








Total Pressure Governors










RELIABILITY AND PERFORMANCE

Find the best Pressure Governor for your department with this side-by-side comparison chart

				
UV-TPG UltraView Total Pressure Governor	TPG+ Total Pressure Governor PLUS	TPG Total Pressure Governor	Sentry Pressure Governor	Captain Pressure Governor
<p>The NEW UV-TPG System is Class1's latest fire pump pressure control. Operating on the J1939 network, the UV-TPG can monitor engine RPM and other pertinent data directly from the engine ECU allowing it to react very quickly and accurately to any change in fire pump pressure. The UV-TPG System consists of a UV-TPG display, Optional Twister throttle, pressure transducers and associated wiring. It utilizes Class1's UltraView technology, a custom tooled and programmed, 4.3 inch, full-color LCD with eight buttons. The UV-TPG is packed with features that make it the most comprehensive and user-friendly pressure governor. It also has onboard diagnostic features and is compatible with most engines.</p>	<p>The Total Pressure Governor Plus (TPG+) places vital pump and engine control information in one easy-to-use compact package. Engine information includes oil pressure, temperature, pump hours, fuel rate and engine hours. The TPG+ has large intake and discharge pressure displays, eliminating the need for separate master gauges saving valuable pump panel space. It utilizes the J1939 CAN bus for engine control and has an analog throttle output for those engines that do not support CAN control.</p>	<p>The Total Pressure Governor (TPG) provides tons of features in a compact, ergonomically designed package. It is easy to set up and configure. It comes standard with integrated engine instruments (battery voltage, coolant temperature, oil pressure and engine RPM). It utilizes the J1939 CAN bus for engine control and has an analog throttle output for those engines that do not support CAN control. It has easy-to-read alphanumeric displays and programmable presets. The integrated alarm output provides a warning whenever anything is out of parameters.</p>	<p>The Sentry Pressure Governor System is a trailblazing, innovative fire pump pressure control. Operating on the J1939 network, the Sentry can monitor engine RPM and other pertinent data directly from the engine ECU. This allows it to react very quickly and accurately to any change in fire pump pressure.</p> <p>The Sentry Pressure Governor System consists of a Sentry display, Optional Twister throttle, pressure transducers and associated wiring.</p> <p>It utilizes Class1's UltraView technology and has a 4.3 inch, full-color LCD with eight buttons.</p> <p>The Sentry is packed with features that make it the most comprehensive and user-friendly pressure governor to date. It has state-of-the-art onboard diagnostic features and is compatible with most engines.</p>	<p>The Captain Pressure Governor (Uni-Gov) p/n 107396 is designed to maintain pump pressure or engine speed setting. This unit will work with electronically controlled engines that accept a variable analog voltage signal (0 to 5 VDC) or a Pulse Width Modulated signal (PWM 12% to 87% at 400 Hz) as a remote throttle voltage (engine signal).</p>



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Governor Model	Captain + Enfo IV	TPG	UV-TPG Vertical or Horizontal	UV-TPG Vertical + Twister	TPG +	Sentry Horizontal or Vertical	Sentry Horizontal/Vertical + Twister
Physical Size	4.44W x 6.00H + 5.64W x 2.83H	4.44W x 6.00H	4.26W x 8.17H	4.26W x 8.17H + 4.44W x 3.19H	7.50W x 6.00H	8.17W x 4.26H	8.17W x 4.26H + 4.44W x 3.19H
Total Panel Area (in ^2)	43	27	35	49	45	35	49
Engine Communication	Analog	SAE J1939: 125, 250, 500 Kbits/second Analog	SAE J1939: 125, 250, 500 Kbits/second	SAE J1939: 125, 250, 500 Kbits/second	SAE J1939: 125, 250, 500 Kbits/second Analog	SAE J1939: 125, 250, 500 Kbits/second Analog	SAE J1939: 125, 250, 500 Kbits/second Analog
Engine Types	Cummins, Caterpillar, Navistar, Detroit Diesel, Mack, Mercedes	Cummins, Mercedes, PGN0, Analog, Volvo FE/FL, Volvo FM/FH, Scania BWS, Scania BCI, FAW, MAN	Cummins, Mercedes, PGN0, Volvo FE/FL, Volvo FM/FH, Scania BWS, Scania BCI, FAW, MAN	Cummins, Mercedes, PGN0, Volvo FE/FL, Volvo FM/FH, Scania BWS, Scania BCI, FAW, MAN	Cummins, Mercedes, PGN0, Analog, Volvo FE/FL, Volvo FM/FH, Scania BWS, Scania BCI, FAW, MAN	Cummins, Mercedes, PGN0, Analog, Volvo FE/FL, Volvo FM/FH, Scania BWS, Scania BCI, FAW, MAN	Cummins, Mercedes, PGN0, Analog, Volvo FE/FL, Volvo FM/FH, Scania BWS, Scania BCI, FAW, MAN
Twist Throttle	No	No	OPTIONAL	Yes (separate)	No	OPTIONAL	Yes (separate)
Voltage Status	Yes (Enfo IV Required)	Yes	Yes	Yes	Yes	Yes	Yes
Engine Temperature	Yes (Enfo IV Required)	Yes	Yes	Yes	Yes	Yes	Yes
Transmission Temperature	No	No	No	No	No	Yes	Yes
Oil Pressure	Yes (Enfo IV Required)	Yes	Yes	Yes	Yes	Yes	Yes
Pump Hours	No	Yes	Yes	Yes	Yes	Yes	Yes
Fuel Economy	No	No	No	No	No	Yes	Yes
Digital Master Gauges	No	No	No	No	Yes	Yes	Yes
Presets	One	One	Two	Two	One	Two	Two
Advanced Diagnostics	No	No	Yes	Yes	No	Yes	Yes
Multi-Display Function	Yes*	Yes*	Yes	Yes	Yes*	Yes	Yes

*REQUIRES ADDITIONAL MODULE