

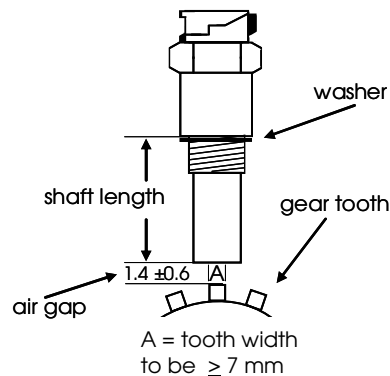


Proximity Sender Unit

The old mechanical speedometer drive for the speedometer cable is more or less history for new vehicles. The motor industry has gradually removed this mechanical drive from their gearboxes.

Today, in the same hole where the mechanical driven sender unit used to fit, goes the proximity sender unit with no mechanical drive. These senders pick up a magnetic signal from gear tooth passing the shaft end of the proximity sender unit that reaches into the gearbox. The distance between the gearbox casing and the gear is governing the shaft length of the proximity sender unit.

The principle of the proximity sender unit is illustrated below:



N.B. our proximity sender units of the series IGB-198 ... IGB-115 have an air gap tolerance of 0.5 – 3.0 mm because they are self-calibrating, neither do they need to have a sealing washer; they have a special O-ring fitted which is part of the proximity sender.

The available shaft length of the proximity sender units are: 19.8 – 25.0 – 35.0 – 63.2 – 90.0 and 115.0 mm.

Generally speaking, these are being used as follows:

ZF gearboxes in DAF, MAN, Scania, Volvo, IVECO and Mercedes	=	90.0 mm, a few use 115mm
Eaton gearboxes used by MAN and IVECO	=	19.8 mm
IVECO gearboxes	=	19.8 mm
Mercedes gearbox	=	63.2 mm
Scania gearbox	=	35.0 mm
Volvo gearboxes	=	25.0 mm