

Installation manual

For E-Vision electric thruster models
E250, E300



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Warnings and safety

It is essential to read, understand, and follow all instructions, warnings, cautions, and procedures contained within this document. Failure to do so may result in serious injury, death, damage to property or equipment, product malfunction, and may affect warranty coverage.

Warnings and cautions requiring special attention are highlighted. Always read and understand the relevant safety information before using this product or performing any procedure described in this document.



WARNING

Indicates a hazardous situation which, if not avoided, could result in death or serious injury.



CAUTION

Indicates a hazardous situation which, if not avoided, could result in minor or moderate injury or damage to the product.

MC_0800

General:

- The installer must read this document to ensure necessary familiarity with the product before installation.
- Directions outlined in this document cannot be guaranteed to comply with all international and national regulations, including but not limited to health and safety procedures. It is the installers responsibility to adhere to all applicable international and national regulations when installing Sleipner products.
- This document contains general installation guidelines intended to support experienced installers. Contact professional installers familiar with the vessel, Sleipner products and applicable regulations if assistance is required.
- If local regulation requires any electrical work to be performed by a licensed professional, seek a licensed professional.

For Sleipner thruster systems:

- Do not install the thruster system in any position that requires modification of hull stiffeners or stringers, as this may compromise hull integrity. Consult the boat builder if modification is absolutely necessary.
- Never operate the thruster out of water. The propeller may reach extremely high speeds and cause damage.
- Handle the thruster motor with care. Do not rest the motor on its drive shaft, as this may cause damage.

MC_0425

For lithium batteries for proportional thruster systems:

If a lithium battery system is installed to supply proportional thrusters, ensure the battery is designed to output a continuous supply of the required thruster current. An under-rated battery management system can suddenly disconnect the load which may lead to dangerous situations. Ensure that you operate with high-quality batteries intended for maritime use.

- All Sleipner proportional thrusters are compatible with lithium batteries.
- When connected to a lithium battery, the PPC must be running firmware version 1.033 or later.

(Note: Operating products outside specified ratings will void the warranty).

Sleipner S-Link™ Systems

- Only Sleipner S-Link™ products or authorized third-party control equipment may be connected directly to the S-Link™ bus.
- Non-authorized third-party equipment must always be connected through a Sleipner interface product.
- Connecting unauthorized equipment directly to the S-Link™ bus will void all warranties for connected Sleipner products.
- If third-party control equipment is interfaced to the S-Link™ bus through a Sleipner interface product, at least one Sleipner control panel must be installed to enable efficient system diagnostics and troubleshooting.

MC_0105

For Ignition Protected systems:



CAUTION

NEVER Disassemble any part of the Ignition Protected assembly. Tampering with the Ignition Protected assembly will cause it to lose this safety feature. If there is a problem with your Ignition Protected motor, please contact your dealer.

MC_0007

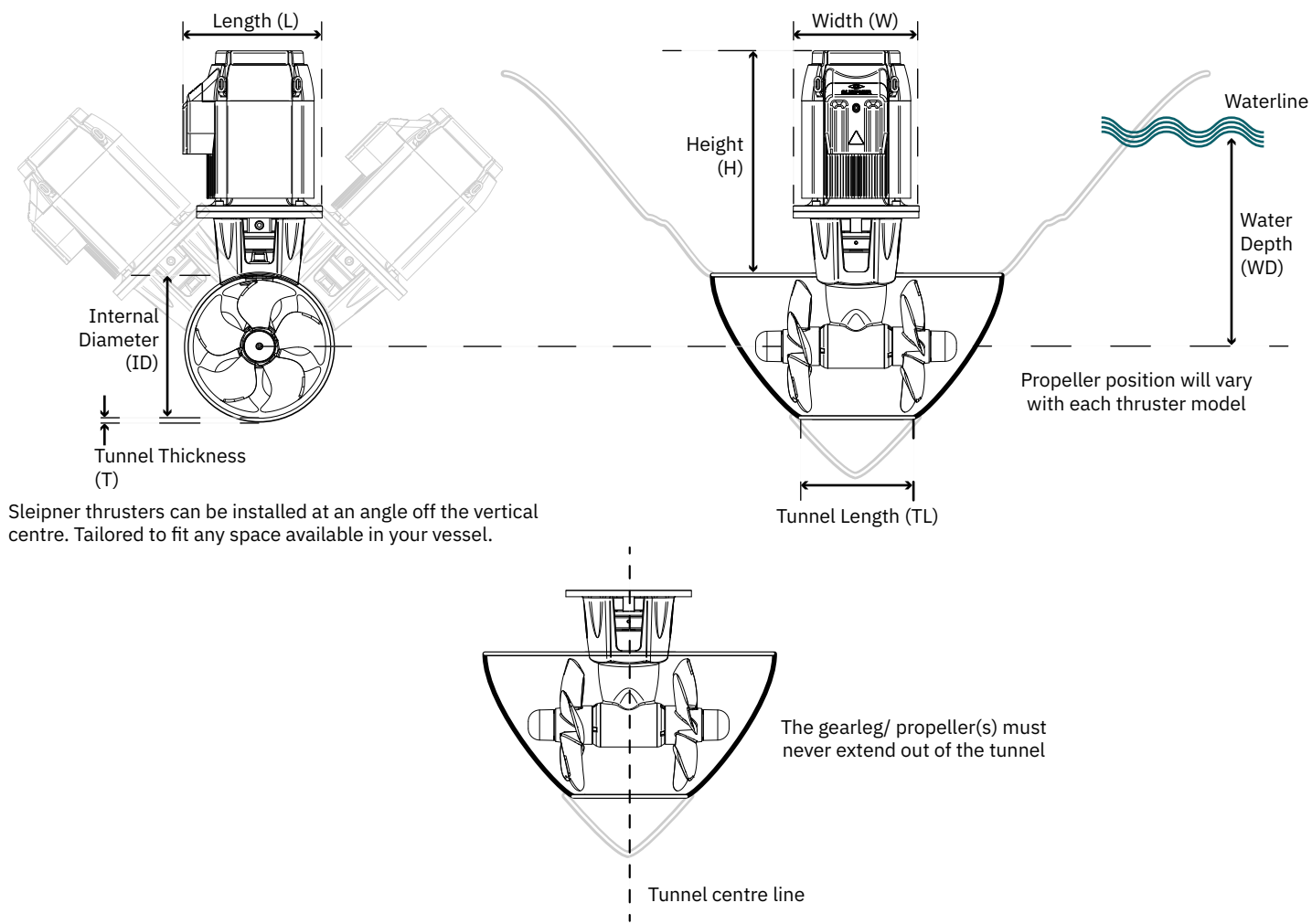
For Sleipner eVision electric motors:

- When installing the thruster electric motor in small compartments, ensure the compartment is well ventilated to allow for cooling of the electric motor.
- If the height of the room you are installing the thruster is limited, the thruster can be installed horizontally or at any angle in-between.
 - If the electro motor is positioned more than 30 degrees off vertical, it must be supported separately.
 - Beware of keeping installation within advised measurements. No part of the propeller or gear house must be outside the tunnel.
- The electric motor, components and cables must be mounted so they remain dry at all times.
- Do not finish the inside of the tunnel with a layer of gel-coat/ topcoat or similar. There is only room for a thin coat of primer and two layers of anti-fouling between the tunnel and the props.
- Do not install the electric motor close to easily flammable objects or equipment.
- Do not store items close to the thruster motor. Any loose items near the thruster motor is a potential fire hazard and can cause undesired short-circuiting.
- Do not lift it by internal cable connections, main terminals.
- The thruster power supply circuit must include the recommended sized fuse and a battery isolation switch.
- The electric/ hydraulic motor must be handled with care. Do not rest the thruster motor on its drive shaft as its weight can damage the shaft.
- eVision Thruster Motor must be upgraded to firmware version V1.015 or newer. eVision Thruster Motors shipped before November 28. 2022 needs to be upgraded.
- Control panel PJC2xx must be upgraded to firmware version V3.018 or newer. Control panel PJC2xx with hardware V2.000 or older will not support eVision Thruster Motors. Sleipner stopped the production of PJC2xx with HW version V2.000 in Q2 2020. Note that no mechanical modifications are required to replace older PJC2xx panels with PJC2xx HW version V3.000 or newer. Hardware version can be found in the panel info menu or using S-Link programmer. From HW version V3.000, the version is printed on the serial number label. Control panel PJC42x must be upgraded to firmware version V1.002 or newer. Control panel PJC3xx will not support eVision Thruster Motors.
- Retract controller 150000 must be upgraded to firmware version V1.036 or newer. Function must be configured to “ERV/ ERL” on both 150000 and eVision Thruster Motor. Retract controller SR 6 1242 will not support eVision Thruster Motors.
- Automatic Main Switch works with eVision Thruster Motor without additional firmware update. But an upgrade to the latest firmware is always recommended.
- Gateway works with eVision Thruster Motor without additional firmware update. But an upgrade to the latest firmware is always recommended.
- ESI-1 works with eVision Thruster Motor without additional firmware update. But an upgrade to the latest firmware is always recommended.
- S-link remote controller works with eVision Thruster Motor without additional firmware update. But an upgrade to the latest firmware is always recommended.

