

# SPEED - SAVER

## Automatic Speed Controller System



Model 220-E

### Features:

- **Automatically** controls the vehicle speed WITHOUT reducing performance of hydraulics
- Installs on any gas, LPG or diesel powered vehicle including those with "fly by wire" throttles
- Engine RPM is **ONLY** controlled when vehicle is traveling **OVER** the preset speed limit
- Has **NO** effect on performance of new electronically controlled engine systems

### Components:

**SPEED-SAVER**  
Controller



Electronic  
"arm" actuator



Gear Tooth  
Speed Sensor



### Benefits:

- Makes congested loading dock and manufacturing areas ***much*** safer by insuring safe speeds
- Gives management control of vehicle speeds without reducing forklift productivity
- Forklifts still have full throttle stroke at low speed---insuring hydraulic performance
- Takes responsibility for safe vehicle speeds away from the operator
- Insurance companies will love the control you have over busy dock and mfg operations!

# EQUIPMENT SAFETY DEVICES



## Operation:

The SPEED-SAVER controller obtains its travel speed signal from the gear tooth sensor mounted in transmission crown gear. When the travel speed exceeds the speed limit threshold set in the SPEED-SAVER controller (adjustable) then the electronic actuator arm is activated. The actuator arm restricts the stroke of the accelerator throttle arm which restricts the maximum power (engine RPM) available to that setting. With the engine throttle power reduced, that limits the maximum speed that the vehicle can achieve.



actuator arm attached to throttle cable or to throttle rod



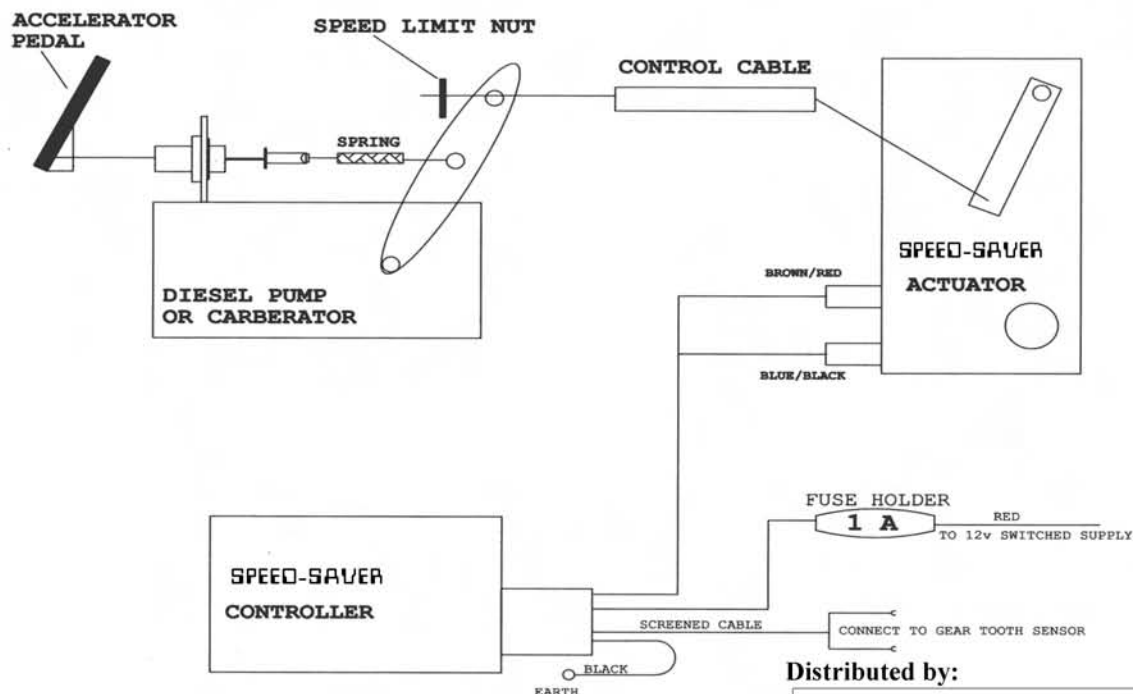
SPEED-SAVER Controller



Gear tooth sensor in transmission

## Installation and set up:

1. Gear tooth sensor is mounted to engine crown gear and connected to controller
2. "Arm actuator mounted to engine compartment and connected to throttle by cable or rod
3. Supervisor programs vehicle speed into SPEED-SAVER by pot screws and LED indicators
4. When travel speed exceeds limit---controller actuates electronic "arm"
5. Actuator "arm" restricts throttle or accelerator rod stroke---immediately restricting vehicle travel speed
6. Installation of the spring between accelerator cable and throttle is a critical part of the design because when the electronic arm is actuated, the spring expansion in the accelerator line prevents the additional stroke and resultant increased RPM
7. The speed limit nut is also critical to the proper operation of the device. This nut is screwed in or out allowing the installer to "fine tune" the speed setting and insure that the throttle is restricted
8. When speed is reduced, electronic actuator arm is released allowing full throttle RPM for hydraulics



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