About us.

Vehicle Camera Systems Ltd are an innovative supplier of partners the most advanced, innovative and reliable hardware in the market.

Our forward facing camera range is designed and manufacturer. They are also the current chosen suppliers for OEM products to NEC, Denso, Clarion and Toshiba.

The 3G forward facing camera is used by some of the leading insurers in Japan, with thousands in deployment.

Our contract manufacturer for Mobile Digital Video Recorders (MDVRs) is a leading hardware company and has supplied over 800,000 of these worldwide.

We are passionate about road safety and security and through our partners, we continually reinvest in research and development.

SENSOR OPTIONS

A range of sensors are available to suit different mounting options for the range of varied builds of heavy goods and rigid vehicles. These sensors are manufactured with rubber mount bodies to provide durability and reliability.

RUBBER STRAIGHT SENSORS

Front View Side View Rear View

RUBBER ANGLED SENSORS

Front View Side View Rear View

ADJUSTABLE RUBBER BLOCK SENSORS

Front View Side View Top View

INSTALLATION

The diagrams below offer the recommended positions for the sensors to be mounted. These will give the best possible cover and protection.

To give the best coverage to detect pedestrians and cyclists, the forward sensor is to be mounted forward of the nearside wheel arch section at a height no closer than 450mm from the ground. The forward centre sensor to be mounted on the nearside forward corner of the body. The rear sensor to be mounted above or just in front of the rear wheels and the forward rear sensor to be mounted between the rear and forward center sensors.

Detection is picked up as the cyclist passes through the different detection beams.
**PREVENT INCIDENTS WITH PEDESTRIANS / CYCLISTS**

With the increase of fuel costs and views on health and fitness, more and more cyclists and pedestrians are sharing the roads with our vehicles. With this in mind and the blind spots down the nearside on larger vehicles, the dangers of accidents causing injury and deaths have increased.

We have all had it where a cyclist will nip up the inside between the curb and the vehicle. If this is not seen by the driver then the cyclist is virtually invisible.

If the vehicle is turning left, the driver is only aware of the cyclist when he pops out in front when the traffic lights change to green. Often cyclists are not aware when they nip up the inside of a vehicle, that it is turning left at a set of traffic lights or roundabouts.

Cyclists are not the only ones in danger. Pedestrians always seem to be in a hurry and often step too close to the curb and sometimes on to the road. They too don’t understand that a large vehicle turning the corner can often cut across the curb.

The Autowatch AASDS Pedestrian / Cyclist Detection system is an ultrasonic sensor system specifically designed to give a warning not only for the driver, but also to make cyclists and pedestrians aware of a turning vehicle.

Using an ultrasonic detection system, it can give the driver adequate warning time to adjust his manoeuvre. The pedestrians and cyclists will get an optional warning too, to allow them to step back and to move away from a dangerous position.

**THE BENEFITS**

**THE GOALS**

Reduce the risk of injury or death to pedestrians/cyclists.

Driver assistance during low speed restricted manoeuvres.

Driver awareness when cyclists or pedestrians enter the nearside blind spot.

Audible and visual alert to a potentially dangerous situation.

Prevent driver distraction with anti-nuisance operation.

Programmed to automatically turn on and off with speed control.

To offer an external audible warning to pedestrians/cyclists of the vehicle’s intention to turn left.

To reduce excess NOISE POLLUTION by minimizing the excessive external messages.

**THE SYSTEM**

The SDS Pedestrian/Cyclist Detection system is a modern detection system using ultrasonic technology specifically designed for commercial vans, HGV’s and lorries.

When the vehicle slows to around 10Mph, and the left indicator is activated, the system will flash the green LED on the internal display to show activation, then just monitors that area until a cyclist or object is detected or until the vehicle’s speed increases over 10Mph and the indicator is turned off.

When the vehicle slows to approximately 10 Mph and the left indicator is activated, the system is activated and an optional audible external warning message “Warning, vehicle is turning left” is announced once, to warn any pedestrian/cyclist of the approaching vehicle and its intention. The warning message is then not repeated unless there is detection at 600mm and below.

When the vehicle is activated and the vehicle approaches between 600-400mm of an obstacle, the display will light up GREEN on the display but without any internal audible warning. No external warning is announced.

Whilst the system is activated and a pedestrian/cyclist approaches between 600-400mm of the vehicle, the display will light up AMBER on the display, but without any internal audible warning. The external warning is announced whilst the detection is continuous. The warning message will be repeated continuously with a 1 second gap between messages.

Whilst the system is activated and a pedestrian/cyclist approaches between 400-0mm of the vehicle, the display will light up RED light on the display and with continuous internal audio. The external warning message continues to be announced whilst detection is present.

If the vehicle’s speed falls below 10Mph and the left indicator is NOT turned on, the system is active for internal only. No external messages will be announced.

When the handbrake is applied, the system switches to a standby mode (Optional).

The system is deactivated when the vehicle’s speed is above 10Mph or the ignition switch is turned off.

When the vehicle’s left indicator is turned on at any speed, an output is activated to control a left side camera. This can offer extra vision when changing lanes. The camera system is not included in this system.

**DRIVERS ARE GIVEN WARNINGS ALLOWING THEM TO AVOID PEDESTRIANS AND CYCLISTS**

**SYSTEM OPERATION**

**SENSOR DETECTION AND WARNING SYSTEM**

Detection zones are approximate due to the installation position of the sensors. Reflected signals may mislead the detecting sensors due to obstructions in the blind spot caused by roadside objects. In order to get a more accurate detection value, please try to test varied objects in different angles when installing.