MC_0452

Measurement code	Measurement description	E250		E300	
		24V & 48v		48v	
		mm	inch	mm	inch
ID	Internal tunnel diameter	300	11.81	300	11.81
H	Motor Height	437	17.2	437	17.2
W	Width	258	10.2	258	10.2
L	Length	285	11.2	285	11.2
WD	Water Depth	300	11.81	300	11.81
TL	Minimum tunnel length	280	11	280	11
TL (recommended)	Recommended tunnel length	340	13.4	340	13.4
T (min)	Minimum tunnel wall thickness	10	0.39	10	0.39
T (max)	Maximum tunnel wall thickness	12	0.47	12	0.47

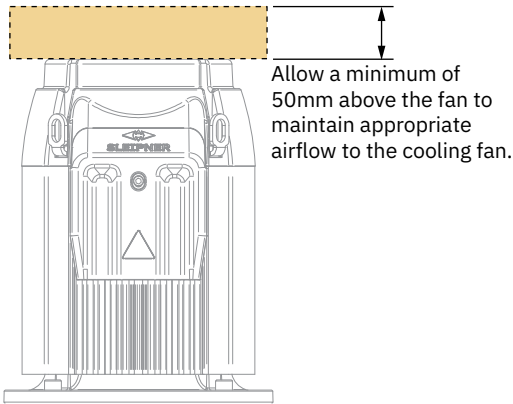
MC_0514



MG_0461

This product has clearance considerations extending the base product footprint. Follow the clearance requirements when planning your installation.

MC_0672



MG_0706

Product specifications

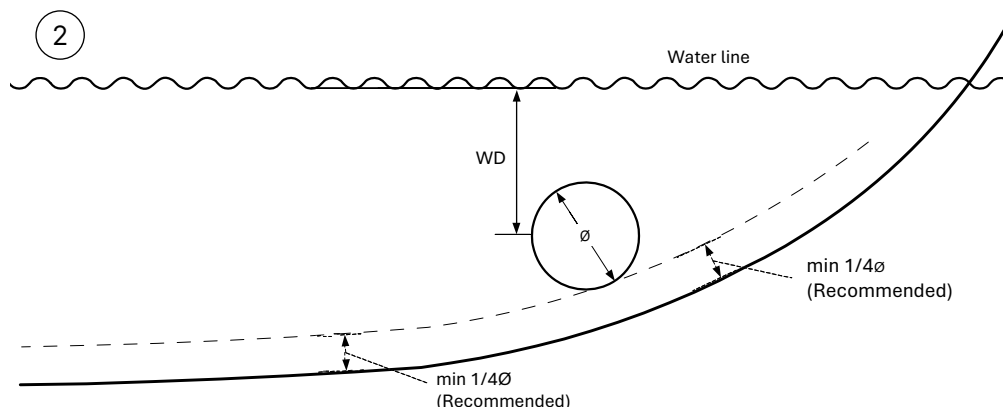
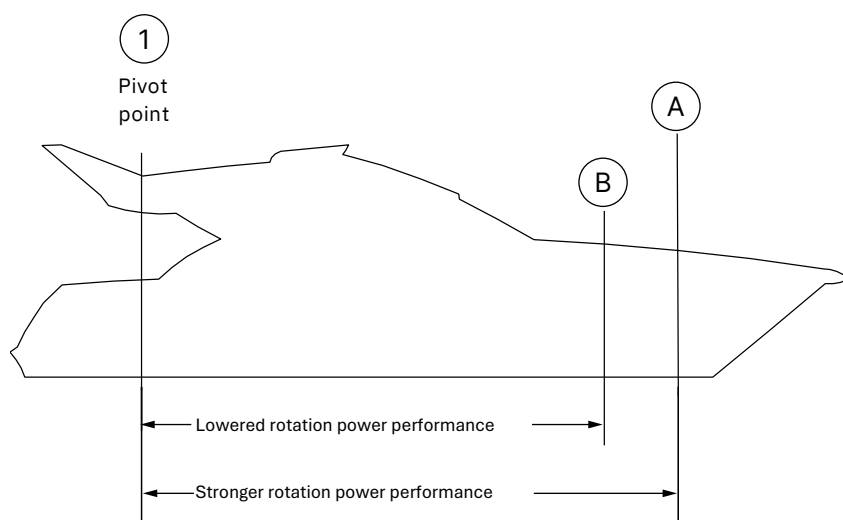
Product	Nominal Operating Voltage	Maximum Operating Voltage	Thrust is kg / lbs at (V)	Power Output kW / Hp	Weight kg / lbs	Maximum Operation Time
E250 24V	24V	31V	250 kg / 551 lbs	11.1kW / 14.9 hp	43 kg / 94 lbs	Runtime at 100% thrust: Continuous at 22°C ambient, typically limited by battery capacity
E250 48V	48V	62V	250 kg / 551 lbs	11.1kW / 14.9 hp	43 kg / 94 lbs	
E300 48V	42V	62V	300 kg / 661 lbs (42V)	15 kW / 20 hp	43 kg / 94 lbs	

MC_0525

1. **Aim to install the thruster as far forward as possible.**
Due to the leverage effect around the boats' pivot point. The distance difference from the boat pivots' point to the thruster will determine the amount of real rotation power for the boat.
2. **Aim to install the thruster as deep as possible.**
Deeper installations prevent air from being sucked into the tunnel from the surface, resulting in reduced thrust performance and increase noise levels during operation. Deeper installations increase water pressure for maximum efficiency from the thruster.

The tunnel depth is of great importance for optimal thrust. *(Refer to product measurements to define your products recommended depth below the waterline.)* The installer must make evaluations based on thruster performance, boat type and operating conditions. As a general recommendation, the position of the tunnel should not be a minimum of 1/4 of the diameter of the tunnel from the boat keel. *(Note: This can be overlooked depending on the installation methods defined in this manual.)*

MC_0003



MG_0001

Optimal tunnel length

Achieving the correct tunnel length depends on many factors from the hull type, operation and environmental conditions. Tunnels should avoid being longer than 4 x the tunnel diameter as this will reduce thruster performance.

Note: *Installing long length tunnels can flex/ bend over time and may require additional support. Consult with a naval architect.)*

1. Do not allow the variable length of the tunnel walls to vary in length excessively.
EG. The top tunnel wall is x 4 longer than the bottom wall.
2. If the tunnel is too long, the friction inside will reduce the water speed and thereby the thrust.
3. If the tunnel is too short (typically only in the bottom section of the tunnel) cavitation problems can occur as water flow will not be able to "straighten" itself before reaching the propeller. This cavitation will reduce performance and increase noise during operation.

Thruster within the tunnel

It is important the propellers and the lower unit/ gearleg must be entirely inside the thruster tunnel. Propellers that protrude from the tunnel will not perform as intended.

4. Standard Use

Tunnel length must be long enough to ensure the propellers are not extruding the tunnel. **(NB: Refer to product measurements to define your products recommended tunnel length.)**

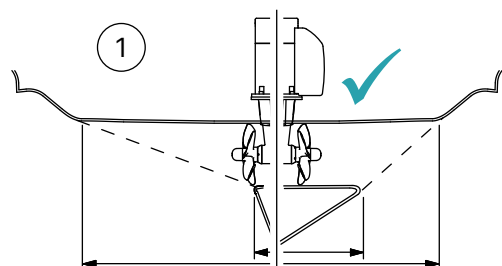
5. Flat Bottom Hull

Tunnel lengths must be longer than the standard measurement outlined within the manual to ensure a circular vacuum is not created between the thruster and the bottom of the boat.

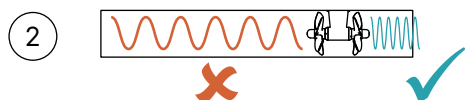
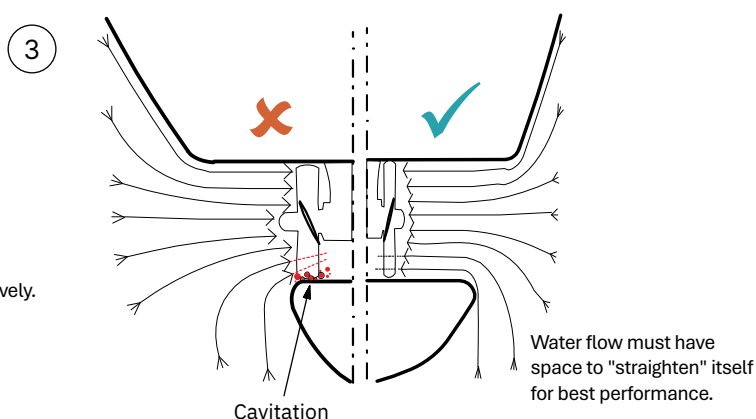
MC_0003

6. High-Speed Boats

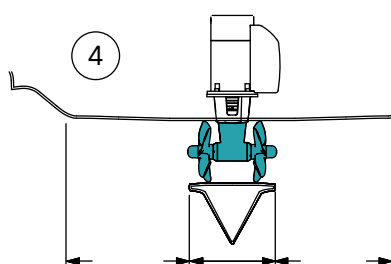
Tunnel lengths must be increased to protect the propeller from damage when crashing against the water surface during high-speed cruising. **(NB: This can include the length of a spoiler)**



Do not allow the variable length of the tunnel walls to vary in length excessively.
EG. the top tunnel wall is x 4 longer than the bottom wall.

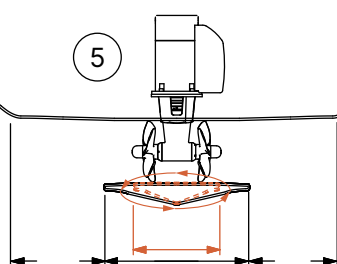


STANDARD USE



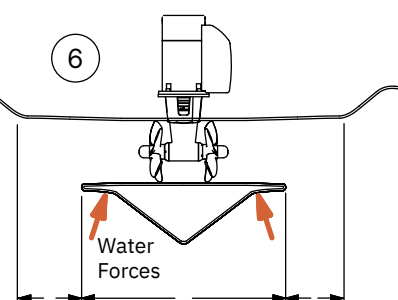
The gearleg/ propeller(s) must never extend out of the tunnel

FLAT BOTTOM HULL



Increase tunnel length to prevent a circular water vacuum cavity between the propeller and the hull of the boat.

