

The complete solution: Trip automatic controller and lighting system

Prepared for supporter semitrailer enterprise with the [AMO](#)



Very realistic handling for Trucks and commercial motor vehicle models

Precise driving and ranking with "[Tempomat](#)"

Sound-loose enterprise without "automatic controller whistles" by high clock frequencies

Multi-SWITCH for the lighting system without special transmitter extension

A servo exit for a special function available

Prepared for the direct connection of our [sound modules SMT and SMX](#)

Very high performance BEC system with 5V/3A

M20+ laid out for 20A with 7,2 to 12 V, clock frequency 16kHz/32kHz switchable

Measures: 48 x 17 x 90mm

## Servonaut M20+

An automatic controller of the top class for absolutely realistic handling and a perfectly functioning lighting system in a compact module. The M20+ is appropriate for model vehicles on a scale 1:14 to 1:16.

## Trip automatic controller

The Servonaut trip automatic controller is a complete new development particularly for commercial motor vehicle models and optimized as first automatic controllers at the market on even accelerating and braking and calm, realistic handling. The mass and inertia of a Trucks are copied by a microprocessor. Driving the model will by the "[Tempomat](#)" - tax characteristic substantially facilitated - Trucker also ungeübte can without large intuitive feeling rank millimeter-exactly now. The Servonaut keeps the speed constant, if the control stick is in central position. Whole stick deflection is available for accelerating and braking.

For backing up - as with the large ones - a copied reverse gear is inserted. The M20+ steers also stop light and back-up light. The stop light shines naturally only, if the brake is really operated - both while driving and while stationary. The back-up light is already switched on with the inserting of the reverse gear, thus before backwards one drives.

A central microprocessor coordinates and supervises all functions of the Servonaut. Receipt disturbances are so far possible faded out. It comes to problems - e.g. low Akkuspannung, no receipt - stops the computer the model.

## Multi-SWITCH and lighting system

A multi-SWITCH without additional extensions in the remote control transmitter - with the M20+ only 3/6 channel is needed a PPM remote control for all functions of the model. The multi-SWITCH is usually served over a channel of a cross club. In each case a further channel is necessary for trip automatic controllers and steering element. Pedantic tuning at the transmitter or Servonaut are not necessary.

Via the multi-SWITCH the lighting system and the copied pre and/or reverse gear of the model are steered. The representation of e.g. back and stop light by different brightness of the same lamps is possible.

The lighting system offers 6 exits for stop light, headlight, parking light, back-up light and the two turn signals. Headlight, parking light, the turn signals as well as the breakdown signal light are switched over the multi-SWITCH.

Additionally a servo exit is available e.g. for the manipulation of a saddle plate. Via the same function via semitrailer electronics AMO also a semitrailer support is operated alternatively.

## Pluses

The M20+ was developed further from the M20T. Several suggestions of our customers are considered in the new software:

16 and 32kHz-Betrieb now in an automatic controller (replaces the M12T)

in each case optimized characteristics for standard and bell anchor engines

with no-load operation, acceleration also while stationary possible

(with sound module)

Simulation of an auxiliary drive possible (with sound module)

max. back driving speed adjustable 50% or 100%

optimized starting behavior with the “starting assistance” of the T20

two stages of the receipt quality control

now also Lipo disconnection for 2s and 3s-Akkupacks



