

data sheet single engine three battery bank split charge system

12 volt P2100 part number 12100-000

contactor current rating

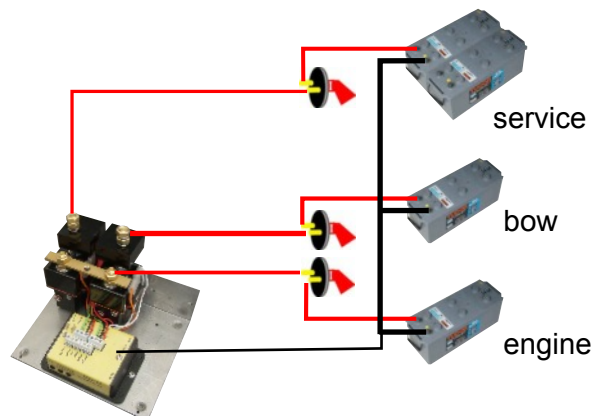
continuous 100 amp @ 50 mV
engine start 250 amp intermittent
surge 500 amp

operation bi-directional split charge, standard
connect voltage 13.8V service / bow battery 13.9V
drop-out voltage 13.0V
adjustment contactor engagement and drop out
protection waterproof to IP66
emergency link start ... remote 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 Kg



standard pre-fitted options

contactor drop-out with engine starter motor operation to protect solar panel and secondary charge systems from high current.
bow contactor drop out with bow thruster use forces bow thruster to use local battery, avoiding charge system overload.
emergency link start allows engine to be started from service battery bank, timed engagement, remote switch on display.

split charge contactors

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 allows the engine to be started from the service bank for timed period, if the engine battery has a low capacity.

operating voltage units are normally set to standard switching voltages, we are happy to set modules to customer requirements, or they can be adjusted on site. Alternate voltages can be supplied to order, please contact technical section.

operation initial charge to engine battery, the service battery is connected when battery voltage reaches 13.8 volt, the bow battery in connected at 13.9 volt, batteries are isolated when voltage levels fall to 13.0 volt. The system uses the pulse engagement system first introduced in 1982, with a low battery capacity, on the contactor closing it is held for a period, then disengaged, recharging the engine battery and allowing heat generated within the alternator to disperse, before re-engaging the alternator to a high load. Once the load is within the alternators operating parameters the contactor remains closed.

options to order

contact rating 350 amp
coil voltages24 volt DC to 48 volt DC

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12 volt P2130 part number 12130-000

24 volt P2140 part number 120140-000

contactor current rating

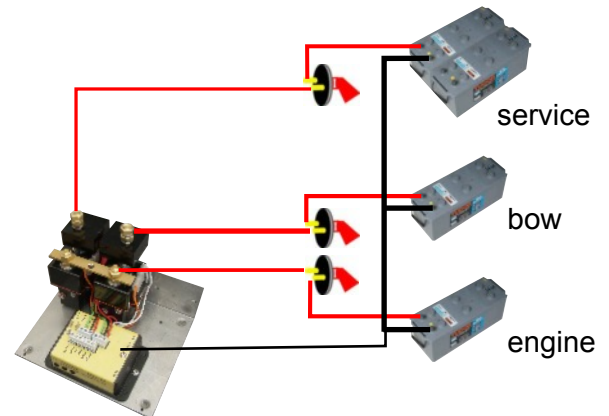
continuous 200 amp @ 40 mV / contact / 100 A
 engine start 400 amp intermittent
 surge 800 amp

operation bi-directional split charge, standard
 connect voltage 13.8V / 27.6V bow battery 13.9V/27.8V
 drop-out voltage 13.0V / 26.0V
 adjustment contactor engagement and drop out
 protection waterproof to IP66
 emergency link start ... remote 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 / 1.5 Kg



standard pre-fitted options

contactor drop-out with engine starter motor operation to protect solar panel and secondary charge systems from high current.
 bow contactor drop out with bow thruster use forces bow thruster to use local battery, avoiding charge system overload.
 emergency link start allows engine to be started from service battery bank, timed engagement, remote switch on display.

split charge contactors

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 allows the engine to be started from the service bank for timed period, if the engine battery has a low capacity.

operating voltage units are normally set to standard switching voltages, we are happy to set modules to customer requirements, or they can be adjusted on site. Alternate voltages can be supplied to order, please contact technical section.

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options to order

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