HIGH-SPEED OPERATION



Increase tunnel length to protect the propeller from water forces when high-speed cruising.

MG_0048

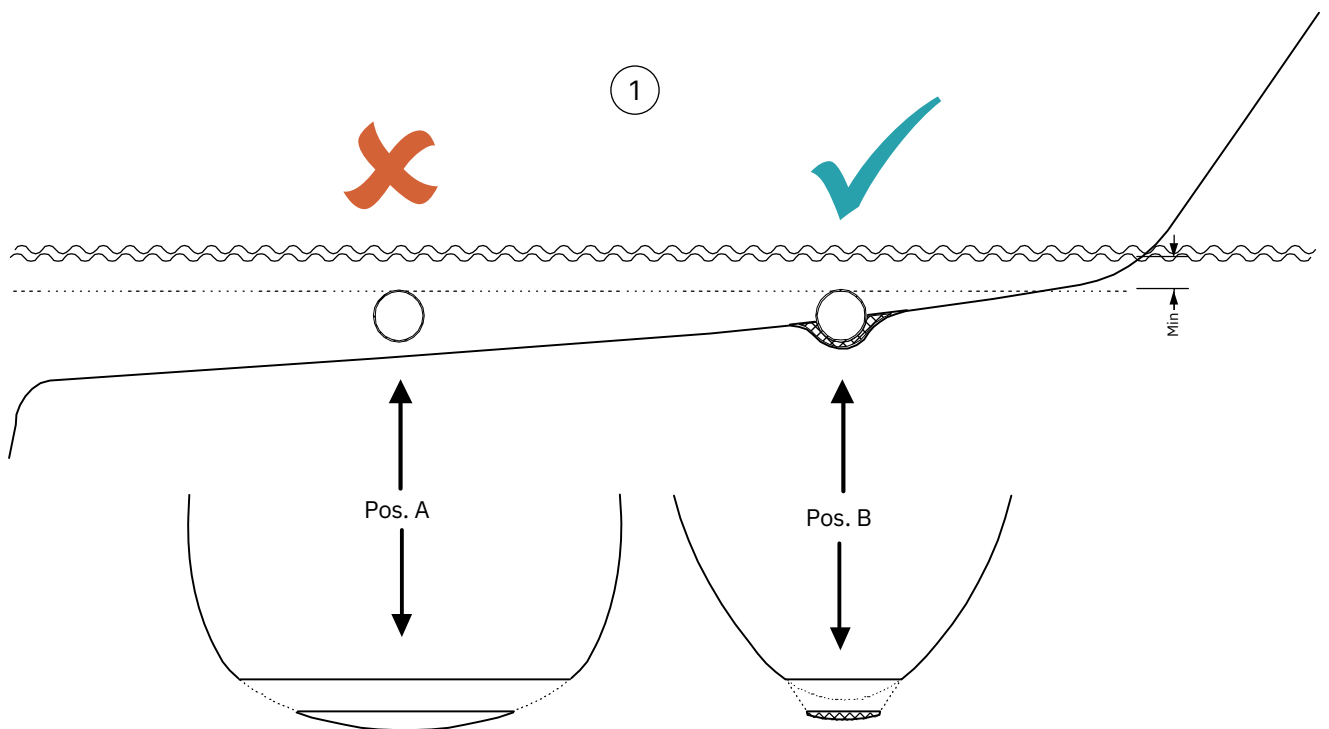
Some sail boats have a flat bottom and shallow draft in the bow section. This can make installing the thruster as far forward from the boats main pivot point difficult.

However, it is possible to install a tunnel thruster in most sail boats, even when the hull does not directly support the fitting of a tunnel.

Instead fit the tunnel halfway into the underneath section of the existing hull. Strengthen it with a deflector/ spoiler directing the water flow around the tunnel. This will allow installation of the thruster in the proper position on the boat, maintaining the reliability and space advantages of the tunnel thruster.

This installation is being used by some of the world's largest sail boat builders and has proven to give little to no speed loss during normal cruising. This can also be an installation method for flat bottomed barges to avoid extremely long tunnels and large oval tunnel openings in the hull.

MC_0003



MG_0004

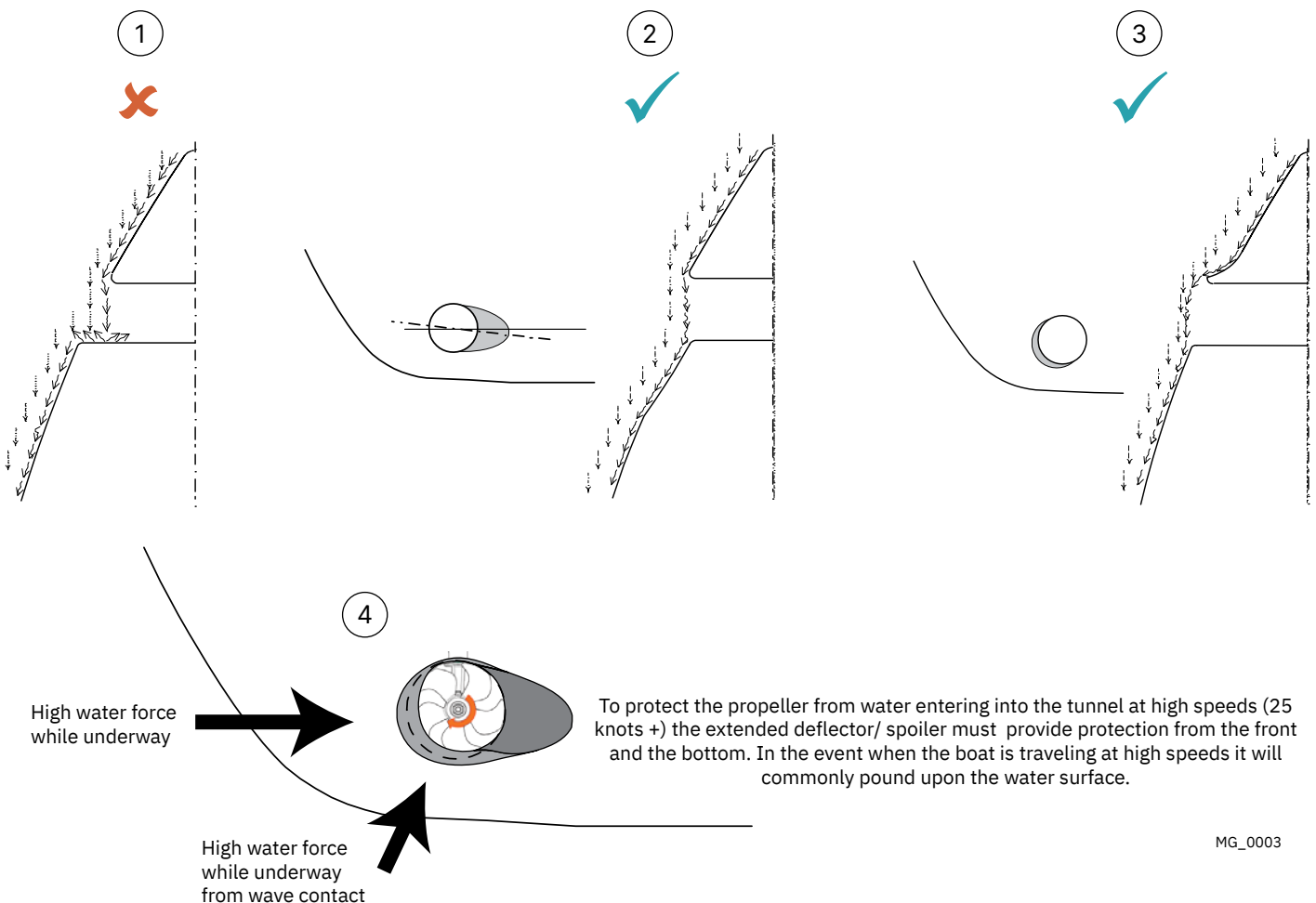
1. A possible problem in sail boats or fast powerboats is that a non-rounded surface can generate drag from the back face of the tunnel, as it creates a “flat” area facing the flow of water.

This problem can be solved in two different ways, depending on what is possible or easier to perform.

2. The best solution which generally reduces the most drag is to make a recess in the hull at the back of the tunnel. As the back face is removed water can flow freely past the tunnel entry. The depth and shape of this recess will depend on the boat and the angle facing up/ down aft of the tunnel insert. Normally it is angled slightly down because of the water flow on this area.
3. Making a deflector/ spoiler in front and underneath the tunnel can also reduce damage to the thruster and drag. The deflector/ spoiler will push the water flow out from the hull so water can pass by the back face of the tunnel. The shape and size of this deflector/ spoiler will depend on the hull shape. The easiest way of making the deflector/ spoiler is to retain a part of the lower forward area of the tunnel while installing the tube. Use this area as support to mould a soft curve/spoiler shape from the hull.
4. The thruster propeller can spin (passively) producing noise while sailing or cruising as water is forced through the tunnel. Water-flow directed through the tunnel at high speeds, during turning or as the boat bumps waves while underway can also damage the thruster.

Note: As a rule, you should not see the back face of the tunnel when standing directly in front of the boat looking aft.

MC_0003



MG_0003

Rounded tunnel ends will maximise thrust and minimise noise and cavitation.

