



Moulded Speed Sensors

FEATURES

- OEM Qualified/Certified
- Variable reluctance sensor
- Passive
- Single channel
- Output via mounts points
- Environmentally Sealed

BENEFITS

- Over 100 million flying hours
- High accuracy
- Light weight design
- Reliable and long life
- Proven technology with over 35 years of pedigree

APPLICATIONS

- Shaft Speed Measurement
- Rolls-Royce Trent and XWB
 - Rolls-Royce Industrial
 - BR700/800
 - Tay
 - IAE V2500



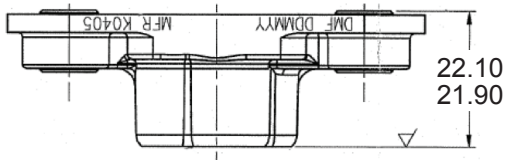
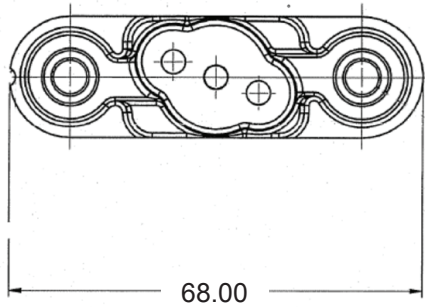
typically an integral part of the engine or gearbox. This family of moulded speed sensors are typically not Line Replaceable Units (LRU's) as they are mounted deep inside the engine, in close proximity to the shaft of which the speed is being monitored. Auxitrol Weston has been designing and manufacturing moulded speed sensors for over 35 years. These sensors have been qualified and used on Engine accumulating over 100 million flying hours.

■ Auxitrol Weston's speed sensors are passive, using variable reluctance technology, and require the sensor to work in conjunction with a phonic wheel, which is

■ These sensors use a moulded body made from glass filled PEEK, with the integral stainless steel mounting points acting as the signal output terminals. This construction provides a very lightweight, reliable, robust and cost-effective speed sensor design.

■ The signal generated is sinusoidal in form with the sensor output frequency being the same as the phonic wheel tooth passing frequency and directly proportional to the shaft speed.

Typical Performance Specification



Temperature	-65 to +210°C
Technology	Passive Variable Reluctance
Vibration	Up to 40g input
Life	>50,000 Operating Hours
Reliability	>10,000,000 Flight Hours (MTTF)
Weight	<60 grams

UNITS: MILLIMETRES

Examples shown above are for information, dimensions can be modified to meet unique installations

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