

data sheet	P2300
issue date	10/10/13

data sheet twin engine two battery bank split charge system

12 volt P2300 part number 12300-000

contactor current rating

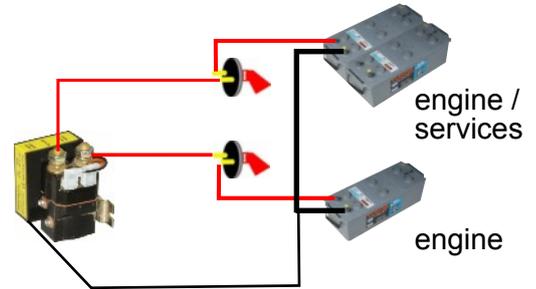
continuous 100 amp @ 50 mV
engine start 250 amp intermittent
surge 500 amp

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

system protection . . 3 internal PTC fuses, auto re-set

size / weight

contactor 70 x 60 x 100 mm / 400 gms



standard pre-fitted options

emergency link start allows either engine to be started from either 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 the engine that supplies no load, to link and supplement charging to the service battery. It is common with the high demands for electric power on modern motorboats, for the alternator never to reach regulation voltage. This results in the service battery never being fully charged, by linking both alternators to the service bank a higher voltage, thus charge level achieved. A secondary feature is that if either alternator fails, the remaining one will charge both battery banks.

options to order

contact rating 350 amp
coil voltages 24 volt Dc to 48 volt DC

data sheet twin engine two battery bank split charge system

12 volt P2330 part number 12330-000

24 volt P2340 part number 12340-000

contactor current rating

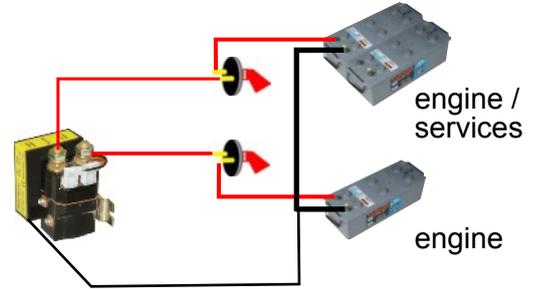
continuous 200 amp @ 40 mV / contact / 100 A
engine start 400 amp intermittent
surge 800 amp

operation bi-directional split charge, standard
connect voltage 13.8V / 27.6V
drop-out voltage 13.0V / 26.0V
adjustment contactor engagement and drop out
protection waterproof to IP66
emergency link start ... includes button to engage link start timed period.

system protection . . 3 internal PTC fuses, auto re-set

size / weight

contactor 70 x 60 x 100 mm / 500 gms



standard pre-fitted options

emergency link start allows either engine to be started from either 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

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options to order

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