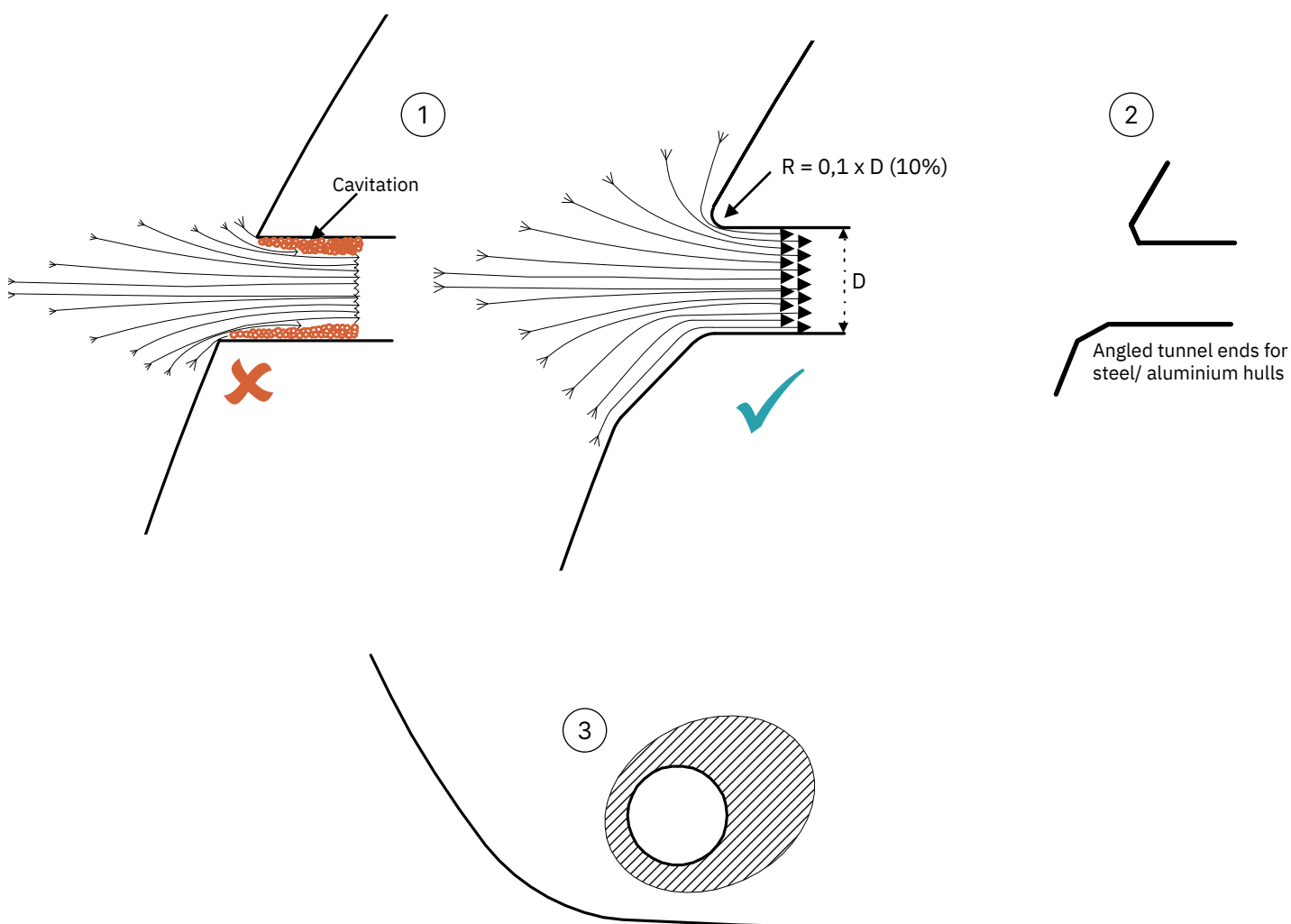
For best performance round the tunnel connection to the hull-side as much as possible. The minimum rounding has a radius of 10% of the diameter of the tunnel.

Significant advantages of a rounded tunnel over a sharp tunnel to hull connections are:

1. A rounded tunnel end will prevent the creation of turbulence/ cavitation created from a sharp tunnel end when water passes by the tunnel.
 - The turbulence/ cavitation will block the outer area of the tunnel and thereby reduces the effective tunnel diameter and thrust.
 - Turbulence/ cavitation on the propeller will lessen the thrusters performance and create excess noise.
2. For steel/ aluminium hulls angled tunnel ends also offer similar performance as a rounded connection.
3. A rounded tunnel end makes the thruster draw water from along the hull-side, creating a vacuum that will suck the boat sideways and thereby give additional thrust.
 - With a sharp tunnel end, the thruster will be unable to take water from along the hull-side, and you will not gain the desired vacuum and additional thrust. This “free” extra thrust in optimal installations be 30 - 40% of the total thrust.

Note: A Sleipner thruster propeller does not produce cavitation at working speed. Therefore, any cavitation and cavitation noise in the tunnel will be caused during improper tunnel installation.

MC_0003



MG_0002

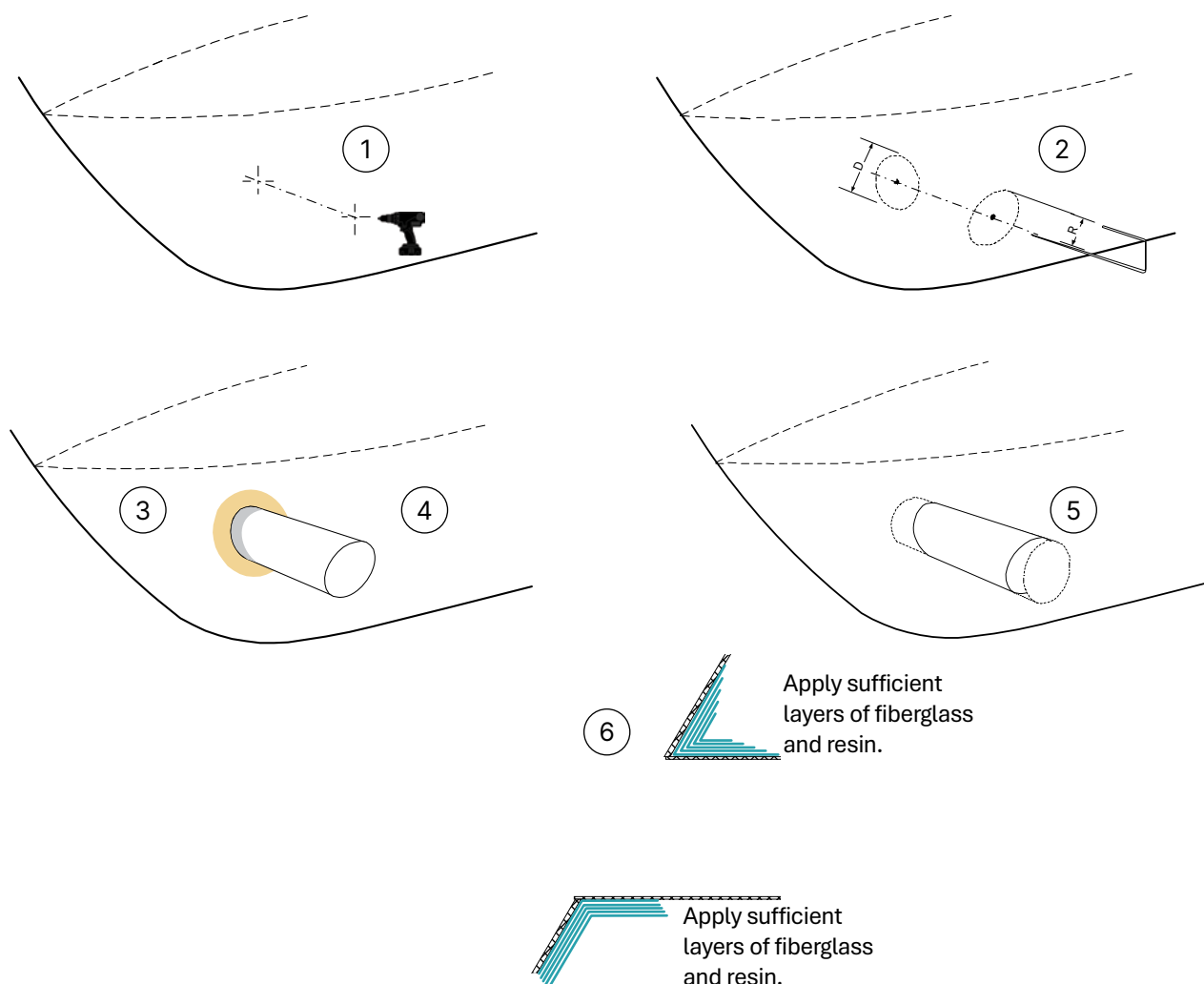
The following are only general instructions and do not explain in any way the details of fibreglass work. Problems caused by faulty installation of the tunnel, are the installers full responsibility. It is recommended to consult a naval architect before modifying the hull.

1. Find the position in the boat considering the information earlier in this manual and the applicable measurements for the thruster model you are installing. Mark the centre of the tunnel on both sides of the hull. Drill a hole horizontally at these marks.
2. Mark the circle for the tunnel opening (outside diameter of the tunnel) and cut the hole.
(Special tool available. Contact your dealer or distributor).
3. Grind off the gel coat to the "real fibreglass" in a sufficient area around the hole, on both inside and outside of the hull, to ensure a secure attachment when bonding the tunnel to the hull.
4. Insert the tunnel and mark its shape to fit the hull.
Note: if you are installing with a deflector/ spoiler, leave a part of the tunnel in the front and underside of the tunnel that will cover the back face.
5. Cut the tunnel ends to the desired shape and lightly sand its surface. Clean the area with acetone or similar where you are going to apply fibreglass.
Note: Do not cast or add fibreglass to the area were the thruster will be placed.
6. Cast the tunnel to the inside of the hull, with sufficient layers of fibreglass, type of fibreglass and resin, preferably alternating mat and rowing types of fibreglass. To round the tunnel ends to a 10% radius make further layers inside to preserve the desired hull thickness.

Note: These guidelines are for reference only. Consult a naval architect to ensure proper installation.

