

SCAS Underground Proximity Detection

YOUR SAFETY PARTNER
committed to Level 9 Compliance!

- Suitable for **all underground terrain** (Intrinsically Safe certified)
- Proven technology since **2005**
- **Committed to Level 9** – vehicle intervention compliance in the event of significant risk
- **Vehicle-to-Vehicle/Vehicle-to-Person/Vehicle-to-Hazard** detection
- Indicate **Remote Object detection** based on orientation of the potential hazard
- **Proudly South-African OEM**, in-house research/development and local support
- **Data-logging** and reporting
- Making use of **multi technology tag based systems** and including a tag-less artificial Intelligent Camera system to mitigate associated risks and compliment your “Collision Management System”



- Key Control**
- Fatigue Monitoring**
- Vehicle Checklists Capability**
- On Board Gas Detection Interlocking**
- Vehicle Location Reporting**
- Productivity Monitoring and Optimisation Application**
- Reverse Camera System with Artificial Intelligence Capabilities**
- Personnel 2-Way Page Communication**

- **Dynamic Zones**
- **ISO 21815 interface compliant**
- **Interface solutions for both old and new generation vehicles**

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Underground Multi Purpose Unit

Additional to the SCAS II peripheral hardware is the Multi Purpose Unit. The same Multi Purpose Unit can be configured for different applications/scenarios such as in areas that are deemed dangerous/hazardous, workshops where lots of nuisance SCAS II alarms can irritate workshop personnel, at brake test ramps where it is required for a vehicle driver to perform brake tests and at tip areas where tip attendants should not interfere with unnecessary PDS alarms in terms of the vehicle tipping process.



Hazard Unit:

Warning beacon to other SCAS II equipment in areas that are deemed dangerous or hazardous



Workshop Unit:

Can be configured to place SCAS II vehicle systems into a discreet mode to avoid nuisance alarms



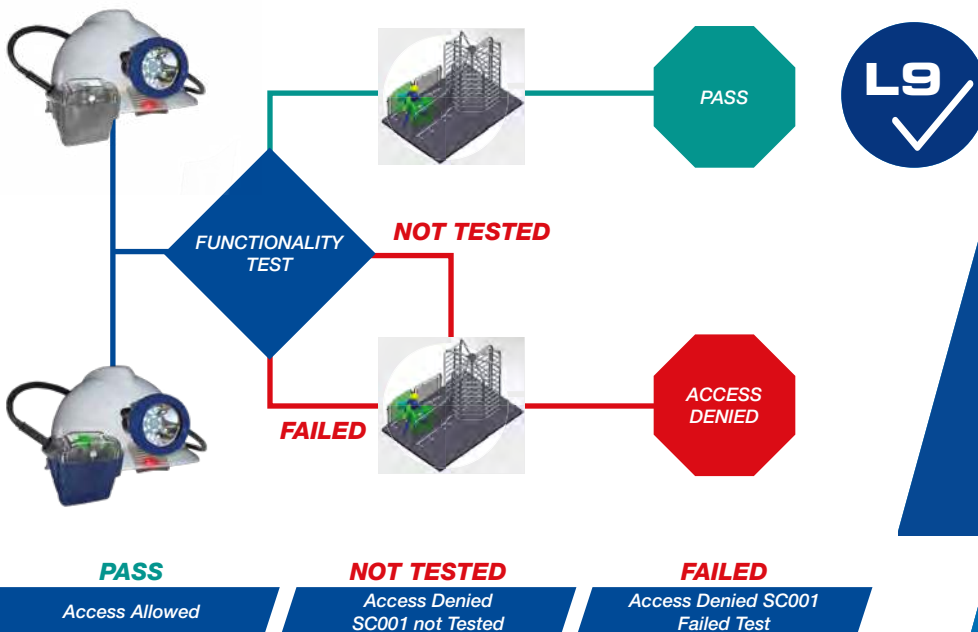
Tip Exclusion Unit:

Is installed to create designated safe zone within a larger hazardous area, such as the area where a tip operator is allowed to stand



Brake Test Unit:

Utilised at a vehicle brake test ramp where it is required for a vehicle driver to carry out a brake test prior to vehicle shift operation and to acknowledge that the brake test took place



Pedestrian PDS Functionality Testing

To ensure equipment is tested and functional before entering the underground mining environment.

Schauenburg Systems (Pty) Ltd
26 Spartan Road, Spartan Ext,21
Kempton Park, 1619
Tel: +27 (11) 974-0006
Email: sales@schauenburg.co.za

