NEW DEVELOPMENTS IN INSTRUMENTATION TECHNOLOGY PROMISE TO HELP OPERATORS AND FLEET MANAGERS INCREASE PRODUCTIVITY AND OPTIMIZE COMPANIES’ INVESTMENTS IN FORKLIFT TRUCKS

Vehicles of change

In mechanicals, Curtis has a 50+ year history of designing instruments for vehicles that will be used in very tough environments. Devices today must be designed to work under conditions of extreme temperature, vibration, shock, UV and electrical noise. We know how to do that very well and can design for the harshest of applications.

Can you give some examples? Yes. So a trend we’re seeing from this is the integration of harsh-to-touchscreen inputs. From an instrument viewpoint, we can do that much more than it used to be done. In a few words, this is going to happen because here, again, we can piggyback on the instrumentation, we remain focused on ARM processors, which are prevalent outside of the main LCD, now you can put them all into a single fully-color display.

How about the current state of microcontrollers and microprocessors? Where are we today in instrumentation for the vehicle instrumentation. Let’s kick off by talking about how we arrived at that.

From a technical perspective, and also from an instrumentation point of view, forklift manufacturers tend to follow the automobile market, where auto make adds the volume to set trends and drive our choices for display types and technologies. Over the past 5 or 10 years, that’s changed. Now we’re driven by consumer products: smart devices, such as iPhones and tablets, that exceed the number of vehicles built. And because the best bang for our buck in displays comes from using what the consumer electronics market uses, almost everything we do now has a liquid crystal display (LCD) at its core. Plus, the price of color displays has come way down to the point where there’s almost no difference between monochrome and color.

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