

Note 82

Mercedes-Benz/Bosch experiments with RPM governor



Ref (468) describes how Bosch designed an RPM-limiter to cut the ignition of the 1938 Mercedes M154, which was tested on a rolling-road test bed and in a practice session. It was variable in its effect and so was put aside. Like many vehicle electrical items, it worked on the test bed, was erratic in the field and worked again when re-tested on the bed! Differences in mountings, temperatures and vibration are often found ultimately to be the cause or causes of such irritating and time-consuming behaviour.

When they returned to racing after WW2, the Mercedes M196 positively-controlled valve-gear made a governor unnecessary.