

Tread carefully

Treadcheck is a new system that can automatically check the depth of tread as the vehicle drives over a sensory mat.

As the truck tyre rolls over the sensor, the recorded changes in the magnetic field are used to give the relative height of the interior tyre construction from the horizontal plane. This is then compared against data from a new tyre giving a very accurate tread depth reading. And because the system takes multiple readings across the tyre, uneven wear can also be identified.

The tyre mat is wide enough to accommodate two side by side

tyres as found on a truck, trailer or coach. If the mat is connected to the internet a tyre reading can be anywhere in the world for an individual truck. Each tyre can also be identified by a unique radio tag that can be detected by the mat controller as the vehicle approaches.

Used in conjunction with management system software such as Truckfile, information can be set and stored by the owner on the minimum non serviceable depth as well as an advisory depth for a warning of low tread.

"The science has now been proved and we have a working prototype," said Paul Clarke managing director

of Treadcheck. "We now intend to go into pre-production testing, pilot the first few mats with operators and then later in the year get the product out to the market both in the UK Europe and the rest of the world."

The Treadcheck research project has been helped over the past two years by the European Commission and has partners from several European countries, but the UK has been chosen as the first market in which to release the product.



A Treadcheck mat being tested.

High security remotes

Motion 29 is launching the UR range of category 3 (to EN954-1) high security remote control systems for mobile and industrial applications in the UK. The UR system is manufactured by Jay Electronique and can be integrated in to the host system's safety circuit. Jay has supplied the overhead crane industry for over 40 years and designed the new system to meet customer demand.

The controllers include a permanent and coded radio link between the transmitter and receiver that will shut the system down if it becomes jammed or interrupted. Similarly, when the emergency stop button is pressed, an active priority stop command is generated to open the safety relays. The transmitter also has a programmable dead man function that will shut down the system after a set time period. The systems security is provided by an electronic

key in the transmitter which limits access to authorised operators. Additional security can be implemented by using the optional infrared link, which at start up, requires the operator to point the transmitter at the receiver to establish the radio link. The controllers also have an electronic interlock to stop conflicting commands and mechanically protected buttons to minimise accidental operation.

The transmitter's modular design allows for the installation of up to five different types of function button - from single or dual speed push buttons to two or three position rotary switches in various combinations.

The receivers have two safety relays with a combination of up to seven output relays supporting the system's 64 programmable frequencies. It operates at 12 or 24 Volts DC and 24, 48, 115 or 240 Volts AC and is housed in an IP65 enclosure with external antenna.



The UR series of high security remote controllers from Jay

Automatic greasing

Dutch company Groeneveld has introduced the TriPlus lubrication system, specifically aimed at vehicles with differing lubrication schedules such as mobile cranes. By using fully monitored diagnostic systems, the units always supply the a metered amount of grease irrespective of temperature or viscosity.

The Triplus lubrication system uses a few basic components - an electrical plunger pump with up to three outlets and an integrated control unit; progressive distribution blocks and grease pipes to blocks and lubrication points.

Each outlet is individually managed by the control unit and the interval



The TriPlus system is aimed at vehicles with differing lubrication schedules.

time and the quantity of grease to be supplied in each cycle can be separately determined for each outlet. The control unit determines the lubrication timing for each outlet, and monitors the entire process.

TriPlus has been designed for multi-purpose and biodegradable NLGI2 grease types and is available with either a 3, 4 or 8 litre reservoir.

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