Technical overview

The WF II series is developed to improve the ability to protect the vehicle from accident. New cars is now delivered with the same technology as the whipflash because flashing brake light shows much better when someone makes a hard brake. WF II also offers more functions as the automatic activation of warning hazard in case of an accident to prevent more damage and to alert other if an accident occurs without witness.

The WF II series will under normal conditions only be working as a bypass for the brake light signal. If any technical failure occurs the device will continue to work trough the bypass function to give a normal brake light but without flashing. It can also take control over the power line and flash even if the pedal is not pressed. Typical situation is side or rear impact. This function is also used if the driver loses control over the vehicle and crash without possibility to manually activate warning hazard. These action complies to value for all such cases described in the technical data diagram.

The WF II series can be easily connected into the vehicle electrical system. It is manufactured inside a standard relay box to easily fit into an ordinary vehicle electrical system by connecting some few wires. The WF II is also designed to work with CAN-bus interface and can easily be connected to the ECU-input. It is recommended to place the WF II into a free socket among the other relay boxes, but it is not required.

The WF II is delivered in four models depending of the vehicle type. For further information see technical data.

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

This diagram shows a block model of whipflash II.