Note: Ensure gaps between the tunnel and the hull are completely filled with resin/ fibreglass. In areas where you can not access to make layers of resin/ fibreglass, a resin/ fibreglass mixture must be used in that area.

MC_0003



MG_0005

With tunnel installed and cast.

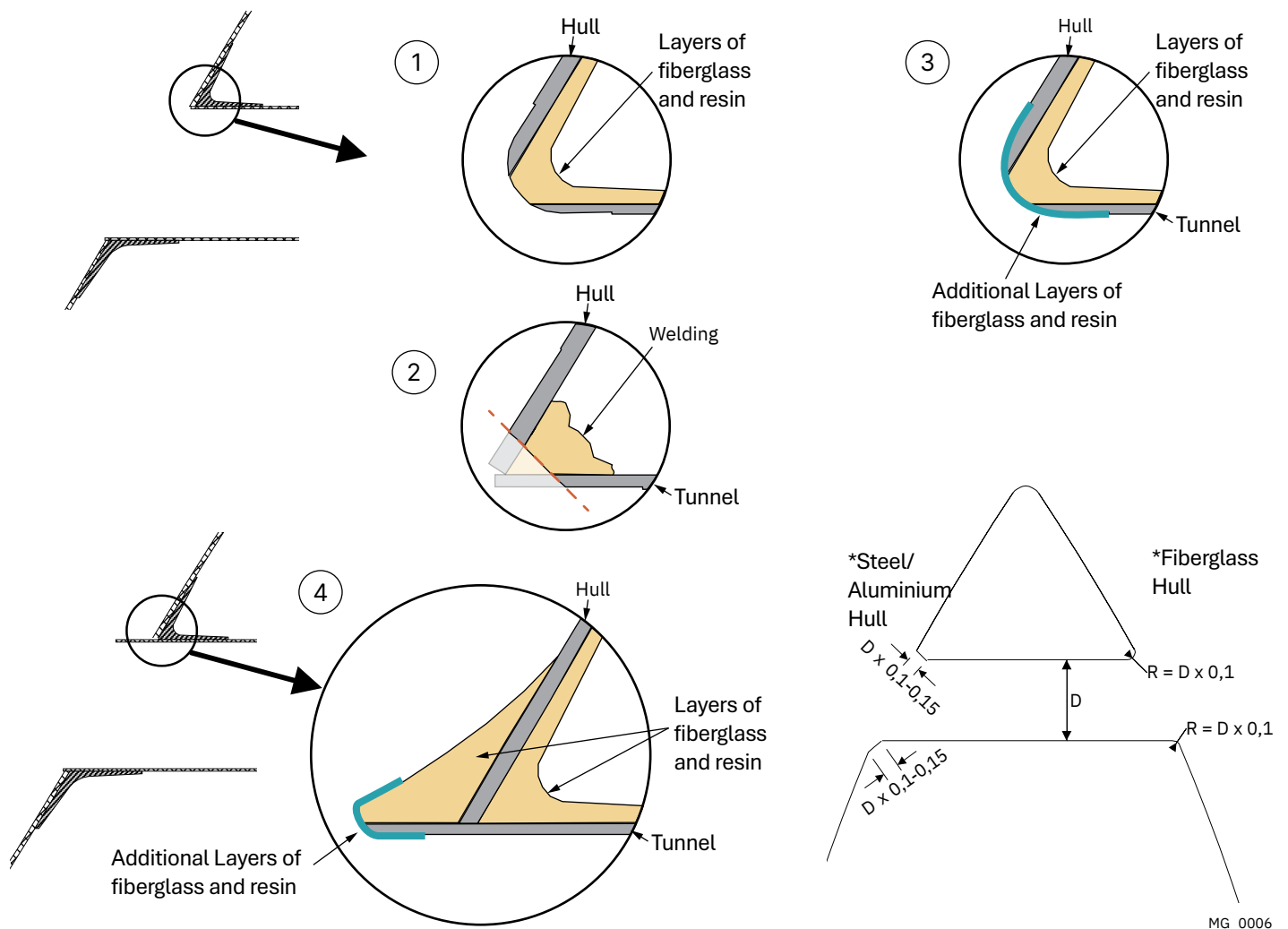
1. Round the edges with a radius of 10% of the tunnel diameter.
2. For steel/ aluminium hulls make a slope with a length of 10-15% of the tunnel diameter.
Note: If this is not possible, round the tunnel end as much as possible.
3. Additionally laminate an adequate number of layers on the outside of the tunnel and hull, covering a sufficient area. Use lamination materials which is compatible with the hull and tunnel materials.
The tunnel material is GRP, Glassfiber Reinforced Polyester.
4. Follow the same method if making the deflector/ spoiler.

You must apply waterproof coating to the areas that is grinded and moulded to make the surface waterproof. If not, these areas will allow water to penetrate the hull, which is typically not waterproof without these applications outside.

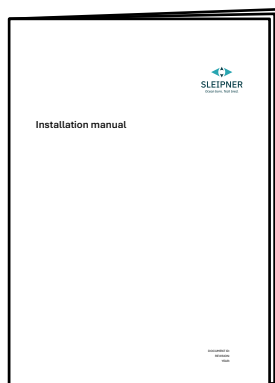
Note: All original Sleipner tunnels are fully waterproof when delivered except in the areas where you have cut and bonded it to the hull.

Avoid all modification of the tunnel where the motor-bracket is to be placed, as this will cause misfit and possible failure to the gearleg.

MC_0003



For Stern Thruster installation please refer to the Installation Guide accompanying the stern tunnel to be installed.



For supporting stern tunnel installation documentation, we advise you to visit our website www.sleipnergroun.com and find your Sleipner stern tunnel model.

MC_0003

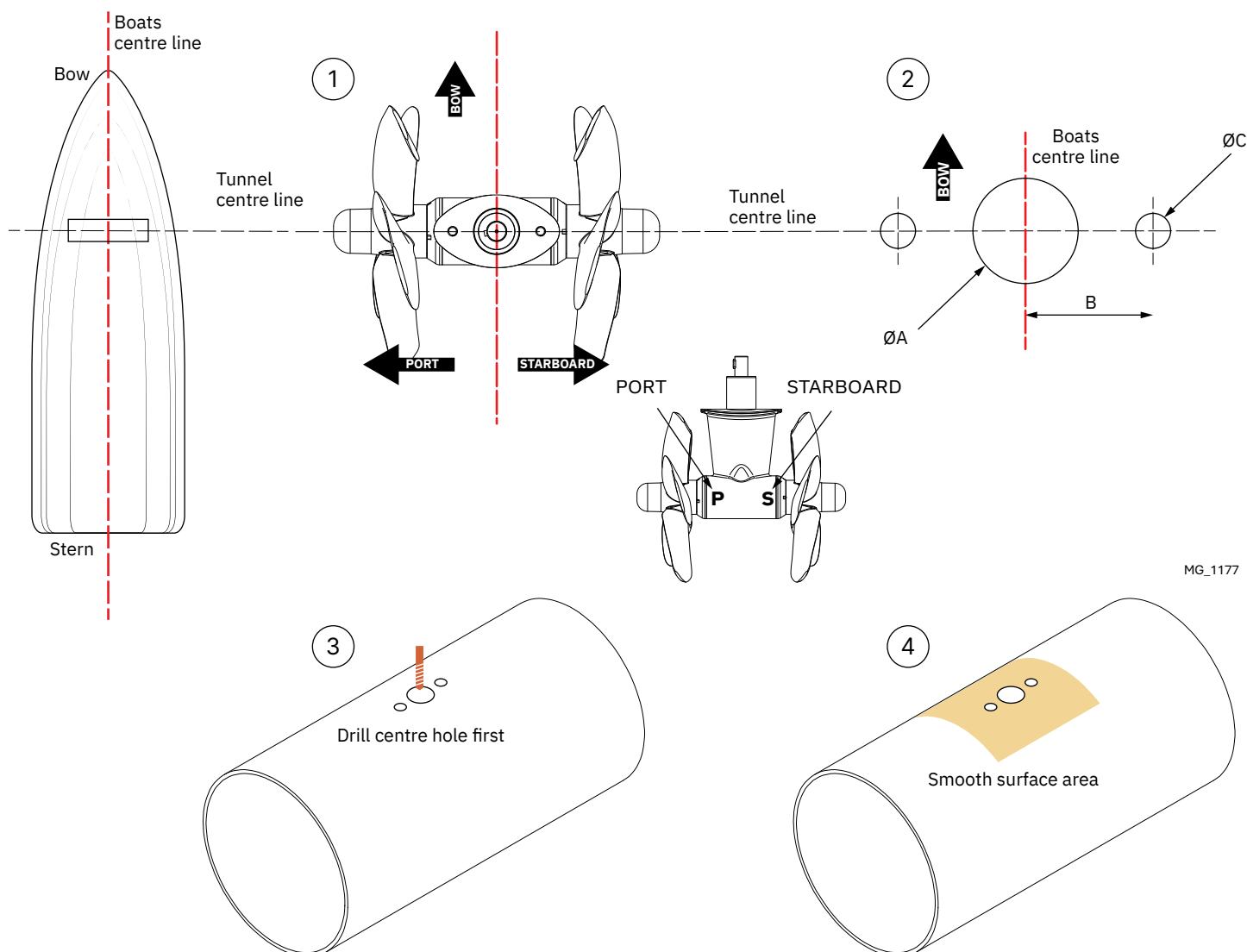
Please refer to the graphic for special considerations relating to your model

1. Mark the tunnel centreline and the boat's centreline. **(Note: Install the gearleg and propeller as shown for the thrust direction to correspond with the control panel. Position gearleg with the P-mark facing port and the S-mark facing starboard.)**
2. Use the gasket or template (recommended) to mark the hole centres and double-check the measurements. The centre hole **MUST** be placed using the boat centreline as shown. **(Note: All holes must be in-line with the tunnels' centreline for correct installation, clearance between the propeller and the tunnel is minimal.)**
3. Drill the main centre hole followed by the two screw-holes.
4. Smooth the surface of the tunnel. A rough surface will cause possible failure/movement of the gearleg. The motor bracket must rest steadily on the tunnel.

