCD panel called CANtrak that will display up to four engine gauges simultaneously. It will show engine and sensor data in units of the user's choice - with value-added calculations if desired - provide detailed information on fault alarms, and even automatically take an action as a result. Sensor data and alarm event information can also be logged and displayed as graphs or reports.

More information: www.cantrak-int.com
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Background information

J1939 SAE's J1939 Recommended Practice for a Serial Control & Communications Vehicle Network standard, is the protocol used by modern electronically-controlled diesel engines. More information: <http://www.sae.org/products/j1939a.htm>

TeleflexMorse Electronics designs and manufactures integrated instrumentation, display and control systems, and is a leading supplier in the engine monitoring market for industrial and automotive applications. Headquartered in the UK, TeleflexMorse Electronics is a subsidiary of Teleflex Incorporated (NYSE: TFX). Teleflex Incorporated is a diversified manufacturer with interests in three major business segments: commercial, medical and aerospace. The company specialises in solving engineering problems by the development and application of proprietary technologies, and employs some 18,000 people in over 80 operating units worldwide. www.teleflex.com



Photos available for download:

<http://www.wordsun.com/tm14p1.jpg>

TeleflexMorse's new GPSI signal converter for harsh environments.

<http://www.wordsun.com/tm14p2.jpg>



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