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New CANbus Engine Control Panels Introduced



One of two new engine panels introduced by LOFA Industries is the CANplus 750 (left). The panel is a universal automatic start/stop platform, which can be used for both electronically and mechanically governed engines. The other new panel, the CANplus 600 (right), is designed to provide quad-gauge viewing with a choice of up to 16 gauge readings.

LOFA Industries Inc., Atlanta, Ga., has announced two new electronically controlled engine panels utilizing J1939 CANbus protocol. The panels are targeted for a wide range of off-highway and industrial equipment applications, including OEM-built distributor-packaged equipment. The new CANplus 600 and CANplus 750 panels began production at the end of August.

Billed by LOFA as “user-friendly, easy-to-operate, plug-n-play” control panels, each features a large LCD display. The displays can be custom configured in the field to show pertinent information in the form of analog gauge instruments or digital readouts. Both panels provide specific flexibility options, including telemetry, via the wireless remote monitoring capabilities.

The CANplus 600 provides quad-gauge viewing with a choice of up to 16 gauge readings. This panel features a heavy-duty IP64 key switch

and an IP67 rocker-type throttle switch, housed in a NEMA 4X polycarbonate enclosure with a clear, lockable door.

The CANplus 750 has the same features as the CANplus 600, plus other options. The panel is a universal automatic start/stop platform, which can be used for both electronically and mechanically governed engines. This auto start/stop platform utilizes simultaneous float and/or transducer inputs, providing redundant start/stop capabilities.

The CANplus 750 also has several different throttle options, the most unique being LOFA's rotary digital throttle control with push-to-set speed limits. The panel offers optional built-in wireless telemetry communication via LOFA's Messenger module.

The embedded Messenger allows the equipment owner to remotely monitor engine-specific parameters, alarm conditions, as well as GPS mapping information. In the event of equipment

malfunctions, equipment owners and end users can be quickly notified from the web via computer-generated voice-prompted phone messages, text messages and/or e-mail, sent to a list of pre-determined phone numbers and e-mail addresses.

“These products were developed in response to customer feedback in order to meet the future needs of Tier 2 and Tier 3 electronically governed engine requirements,” said Peter Herbrand, founder and president of LOFA Industries. **dp**

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