

## Sentronics To Launch Next-Generation Fuel Flow Sensor Range

29 May 2014 – Sentronics<sup>TM</sup> Limited, the partnership formed in late 2013 by Reventec Ltd, Mikina Engineering Ltd, and Hyspeed LLC, today confirmed details of its plans to manufacture and market a new range of next-generation ultrasonic fuel flow sensors, branded FlowSonic<sup>TM</sup>, for the global motorsport and industrial markets.

Sentronics<sup>TM</sup> Managing Director Neville Meech said, “We remain convinced that ultrasonics are the best way of measuring fuel flow on board a race car, and with our second-generation sensor we’ve let the demands of the motorsport application have a greater influence over the design. As a result, the FlowSonic<sup>TM</sup> is a compact and robust unit with the minimum of materials and parts, and hence less to go wrong,” says Meech. The FlowSonic will weigh in at around 250g, half the maximum permitted by the FIA, and the fuel and electrical connectors are also to FIA specification, making it a potential drop-in replacement for the sensor presently used in Formula 1<sup>®</sup> and WEC.

If homologated by the FIA, Sentronics<sup>TM</sup> plans to offer the sensor for F1<sup>®</sup> and WEC use on very competitive commercial terms. The FlowSonic<sup>TM</sup> will also be available to other series looking to implement fuel flow control, with capabilities tailored to their requirements and priced accordingly. “Our top-of-the-line sensor will meet the current FIA standard, while our mid-range product targets series like IndyCar, DTM, and Japanese Super GT. Our basic unit is designed for GTs, touring cars, and junior single-seaters. We have also approached Calibra Technology, the FIA-homologated calibration service, about adjusting the level and cost of calibration to match the needs of individual championships,” says Meech.

“Reduced design and manufacturing costs, our three-tier product strategy, and accepting a longer-term return on our investment will allow us to expand into more motorsport markets,” says Daniel Partel, Chairman of Sentronics<sup>TM</sup>. “Neither V8 Supercars nor IMSA can justify F1-type prices for a fuel flow sensor, but they both face the challenge of balancing performance across a large number of engine suppliers. If we can deliver a performance balancing solution that promotes efficiency for less than it costs to decrease efficiency by adding air restrictors, ballast, or drag, then we will be able to serve markets down to F3 and GT3, even Formula 4.”

“We are confident that we have produced a next-generation ultrasonic fuel flow sensor that represents a major improvement in both performance and value. We are also committed to providing the kind of warranty, service, and support that motorsport customers expect. As racers ourselves, we know exactly what that involves,” says Partel. “Now that we are into the final development phase, which includes bench and track testing with OEMs, we will be presenting the FlowSonic<sup>TM</sup> to major sanctioning bodies and other stakeholders worldwide over the next few months with a view to adoption for 2015 and beyond.”

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