

# EV Alert & EV Fork Fact Sheet

## 1. Is EV Alert an Australian product?

EV Alert is Australian designed, made and owned.

## 2. What is EV Alert?

EV Alert is a VHF short-range coded signal transmitter and receiving system with a range adjustable from 0-500mtrs that has been designed to alert of near proximity of people and/or equipment to prevent collisions and accidents.

## 3. What is the difference between EV Alert and other similar products?

Similar products are infrared, which is line of sight. These systems require expensive repeaters to vary from line of site transmission, as the infrared beam does not go through solid objects. EV Alert uses an omni directional radio signal, which passes through solid objects such as wood, brick, metal etc. EV Alert also has 2 switching outputs to control any external device(s).

## 4. In what types of applications can EV Alert be used for?

EV Alert is not limited to any one application or industry type, for example EV Alert can be used as a collision avoidance device between vehicles to other vehicles, people, fixed or moving hazards, for many differing industries & work places, emergency services and traffic flow applications

## 5. What is EV Fork?

EV Fork is a short-range coded signal transmitter and receiver adjustable from 0-40mtrs that has been designed to alert of near proximity of people and/or equipment to prevent collisions and accidents. EV Fork uses a UHF signal to avoid signal bounce in high metal areas such as warehouses with metal racking.

## 6. In what types of applications can EV Fork be used for?

EV Fork is not limited to any one application or industry type, for example EV Fork can be used as a collision avoidance device between vehicles as in forklifts, trucks, etc to other vehicles, people, fixed or other moving hazards, for many differing industries & work places

## 7. What is the size and weight of the units?

The pedestrian unit is 105mm x 60mm x 20mm & weighs 160g and the units mounted on vehicles are 120mm x 70mm x 35mm and weigh 200g.

## 8. Can the unit overheat?

The EV units are solid state electronics and generate very little heat. It is best to void fitting the units in very hot places such as water hoses on an engine as heat transfer can effect the electronics.

## 9. What distance can the unit be for?

The EV Alert VHF units are for open-air environments and can be tuned from 0 to 500 metres. The EV Fork UHF units are for warehouse, factory, and industrial environments and can be tuned from 0 to 40 metres by a 270 degree trim pot within the unit.

#### 10. What frequency are the units run on?

The EV Alert units are 70.1Mhz VHF  
The EV Fork units are 433.92 MHz UHF

#### 11. What is the difference between UHF and VHF?

In short VHF “very high frequency” is prone to signal bounce in confined areas. UHF “ultra high frequency” along with our circuit design has very little signal bounce.

#### 12. What is signal bounce?

Signal bounce is an amplification of the signal caused by the environment that it is in.

#### 13. Who are some of our customers currently using the system?

- Herald & Weekly Times
- Boyne Smelter
- Green Triangle Forest Industries
- Swan Brewery
- Rotorua Forest & Haulage
- CSR (Sugar)
- MMFB (Melbourne Metropolitan Fire Brigade)
- Rio Tinto Mine
- Patrick Corporation
- Sumitomo
- NEC
- Australian Paper

#### 14. Is there any printed material available to read about the product?

Product brochures and application diagrams are available in PDF format on the EV Alert website.  
[www.evalert.com.au](http://www.evalert.com.au)

#### 15. What type of research has been done to make sure the system doesn't fault?

The current project of the R&D team throughout 2003-2005 involves improving the adaptability of the EV Alert product and the development of supplementary products to meet the varying needs of the market.

To keep up with the needs of our clients, our Research and Development is continuous. This will ensure that our products remain at the forefront of innovation.

#### 16. How do I know if the batteries are running out?

As the battery on the pedestrian unit runs down it will emit a beep (similar to a smoke alarm) that will become more persistent as the battery reaches its lowest level.

#### 17. How long do the batteries last?

A fully charged battery in the Pedestrian unit will last 20 hours in active use and 12 days in standby.

#### 18. Are the batteries re-chargeable?

The units are re-chargeable by power lead plug-in.

#### 19. Who are the current distributors of the EV Alert system?

- EV Alert, Nationally
- Shockwatch, Nationally
- Adaptive Components, Victoria
- Budget Forklifts, Perth
- JCA Fleet Services, WA
- Forklifts Inc. Pennsylvania, USA
- MDS, Germany

#### 20. Can I tune the system to the distance I want?

Yes, within the ranges of the unit i.e. 0-40mtrs on the UHF system and 0-500mtrs on the VHF system. The transceivers have dip switches for transmit, receive, transceiver settings.

#### 21. Who can tune the system?

Users may follow basic supplied instructions to make adjustments to the tuning.

#### 22. Are there limitations to how the system can be tuned?

Only where the range of the system cannot be exceeded (see FAQ No. 20)

#### 23. Can I add to the system after installation?

The EV systems can be added to at anytime as all components are compatible with each other with no configuration required bringing new units into the network "other than tuning the distance required".

#### 24. Can the EV system trigger other equipment?

The EV Fork transceivers have 2 voltage outputs these can be for a low voltage strobe/LED and/or Buzzer, or to switch a relay for higher voltage/current equipment horns, motors Etc.

#### 25. Can the EV system signal a different warning as the hazard gets closer?

On the dual zone system the transceiver has 2 trim pots allowing 2 signal distances to be set, for example the full strength signal (40mt) when received can activate an indicator lamp, when the second signal is received (10mt) an alarm/buzzer can be activated.