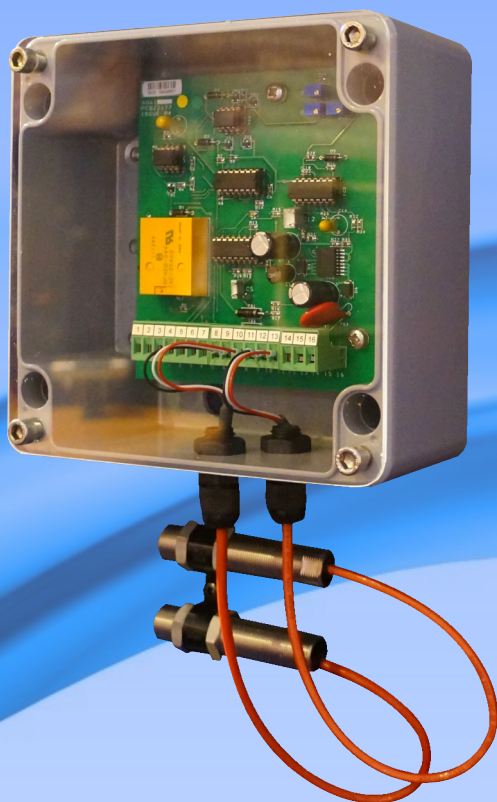


TACHOMETER SYSTEMS

All tachometer systems utilise non contact proximity sensors as a means of sensing speed and direction. The simple electronic unit generates a rising voltage or current in response to an increase in the sense pulse rate.



TYPE AG6129/NON REVERSING
TYPE AG6130/NON REVERSING
TYPE AG6131/REVERSING (illustrated)



Remote display

PICK UP TRANSDUCER SELECTION

As a rule the higher the pulse rate being sensed, the smaller the air gap has to be between the sensor and the projections.

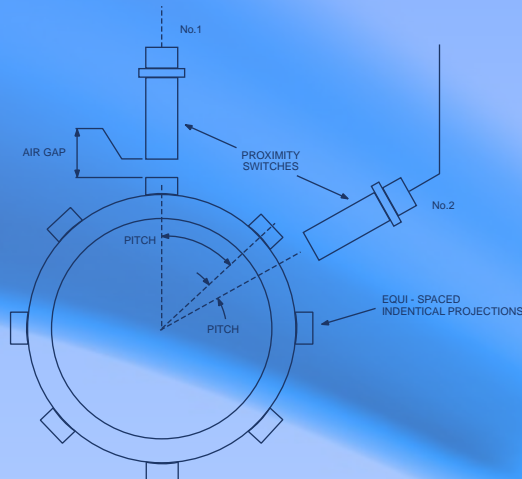
The pulse rate = the number of projections per revolution x the maximum rotational speed. For ease of installation it is usually beneficial to select the proximity transducer that has the widest tolerance on the air gap consistent with meeting the maximum calculated pulse rate. For this reason RCS provide their tachometer transmitters fitted with the correct transducers to suit the customer application.



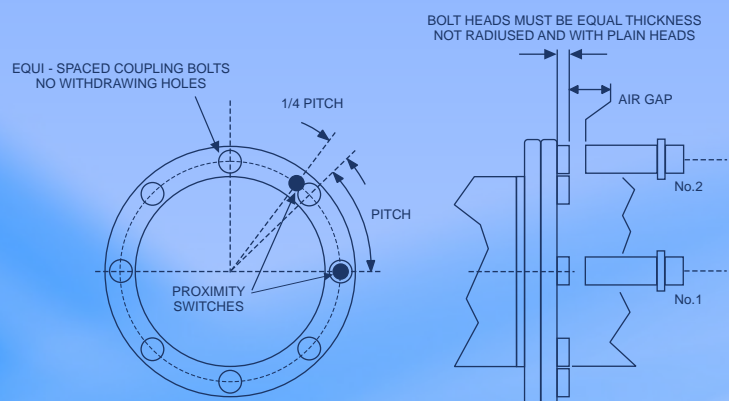
TYPICAL TRANSDUCER INSTALLATION WHEN SENSING SHAFT SPEED & DIRECTION

As per the diagram the second transducer must be positioned such that it will be 1/4 distance between the centre line of any other two projections, when the centre line of a projection is under the first transducer. It is advantageous if the second transducer mounting bracket is adjustable to allow movement to find the optimum direction triggering position.

Clarification for setting Proximity Transducers for speed and direction sensing



SHAFT ADAPTING RING



SHAFT COUPLING

FEATURES

No mechanical drive

Maintenance free

Speed pick up via proximity transducer (two fitted on reversing units) from coupling bolts or gear teeth

Simple installation for new vessels or Retro-fit to existing vessels

Tachometer transmitter logic housed in IP65 enclosure

Dual independently trimmed output

AG6129 Output signals: 4-20 mA

AG6130 / AG6131 Output signals: 0-20 mA, 0-4 Volts
Reversing 20-0-20 mA or 4-0-4 Volts

Power supply - ship's 24 Volts DC



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