

Accuspeed™

SPEED CONTROL SYSTEM

HIGHLIGHTS

Accuspeed™ is a top-of-the-line Speed Control System for Class I rail operations enabling operators to control driverless locomotives from a safe vantage point. The system continually applies the right amount of throttle or brake to maintain the selected speed regardless of track grade or train mass. The operator is not required to constantly judge speed, give throttle or apply brakes, and can concentrate more on train movements, track conditions and their personal safety.

While sharing many features and options with Beltpack systems, Accuspeed™ includes unique safety and productivity enhancing features. The most noticeable difference between the two speed control systems is the mechanism for sending status information to the operator. Accuspeed provides information to the operator through the text message display and tri-colored LEDs on the OCU.

FEATURES

- Dynamic Speed Control
- Configurable to comply with 49 CFR § 229.15
- Compatible with pneumatic brake systems such as 26L, CCB-26 and fast brake electronic brake systems.
- Multiple radio protocols available to support UHF and VHF operation.
- Operated by the OCU-III
- Tilt protection with man down radio broadcast
- Direction of movement protection
- Brake pipe charge
- Vigilance protection
- Wheel slip detection and action
- Detailed internal archive record supports logging of historical data

OPTIONS

- Train Brake Cycle Braking Protection – protects against operator misuse of the train brake.
- Remote Display Option – installs in locomotive cab for user interface to save cab space when implementing remote control.
- Maintenance Terminal PC Tool - provides monitoring, configuration, Archive Record access and maintenance information either directly between a PC and the RCL system
- Remote 4G Connectivity – permits the user to connect to the RCL equipment remotely through an internet connection.
- Hump Control Options – Excitation Control, Dynamic Brake Hump Control, Tower OCU Option, multiple HESC interfaces for dynamic hump speed adjustments.
- Electric Handbrake Interface – permits the operator to set, release, check status or even test effectiveness of the electronic handbrake.
- Pullback and Stopping Protection (PSP) – enforces a stopping trajectory to permit automatic point protection. PSP can also optionally automate grade crossing rules.
- GPS Push Feature – OCU location is sent to the onboard equipment. This feature is used for troubleshooting, incident investigation and will be integrated to man down alerts through Tasverii™ in the future. This feature is patented in the USA, with applications pending globally.
- OCU Lock Feature – Permits the operator to 'lock' the OCU. When locked, the OCU tilt protection, emergency override, bell activation and horn activation are possible, but initiating a movement is not possible. This feature is useful for enforcing three-step protection.
- Tasverii™ Option – Laird's asset tracking and maintenance software.
- Operating range can be extended through the installation of RF repeaters.
- Currently supports English, Korean and Chinese languages, consult Laird to inquire about new language support.





TECHNICAL DATA AND SPECIFICATIONS

FEATURE	RADIO SPECIFICATION
Frequency Range and Type Approvals	VHF: 220 – 222 MHz (FCC part 90) 217 – 219 MHz (IC RSS119) 217 – 225 MHz (SRRC GB/T 1661-1996, 12572-2008) 216 – 223 MHz (KCC) UHF: 447 – 473 MHz (FCC part 90, IC RSS119)
MCU RF Transmit Power	VHF: < 2.5 W UHF: < 1.6 W
RF Range	VHF & UHF: ≈1 mile line-of-sight
Emissions Designation	VHF: 8K50F1D UHF: 9K80F1D

FEATURE	ENVIRONMENTAL SPECIFICATION
Temperature	-22° F - 150° F ≈ -30° C - 65° C RH 0 – 95% non-condensing

FEATURE	ELECTRICAL SPECIFICATION
Locomotive Voltage	64 VDC
Digital Output	Rated for 100 VDC; individually fused at 5 A
Internal Archive Record	32 MB FIFO

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