MC_0001

Models	Measurements					
	ØA		B		ØC	
	mm	Inch	mm	Inch	mm	Inch
E250/300TC	51	2	48	1.9	11	0.4

MCT_0012

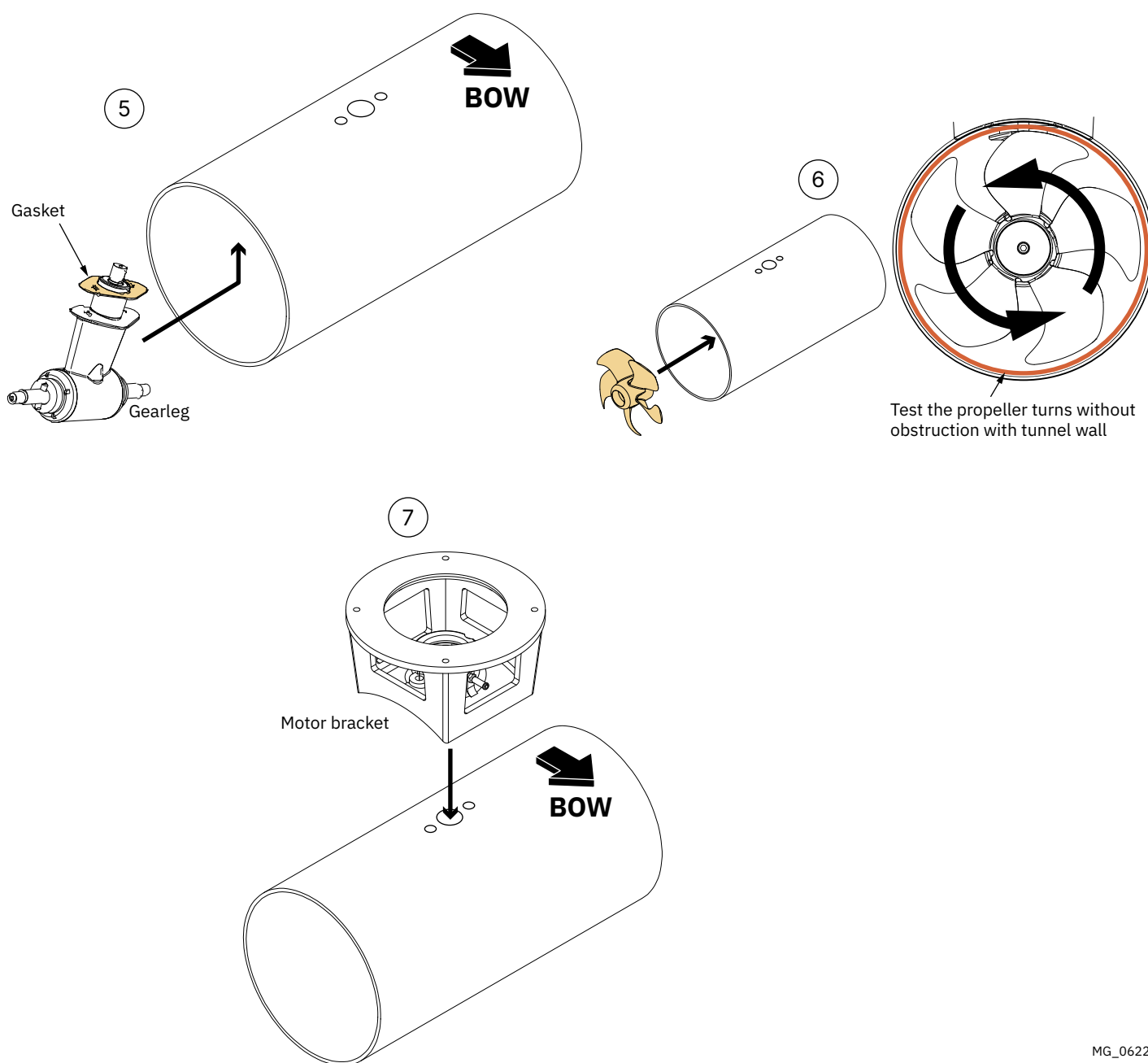


MG_1177

Please refer to the graphic for special considerations relating to your model

5. Place the gearleg (without the propeller) with the gasket on inside the tunnel.
6. Place the propeller on the gearleg (**Note: Do not secure the propeller with securing parts**) to ensure it is centred and rotates freely with the same clearance from each blade to the tunnel wall.
7. Place top motor bracket and bolt plate to measure the drive shaft has come through the motor bracket at the correct height. Remove the gearleg and propeller for final installation.

MC_0001

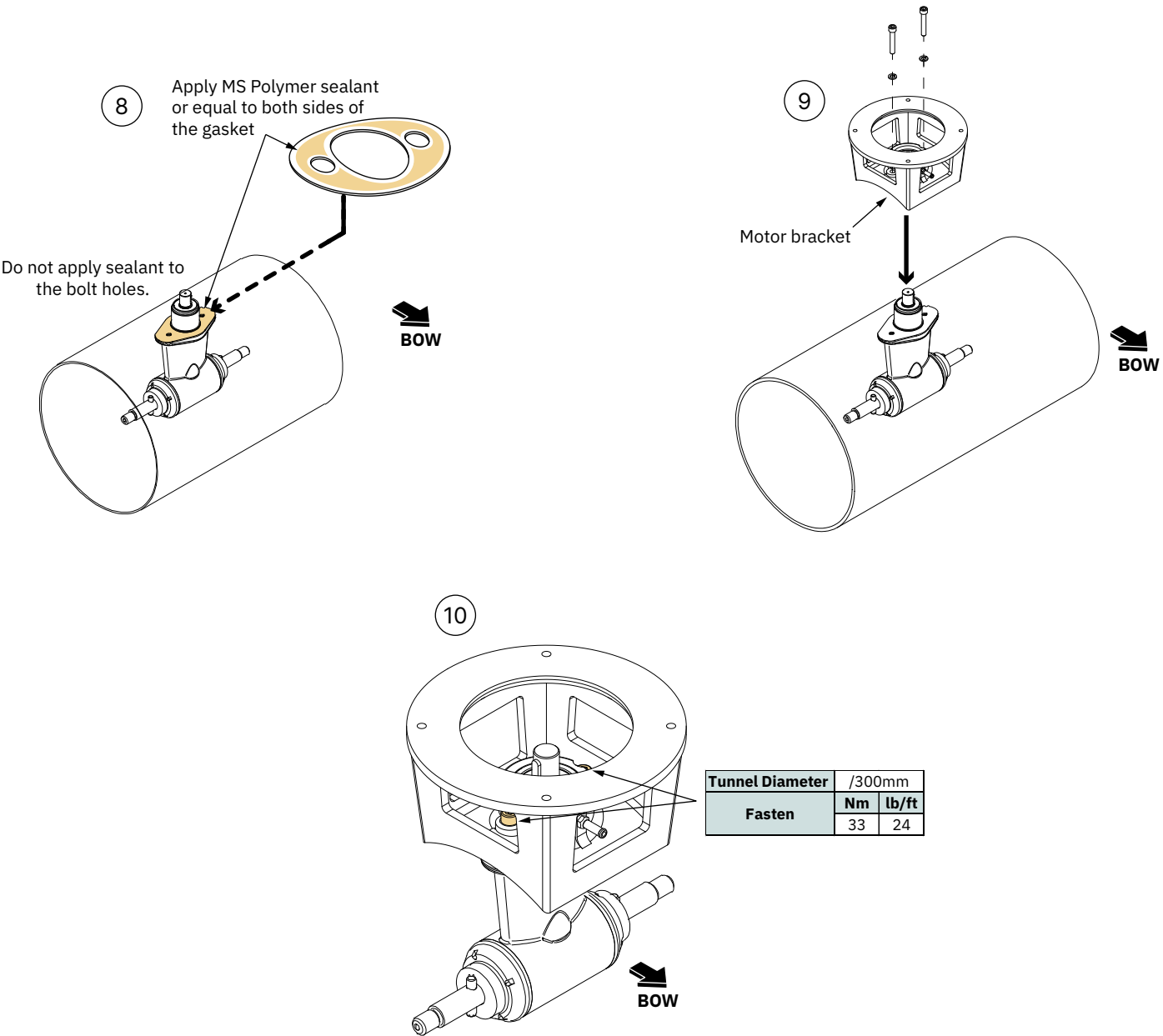


MG_0622

Please refer to the graphic for special considerations relating to your model

- 8. Apply appropriate sealant to both sides of the gasket and place on the gear leg. Place the gearleg in the tunnel (without the propeller). Use appropriate sealant to ensure that no leakages occur. *(Note: See your sealant data sheet for the correct application process.)*
- 9. Install the top motor bracket and gearleg gently together.
- 10. Fasten the gearleg and the motor bracket with the bolts provided. Tighten to torque as shown.

