

# Technical data WF II -H Heavy vehicle

When an emergency situation occurs the device will calculate the incoming G-force and enter an active state to show the emergency stop signal (ESS) using the ordinary brake lights and warning hazard.

Following diagram shows the activation and deactivation of flashing brake lights and warning hazard.

## Model -H Heavy vehicle (Bus and trucks)

	Light modes		Time management		G-Force
	4Hz	WH	Delay	Hold	Min
Emergency brake	✓		2s	-	0.4
Major brakeforce	✓	✓	10s	4s	1.5
Front impact	✓	✓	3h	30s	3.0
Side tilt/inclination	✓	✓	3h	30s	1.5

**4Hz** - 4 Flashes per second

**WH** - Warning hazard activated

**Delay** - Flashing time calculated from brake release with no acceleration

**Hold** - Flashing deactivation cannot be maintained during this time

WF II-H is designed to be easily connected into a standard electrical system or to the ECU-interface of a CAN-bus equipped vehicle. The electrical data complies to the standard requirements. For extreme use requiring higher currents than 15amp we will later on offer an external solid state relay for 15 amp extra.

Description	Volt	Current
Power supply	12-24VDC	< 12mA
Driving strength brakelight		< 15A
Driving strength to Ground (GND) for warninghazard relay		800ma
ESD Protection	< 5KV	

Description	Min	Max
Working temperature	-40c	+85c
Flashing frequency differ		+/-5%

Description	Width	Height
Plastic outfit size	30 mm	50 mm
Total outfit size	30 mm	80 mm
Connections only		12 mm
Clips only	34 mm	46 mm

Description	
Net weight	30 gram
Clips	6 gram