

# Chelsea® E.O.C.

Electronic Overspeed Control  
For Chelsea Power Shift P.T.O.s



## Overview:

Chelsea has developed the next generation of Overspeed Controls for Power Shift P.T.O.s. This option for Chelsea Power Shift P.T.O.s prevents the driver from going down the road with the P.T.O. engaged. The New Chelsea E.O.C. (Electronic Overspeed Control) is 75% smaller than our original version. The new circuitry will automatically sense your 12 or 24 volt electrical system and adjust accordingly. The Chelsea E.O.C. senses speed directly from the P.T.O. drive gears instead of the alternator. This provides you with an accurate reading of RPM not subject to alternator problems or belt slippage. The unit is very simple to set with our easy set-up buttons. The LED lighting in the E.O.C. has three settings for the best visibility for the operator. The audio and visual blinking Overspeed warning alerts the operator that the P.T.O. is in the Overspeed protection mode. This option with any Chelsea Power Shift P.T.O. will provide you with the best system for protection of your driven equipment.

- LP Gas Trucks
- Water Trucks
- Fire and Rescue
- Aerial Devices
- Dump Truck & Trailers
- Snow and Ice Removal



## Product Features and Benefits:

- 75% Smaller than the existing unit
- 12/24 Volt sensing
- Audible and visual overspeed warning
- Replaces existing unit using the same wiring
- Easy Set-Up Buttons: No little screws or screwdriver
- No special software/hardware required
- Self diagnostics
- Dual Mode: Auto P.T.O. re-engage or manual P.T.O. engage
- Three adjustable LED brightness settings
- Can also be used as simple On/Off switch

## Contact Information:

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## Engagement Modes:

### Selecting the Overspeed R.P.M.:

This is usually based on safety, noise control or fuel economy considerations. The high limit set point should be set no greater than the maximum speed allowed by the manufacturer of the driven equipment, and the engine, BUT IN NO CASE GREATER THAN 3000 R.P.M.

### Selecting the Reset R.P.M.:

The control is set to provide a reset, after an over-speed disengagement. The automatic reset should be set above the engine fast idle speed, BUT NO GREATER THAN 1000 R.P.M.

### Safety Precautions and Preparations:

The control settings are to be made with the engine running – provide adequate ventilation and exhaust elimination or make the adjustments outdoors. Put the vehicle transmission in neutral, set the vehicle brakes and chock the wheels. Disengage the driven equipment. Connect a tachometer to the engine, if there is not one in the vehicle.

### Description of Re-Engagement Modes

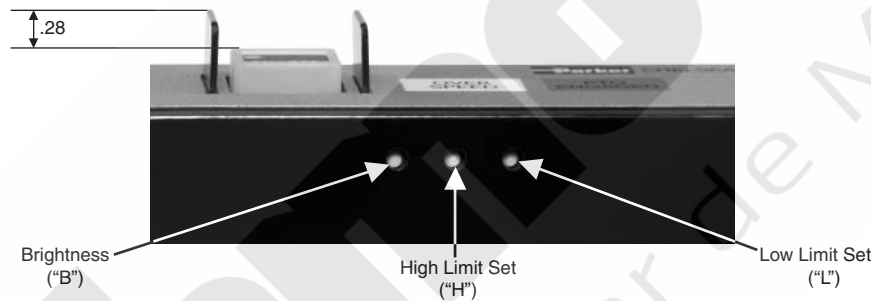
1. Manual Engagement Mode- In this mode the user must manually depress the On/Off button to re-engage the P.T.O. after an Overspeed condition.

**NOTE: The unit is preset from the factory in this mode**

2. Auto Engagement Mode- In this mode the unit automatically re-engages the P.T.O. after an Overspeed condition and the lower set point has been reached.



**WARNING:** When the Parker Chelsea Electronic Overspeed Controller is set up in Auto Re-engagement Mode, the P.T.O. will automatically engage when the engine RPM reaches the lower preset point thus causing the driven equipment to become operable. The vehicle or equipment operator must therefore make certain that other persons and property are not in a position to be crushed, impacted, caused to fall or otherwise injured when re-engagement occurs.



### Series Specifications Chart – E.O.C.

| Series                      | Current Kit Number | Description                                        |
|-----------------------------|--------------------|----------------------------------------------------|
| 2230U, 230/231 & 885 Series | 328388-52X         | 12V Air Shift w/E.O.C.                             |
| 2230U, 230/231 & 885 Series | 328388-53X         | 24V Air Shift w/E.O.C.                             |
| 243 Series                  | 329253-5X          | 12V E.O.C. Kit                                     |
| 243 Series                  | 329253-6X          | 24V E.O.C. Kit                                     |
| 246/247 Series              | 329255-12X         | 12V E.O.C. Box                                     |
| 246/247 Series              | 329603X            | 12V E.O.C. Kit                                     |
| 270/271 Series              | 329366-12X         | 12V E.O.C. Housing Conversion Kit, "HV" Input Gear |
| 270/271 Series              | 329366-24X         | 24V E.O.C. Housing Conversion Kit, "HV" Input Gear |
| 270/271 Series              | 329367-12X         | 12V E.O.C. Conversion Kit, "HV" Input Gear         |
| 270/271 Series              | 329367-24X         | 24V E.O.C. Conversion Kit, "HV" Input Gear         |
| 270/271 Series              | 329368-12X         | 12V E.O.C. Housing Conversion Kit                  |
| 271 Series                  | 328935-12X         | 12V E.O.C. Conversion Kit w/o switch               |
| 271 Series                  | 328935-24X         | 24V E.O.C. Conversion Kit w/o switch               |
| 277/278 & 859 Series        | 329448-12X         | 12V E.O.C. Conversion Kit, "KV" Input Gear         |
| 277/278 & 859 Series        | 329448-24X         | 24V E.O.C. Conversion Kit, "KV" Input Gear         |
| 277/278, 859 & 890 Series   | 329175-12X         | 12V E.O.C. Conversion Kit                          |
| 277/278, 859 & 890 Series   | 329175-24X         | 24V E.O.C. Conversion Kit                          |
| 800 Series                  | 329008-12X         | 12V E.O.C. Conversion Kit                          |
| 800 Series                  | 329008-24X         | 24V E.O.C. Conversion Kit                          |