



OVERHEATING ENGINE ALARM

Suits: cars, trucks, boats, motorbikes, heavy equipment, generators



ENGINES OVERHEAT – IT HAPPENS IN SECONDS – RESULTING IN EXPENSIVE ENGINE REPAIRS AND/OR EVEN WRITE-OFF!

There are many causes, but the end result is engine damage, with repair costs into the ***thousands of Rands***. If no warranty or insurance applies, **YOU** pay the repair bill and **YOU** have to do without your vehicle until it is fixed.

DON'T RISK IT! PROTECT YOUR ENGINE TODAY! ITS INSURANCE FOR ENGINES!
FOR THE COST OF AN AVERAGE SERVICE IT CAN SAVE YOU THOUSANDS OF RANDS!

FACTS:



Most modern vehicles utilize a temp gauge with a **RED ZONE** and a warning **LIGHT**, however unless you are constantly monitoring the gauges you could miss this indicator - it literally takes seconds in the red zone to cause engine damage.



Older vehicles utilize a temp gauge with just a **RED ZONE** – again you could miss this indicator - it literally takes seconds in the red zone to cause engine damage.



An ever increasing trend in modern cars is **NO** temp gauges are present – only a **HOT** light which glows when the temp is too high – by this time it is invariably **TOO LATE!**



Factory fitted gauges monitor the temp of the coolant i.e. water. Should there be a loss or blockage of coolant – **THE GAUGE CANT DETECT THIS** – until it is **TOO LATE**. In fact with coolant loss the gauge actually drops in temp giving the opposite readings!



Factory fitted gauges are also inheritantly inaccurate, only being able to detect large temp fluctuations typically in 3 stages i.e. **COLD – OK – OVERHEATING**. Tests conducted in many fleets show that the temps can fluctuate between 10 and 25 degrees with no movement of the gauge needle!

THESE ARE THE REASONS WHY YOU NEED AN ENGINE GUARD:

If the engine starts to overheat, you get warned – loud and clear! Due to the fact that the **ENGINE TEMP** is being monitored and **NOT** the temp of the coolant – there are no false readings!

No more trying to catch a glimpse of the factory gauge. You can just relax and watch the road- and that's got to be safer. It's cheap insurance against overheating. But unlike your accident insurance, it's a 'once off' purchase that gives you peace of mind and can save you big RRR into the future.

HOW IT WORKS:

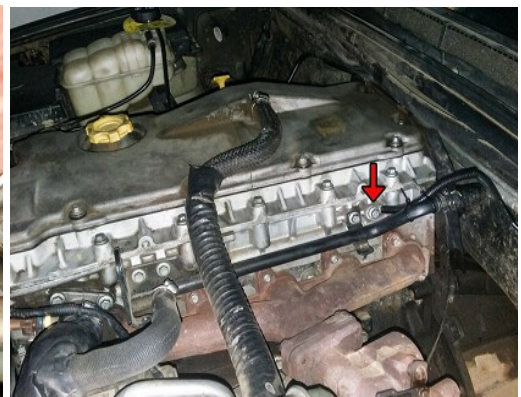
The Engine Guard uses a completely separate bolt-on sensor and an accurate digital display- totally independent of the factory temp gauge. The sensor is installed onto the engines cylinder head, as this is a very accurate predictor of overheating- after all, this is where the combustion takes place.

In testing, we have reliably demonstrated that if an engine has a sudden loss of coolant, head temps will start to rise within **20 seconds**.

As the alarm set point is usually set around 2 – 5 degrees above the normal highest operating temperature, it will give very accurate and timely warnings, both **VISUALLY** and **AUDIBLY**










This will enable you to see changes in real time- quickly and accurately and avoid engine overheating. **YOU** set the audible alarm to warn you if the temperature is higher than normal.

By precisely monitoring the engines metal temp instead of coolant temp, the Engine Guard can detect engine overheating caused by low coolant, radiator blockages, engine coolant leaks, faulty thermostats, water pump failure and restricted air flow over the radiator caused by obstruction like grass and seeds.



THE ENGINE GUARD CAN DO EVEN MORE!

Utilising an additional (optional) it can also be used to **MONITOR** and provide **AUDIBLE & VISUAL** warnings on:

	Monitoring both the temp of your engine AND auto transmission - great to know if you're towing a caravan.
	Monitoring your engine cylinder head temp AND engine oil temp without tapping into oil galleries - a great feature on turbo diesel engines.
	Monitoring multiple separate cylinder head temps on V8, flat 4 and V6 engines.
	Monitoring dual engine set ups such as in boats and planes.
	Monitoring radiator IN temps and OUT temps to check radiator effectiveness.
	Monitoring " LOW " OIL pressure – connects to the standard oil pressure switch circuit and will trigger the buzzer when the low oil pressure warning light is illuminated.
	Digital volt meter with optional high or low voltage alarm. Measures voltages in a range between 0v DC – 33v DC. Great for dual battery set-ups (warns of overcharging/discharging that can cause damage to batteries) or alternator monitoring
	The Sensor can monitor virtually anything within the temperature range of 0°C -125°C.
	Can also be set up to operate a relay system to switch ON & OFF functions when alarmed i.e. diesel and petrol fuel cut-off solenoids

For additional information, case studies and testimonials - please contact the South Africa & African Distributor - Wayne Zonneveld on:



084 678 4776



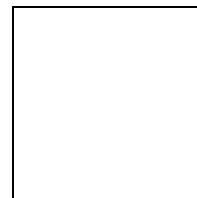
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ENGINE GUARD Africa is also looking to appoint Marketers and Installers to represent the product Nationally & cross borders in Africa. Interested parties should please contact Wayne on the numbers listed above.