MC_0001



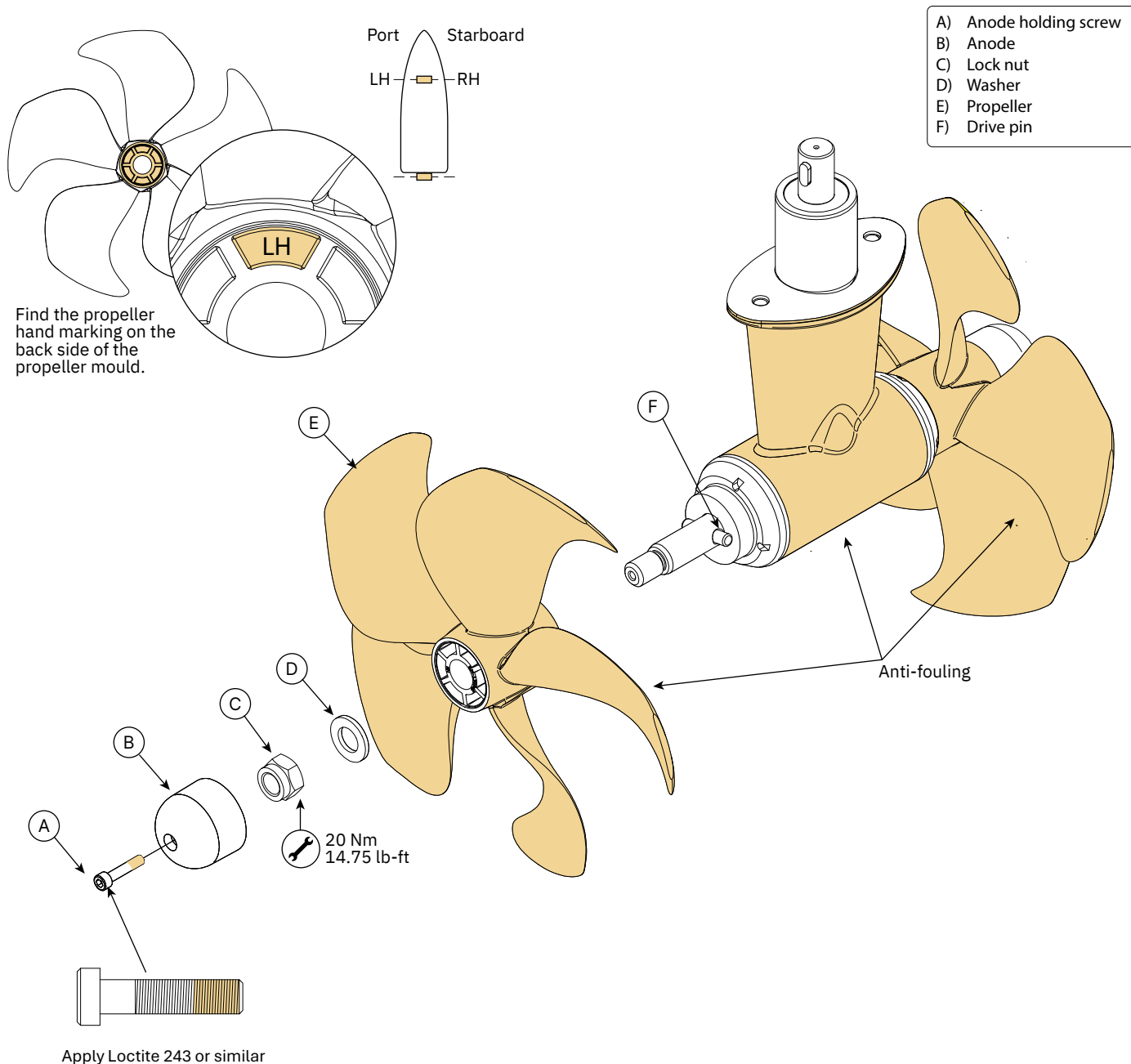
MG_0621

1. Centre the drive pin and insert the propeller onto the shaft spline. Rotate the propeller until the drive pin aligns with the internal slot in the propeller.

(Note: Install propellers with the (LH) left-hand marking on the (P) port side shaft and (RH) right-hand markings on the (S) starboard side shaft for twin counter-rotating gear leg systems.)

2. Insert the washer to the end of the shaft spline. Tighten with the propeller lock-nut.
3. Insert the anode to the end of the propeller and tighten the anode holding screw. Apply a thread glue (Loctite 243 or similar) to ensure that the anode holding screw does not unscrew itself from during the rotation of the propeller.
4. Apply anti-fouling to the gearleg and propeller. Do not apply anti-fouling to any rubber elements of the gear leg or anodes.

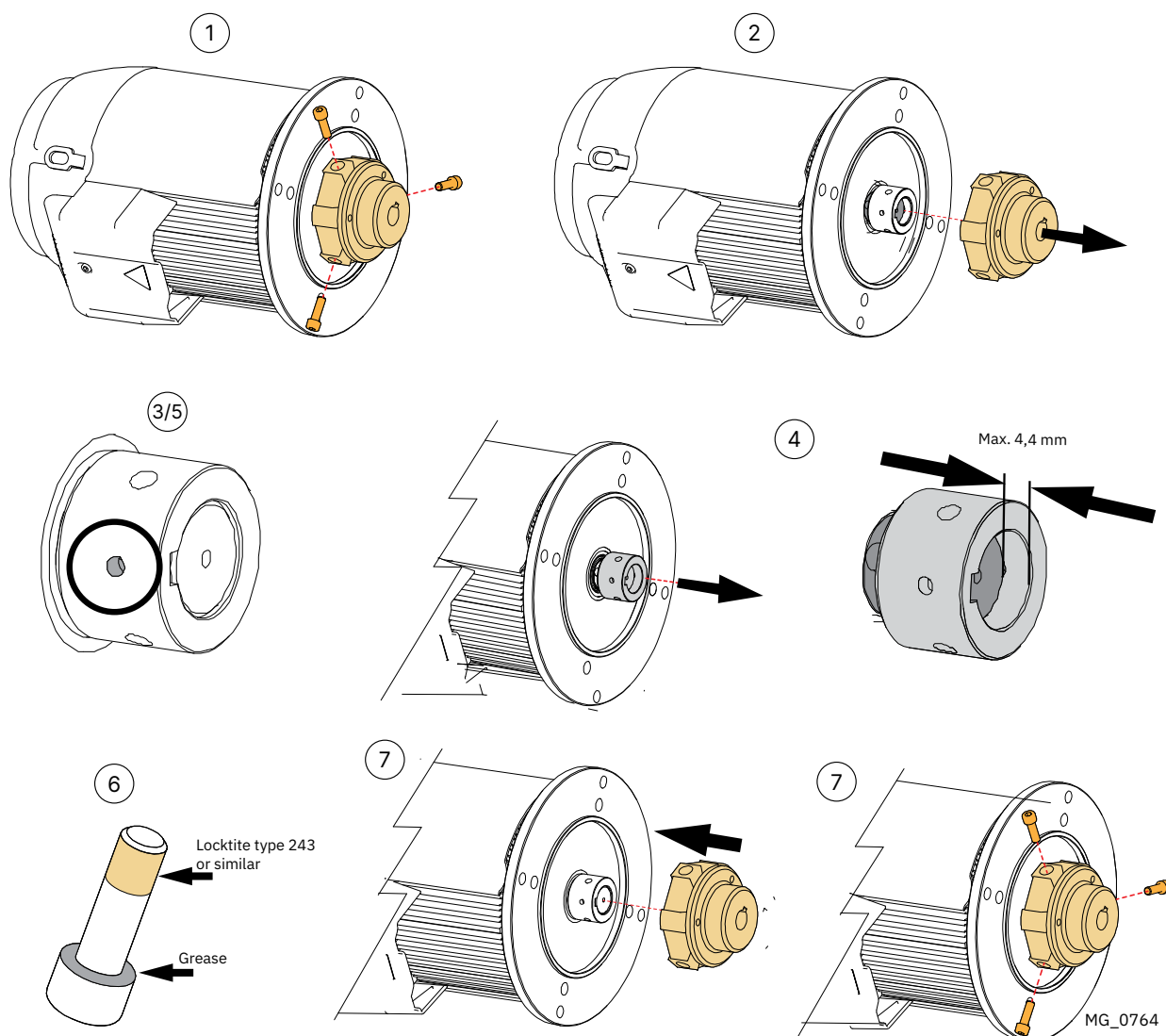
MC_0264



MG_1176

! Please refer to the graphic for special considerations relating to your model !

1. Remove the three screws that attaches the flexible coupling to the motor shaft sleeve.
Note: These screws are locked with Locktite, and may be a bit hard to release.
2. Pull the flexible coupling out from the motor shaft sleeve.
3. Release the set-screw holding the motor shaft sleeve to the motor shaft.
4. Slide the motor shaft sleeve in to the position that is necessary to obtain proper engagement to the gear shaft sleeve.
NOTE: The motor shaft sleeve can have a maximum length from the end of the motor shaft and to the end of the sleeve of 4,4mm.
5. Tighten the set-screw on the motor shaft sleeve.
6. Apply Locktite type 243 or similar and a drop of grease to the M8x25 screws holding the flexible coupling to the motor shaft sleeve.
7. Enter the flexible coupling to the motor shaft, and align it with the threaded holes in the motor shaft sleeve.
8. Enter the M8 screws in the corresponding threaded holes in the motor shaft sleeve.
9. Tighten with a torque of 25Nm.
10. Continue the motor installation process.

