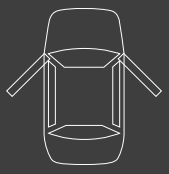
HOW THE **MAX-SAFE ANTI-ROLLAWAY BRAKE SYSTEM** WORKS

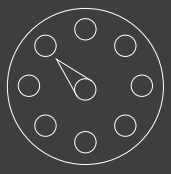
A state-of-the-art microprocessor continuously monitors multiple inputs to determine the possibility of the vehicle rolling away.

INPUTS MONITORED INCLUDE:



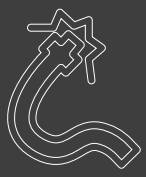
DOOR POSITION SENSOR

PARK BRAKE POSITION SENSOR



VEHICLE DATA

SEAT SENSOR



VEHICLE ELECTRONIC CAN DATA

The Max-Safe Anti-Rollaway Brake System – providing for a safer work environment.

When the vehicle is at low speed, the park brake is monitored to ensure that it is FULLY applied – a dedicated lever position sensor is installed to test this condition. With mechanical type park brake systems, the original park brake switch will activate even if the park brake lever has only just been slightly applied delivering negligible braking effectiveness. Systems that only utilise warnings (audible/visual) to alert the driver leave the vehicle in an unsafe state.

The system monitors if the door is opened, hence someone may be exiting the vehicle. If this is detected, the park brake is not automatically applied, but the **Max-Safe Anti-Rollaway Brake System** sounds a warning. If the driver leaves their seat and exits the vehicle, the **Max-Safe Anti-Rollaway Brake System** activates immediately; sounding an external horn with a solid ongoing alarm, turning the LED active on and continuously sounding the internal buzzer – the park brakes are applied and the vehicle is prevented from rolling away.

THE SYSTEM INCLUDES THREE TYPES OF WARNINGS:

- Visual LED or LCD display unit
- Audible alarm within the vehicle
- An external horn or siren to warn people outside the vehicle who could potentially be in harm's way

The unit also has a CAN Bus interface built in allowing the system to collect relevant information from the vehicles CAN or OBD diagnostic system to help with detecting an unsafe situation.