INTRODUCTORY OFFER: (Installed within 50km radius of Port Elizabeth Uvongo – Kwazulu-Natal)

ENGINE GUARD EGO1/1– R1299.00 (DIY)

Installed add R450.00

Includes:

- 1 x Digital Display Unit
- 1 x Temp Sensor + 5m cable (single temp source)
- 1 x Wiring loom, buzzer & water resistant connectors

ENGINE GUARD EGO1/2– R1499.00 (DIY)

Installed add R650.00

Includes:

- 1 x Digital Display Unit
- 2 x Temp Sensors + 5m cable (two temp sources – i.e. engine, oil or transmission)
- 1 x Wiring loom, buzzer & water resistant connectors

ENGINE GUARD EGO1/3– R1499.00 (DIY)

Installed add R650.00

Includes:

- 1 x Digital Display Unit
- 1 x Bolt-on Temperature Sensor + 5m cable
- 1 x Voltage or Low Oil pressure alarm interface + 5m cable
- 1 x Wiring loom, buzzer & water resistant connectors



Some Customer Testimonials

"We found the Engine Guard to be surprisingly responsive, temp changes registered quickly. As soon as the load came on temp started up but dropped equally quickly when load came off. The standard temp gauge remained steady throughout a 20-25 degree range so it was the Engine Guard that did the work"

Two irrefutable conclusions:

1) Standard gauge is rubbish, it's only a feel good dial of no practical worth.

2) Engine Guard worked well and gave us the info we needed, almost instantly, every vehicle should have one."

Murray – Ulverstone, TAS

"Thanks again for the unit I received Friday. I was going away the next day so wired it up temporarily as it arrived at 2.30 in the post. We set off at 7am and about 40 kilometers later the alarm went off with high water temp and as I pulled over it went into red on the dash. This managed to save my \$4000 recon motor in my BMW. Many thanks for the quick delivery."

Bruce – Sunshine Coast, QLD

Some quick customer reviews (many more available on request)

"Very good quality. A must have for every vehicle. Can't beat price"

"A fantastic safety device. Easy to fit. Every vehicle should have one from new."

"Such a great device, I can now see exactly what temps my engine gets to, love it!!"

"2nd engine alarm bought from seller, A1 product and price"

"Definitely buy from this seller will help if needed"

"Top product saved my engine"

"Good product. Good delivery! I recommend this product"

"Another great product from this seller all my cars now have the units"



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MANAGE A FLEET OF VEHICLES? ENGINE GUARD CAN SAVE YOU THOUSANDS OF RRR

Equipping fleet vehicles with an ENGINE GUARD is a simple business decision- just like regular maintenance, accident insurance or driver training. It's an inexpensive way to help prevent a single large expenditure that will quickly erode business profitably. And it's not just the repair cost- it's also the lost productivity due to the repair 'down time'.

Sadly overheating is **MOST** common in commercially operated vehicles.

This can be due to the heavy usage plus commercial vehicles are frequently driven under time pressures. And frankly, contractors or employees may not have the same level of care for the vehicle as a private owner/driver.

Regardless of the size of your fleet, the value proposition of ENGINE GUARD is impressive. The 'standard' system can be customized to reduce costs, particularly for large fleets.

CASE STUDY 1

ENGINE GUARD AUSTRALIA has recently supplied a second order for 500 ENGINE GUARD EG01/3 systems to a large taxi company in United Arab Emirates. This fleet is comprised of mostly Toyota Camry 4 cylinder vehicles- and these vehicles are known to be very reliable. However, the most common issues that require significant and expensive repairs are overheating and low oil pressure.

- 1) The overheating is generally related to radiator leakage or other gradual coolant loss, and this tends to reach a critical point where engine temperature suddenly 'spikes'. The factory temperature gauges tend to be unresponsive to small incremental changes- and when the sudden spike occurs, drivers tended to miss the delayed reaction from the factory gauge. This is solved by the ENGINE GUARD. The system can be set to warn the driver at 'just above normal' operating temperature. This audible warning is designed to show ANY incremental change that may be a sign of impending catastrophic overheating. The vehicle can then be checked over and any gradual leaks or other faults can be identified.
- 2) The low oil pressure issue relates to the OEM materials employed in the harmonic balancer. At higher mileage, the balancer can erode causing a reduction in the size of the oil galleries resulting in blockages. This situation would normally be identified by the low oil pressure warning system. This would normally alert the driver via an illuminated light on the dashboard. However, in a fleet of heavily used taxis navigating busy streets and highways, drivers can miss this critical warning. The solution provided by ENGINE GUARD is to trigger a loud audible warning to augment the factory light. Low oil pressure is a 'time critical fault' so shutting down the engine immediately can potentially save thousands in repair costs.

ENGINE GUARD AUSTRALIA recognised that the 'package' for this large fleet was important to maximise value and efficiency so they customised the systems to suit. Each system had custom length sensor cables and the software was modified to suit the low oil pressure warning system.

CASE STUDY 2

ENGINE GUARD AUSTRALIA was contacted by a mid-size Australian-based service agent for commercial vehicles servicing the mining and other sectors in Western NSW. They were considering ENGINE GUARD for customer vehicles and their own fleet of 50+ service trucks.

After a sample trial of the systems to be used as overheating alarms, they started ordering 'in bulk' to suit large vehicles in particular. For their customer base, an engine rebuild was not just a large cost BUT in many instances the vehicle down-time created supply chain disruptions that could cost significantly more.

For the majority of vehicles, the total cost of the supply and installation of an ENGINE GUARD would be less than the cost of a standard service!

That makes the decision a 'no brainer'- especially when vehicles are operating in 45°C or more day in, day out.