

## **data sheet** single engine, two alternator, four battery bank split charge

**12 volt** .... P2700 part number .... 12700-000

### **contactor current rating**

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

### **operation** ..... bi-directional split charge, standard

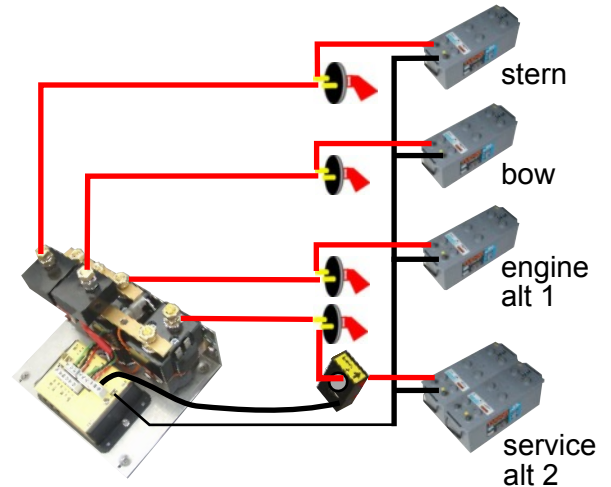
connect voltage bow .. 13.8V stern 13.9V  
 drop-out voltage ..... 13.0V  
 adjustment ..... contactor engagement and drop out  
 protection ..... waterproof to IP66

emergency link start ... includes button to engage link start timed period.

### **system protection** .. 5 internal PTC fuses, auto re-set

### size / weight

contactor .. ..... 175 x 140 x 135 mm / 1.5 Kgs



### **standard pre-fitted options**

bow contactor drop out with bow thruster use ..... forces bow thruster to use local battery, avoiding charge system overload.  
 stern contactor drop out with stern thruster use ..... forces stern 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.

### **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** the alternators are split to allow the engine ( alt 1 ) to charge the starter battery and then connects the bow battery at 13.8 volt, then the stern battery at 13.9 volt, when this reaches a set voltage the third contactor closes to allow charge to the service battery. The alternator 2 is permanently connected to the service battery. The system allows for either alternator to charge all the battery banks, thus if one alternator fails, the remaining one will charge all battery banks. A suitable secondary charge source connected to the service battery can charge both engine start and bow battery.

### **options to order**

contact rating ..... 350 amp  
 coil ..... 24 volt DC to 48 volt DC

## **data sheet**    single engine, two alternator, four battery bank split charge

**12 volt** .... P2730      part number .... 12730-000

**24 volt** .... P2740      part number .... 12740-000

### **contactor current rating**

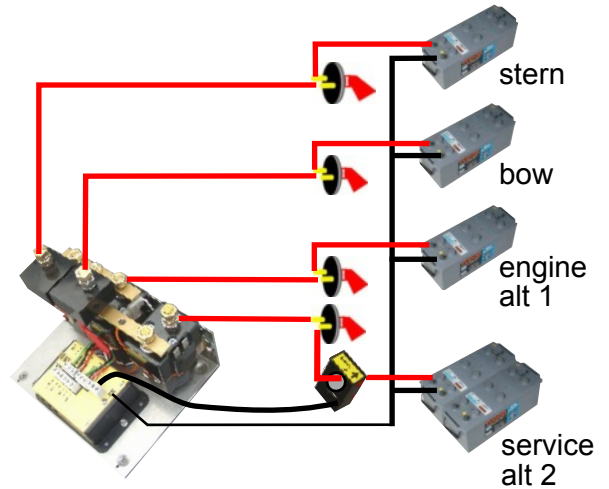
continuous ..... 200 amp @ 40 mV / contact / 100 A  
 engine start ..... 400 amp intermittent  
 surge ..... 800 amp

**operation** ..... bi-directional split charge, standard  
 connect voltage bow .. 13.8V / 27.6V stern 13.9V / 27.8V  
 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** .. 5 internal PTC fuses, auto re-set

size / weight

contactor .. ..... 175 x 140 x 135 mm / 1.9 Kgs



### **standard pre-fitted options**

bow contactor drop out with bow thruster use ..... forces bow thruster to use local battery, avoiding charge system overload.  
 stern contactor drop out with stern thruster use ..... forces stern 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.

### **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.

**operation** the alternators are split to allow the engine ( alt 1 ) to charge the starter battery and then connects the bow battery at 13.8 volt, then the stern battery at 13.9 volt, when this reaches a set voltage the third contactor closes to allow charge to the service battery. The alternator 2 is permanently connected to the service battery. The system allows for either alternator to charge all the battery banks, thus if one alternator fails, the remaining one will charge all battery banks. A suitable secondary charge source connected to the service battery can charge both engine start and bow battery.

### **options to order**

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