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| data sheet | P2400 |
| issue date | 10/10/13 |

data sheet twin engine three battery bank split charge system

12 volt P2400 part number 12400-000

contactor current rating

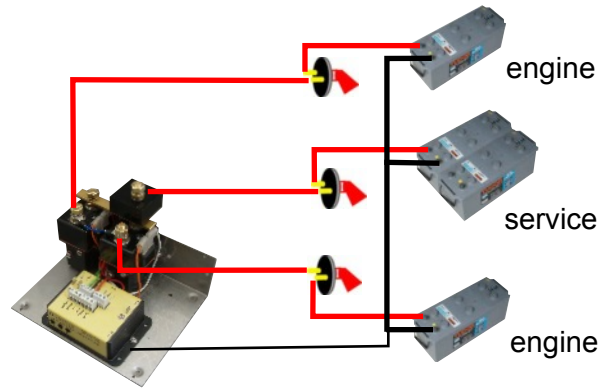
continuous 100 amp @ 50 mV
engine start 250 amp intermittent
surge 500 amp

operation bi-directional split charge, standard
connect voltage 13.8V
drop-out voltage 13.0V
adjustment relay engagement and drop out
protection waterproof to IP66
emergency link start ... includes button to engage link start timed period.

system protection . . 4 internal PTC fuses, auto re-set

size / weight

contactor 175 x 150 x 135 mm / 1.3 Kgs



standard pre-fitted options

contact drop-out with engine starter motor operation to protect solar panel and secondary charge systems from high current.
emergency link start allows engine to be started from service battery bank, timed engagement, remote switch on display.

split charge contactor

The system employs heavy duty contactors, these carry far higher loads than typical VSR relays, making them ideal for emergency engine starting. They also feature a high fault current rupture rating (150 amp to UL508), allowing the disconnection of high current loads at low voltage. The contacts are sealed to IP66, making them suitable for operation in a marine environment, protecting contacts from corrosion and avoiding flash from open contactor units.

emergency link start engages the contacts allowing the engine to be started from the service bank, if the engine battery has a low capacity.

operating voltage

Units are supplied normally set to standard voltages, we are happy to set modules to customer requirements, or they can be adjusted on site. Alternate can be supplied 12 or 24 volt operation to order, for other values please contact technical section.

operation

The system allows both engines to charge separate engine start batteries, when a set voltage is reached the contactors are closed and the service battery charged by both alternators, contactors drop out at a set low voltage. If the boat is fitted with an inverter it can be monitored for operation, dropping out the contactors to prevent damage to the charging system due to high load being drawn from the engine battery due to low service battery. If one alternator fails, the remaining one will charge all battery banks via charge contactors

options to order

contact rating 350 amp
coil rating 12 volt DC to 48 volt DC

data sheet twin engine three battery bank split charge system

12 volt P2430 part number 12430-000

24 volt P2440 part number 12440-000

contactor current rating

continuous 200 amp @ 40 mV / contact / 100 A
 engine start 400 amp intermittent
 surge 800 amp

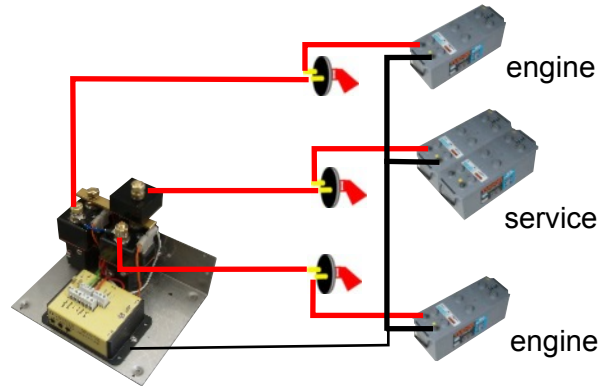
operation bi-directional split charge, standard

connect voltage 13.8V / 27.6V
 drop-out voltage 13.0V / 26.0V
 adjustment relay engagement and drop out
 protection waterproof to IP66
 emergency link start ... includes button to engage link start timed period.

system protection . . 4 internal PTC fuses, auto re-set

size / weight

contactor175 x 150 x 135 mm / 1.5 Kgs



standard pre-fitted options

contact drop-out with engine starter motor operation to protect solar panel and secondary charge systems from high current.
 emergency link start allows engine to be started from service battery bank, timed engagement, remote switch on display.

split charge contactor

The system employs heavy duty contactors, these carry far higher loads than typical VSR relays, making them ideal for emergency engine starting. They also feature a high fault current rupture rating (300 amp to UL508), allowing the disconnection of high current loads at low voltage. The contacts are sealed to IP66, making them suitable for operation in a marine environment, protecting contacts from corrosion and avoiding flash from open contactor units.

emergency link start engages the contacts allowing the engine to be started from the service bank, if the engine battery has a low capacity.

operating voltage

Units are supplied normally set to standard voltages, we are happy to set modules to customer requirements, or they can be adjusted on site. Alternate can be supplied 12 or 24 volt operation to order, for other values please contact technical section.

operation

The system allows both engines to charge separate engine start batteries, when a set voltage is reached the contactors are closed and the service battery charged by both alternators, contactors drop out at a set low voltage. If the boat is fitted with an inverter it can be monitored for operation, dropping out the contactors to prevent damage to the charging system due to high load being drawn from the engine battery due to low service battery. If one alternator fails, the remaining one will charge all battery banks via charge contactors

options to order

contact rating 350 amp
 coil rating 12 volt DC to 48 volt DC