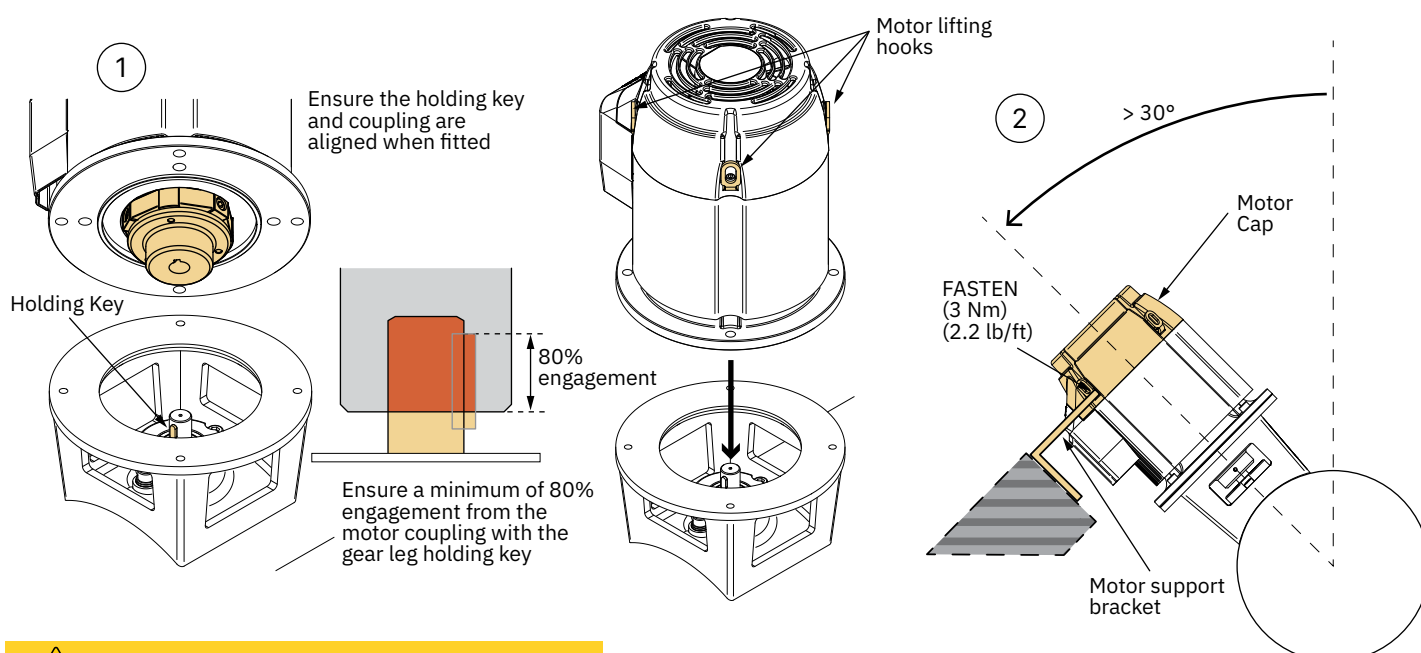


Please refer to the graphic for special considerations relating to your model

1. Install the motor onto the motor bracket ensuring the couplings are engaged together correctly (top and bottom). *(Note: The motor can be placed in all directions on the motor bracket. However, ensure the cable terminals are accessible for electrical installation later.)*
2. If you are installing the motor at an angle of more than 30 degrees off vertical, the motor will require separate/ additional support.
(Note: For non IP protected thrusters do not position supports on the motors top cap.)
3. Fasten the bolts holding the motor to the motor bracket with the above torque.
4. Check the drive shafts are engaged by rotating the propeller. *(Note: Rotating the propellers can be hard due to the gear reduction and the motor, however the propeller must be able to rotate via hand power.)*

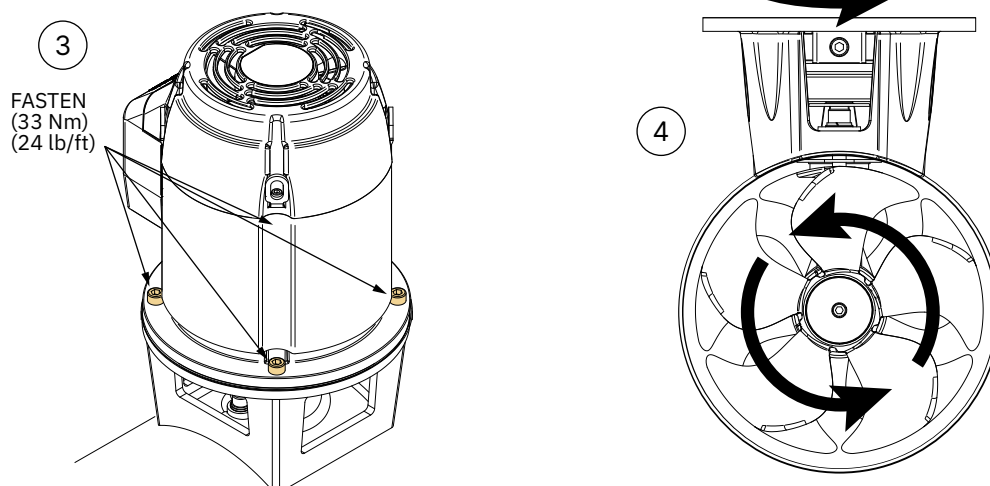
(Note: The thruster motor assembly must be protected using suitable covering to avoid dust/debris ingress from fabrication/maintenance/shipbuilding operations. On completion of operations, the cover must be removed before operating the thruster.)

MC_0019



CAUTION

Always handle the shaft ends with care. Do not hammer or drop shaft/coupling ends in any circumstances.



MG_0571

1. Plan the location of electrical components before starting with the electrical installation. Main electrical components will typically consist of battery, fuse, Automatic Main Switch (AMS) or manual main switch and motor, see Wiring Diagram chapter for an overview.

CAUTION

Automatic Main Switch (AMS) must be supplied with 24V only (Use AMS serial No.0 017664 or higher)

2. Estimate the total length of the power cables to determine the recommended cross section. The total power cable length is defined as the distances from the positive battery terminal, via fuse, main switch and motor and all the way back to the negative battery terminal.
3. Find the recommended power cable cross section for the installation by using the estimated total power cable length and the table shown in the chapter “Electrical Reference Guide”.
4. Find the recommended fuse size by using the table shown in chapter Electrical Reference Guide. Use slow blow rated fuses to hold stated nominal current for minimum 5 minutes.
5. Use appropriate dimensioned battery with Cold Cranking Amps (CCA) according to recommendations given in the Electrical Reference Guide chapter. Battery voltage must be compliant with the voltage rating of the thruster motor and control circuitry. Capacity and rated discharge current of battery should be according to rated nominal current drawn and typical duty cycle for thruster operation. Nominal current drawn is listed in the Electrical Reference Guide chapter. Using smaller cross section than recommended or low-capacity battery could reduce performance.

Installing a battery close to the thruster reduces the length of the power cables and potentially increase the performance, due to lower voltage drop in the power cables. Thus for installations on large vessels with bow and stern thrusters or catamarans a dedicated battery to each thruster should be considered.

6. Install and connect the battery, fuse, main switch and wiring according to instructions in the Wiring Diagram chapter. For safety reasons it is always recommended to install a fuse and a main switch on the power cables and as close as possible to the positive battery terminal. The main switch must be installed such that it is easily accessible so that the thruster can be electrically disconnect to a safe state when not on-board or in the case of an emergency.

For dual thruster systems using only one battery bank a dedicated AMS with fuse should be installed for each thruster. These should be installed close to the battery banks.

Follow the instructions in the Motor Lug Connection chapter when fastening the power cables to the motor.

Sleipner AMS is controlled by the control panel in addition to the option of manual operation. Turning on the control panel also turn on the AMS. When the control panel is turned off the AMS is turned off. This ensures that the control electronics and motor is only energized when the control panel is turned on. Ensure to select a main switch with voltage rating according to the chosen motor- and battery-voltage. The AMS requires separate power supply which should be protected by a dedicated fuse. See AMS user manual for more details.

CAUTION

Battery terminal polarity must be observed and connected correctly

7. Install control panel according to instructions in the Installation Guide accompanying the control panel to be installed.

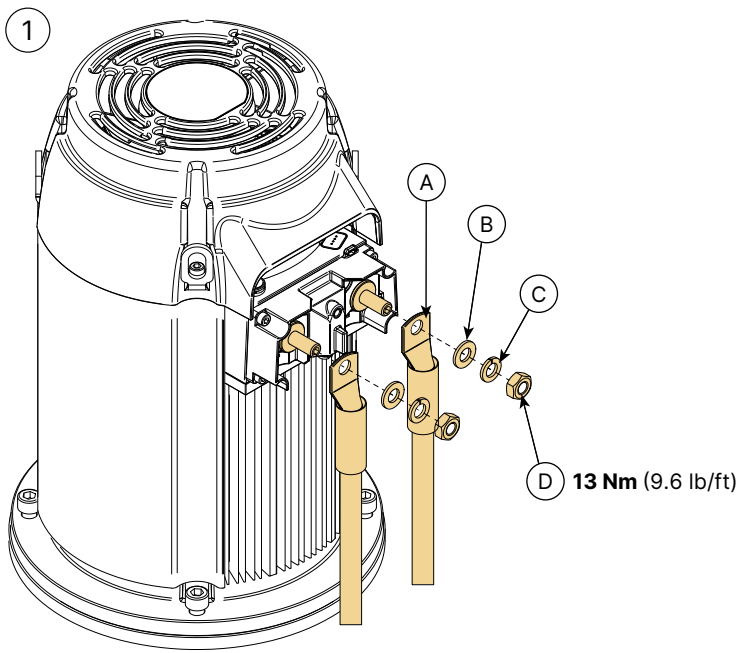
CAUTION

After all electrical connections have been completed, turn off main switch and check the following with an ohmmeter:

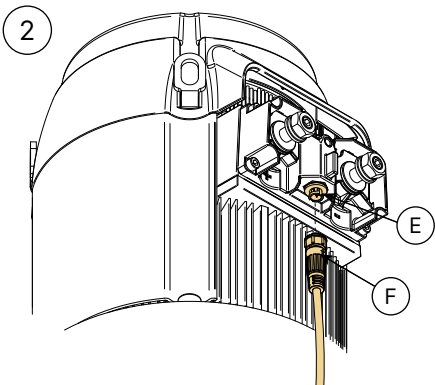
1. There is no electrical connection between motor flange and the positive terminal on the motor.
2. There is no electrical connection between motor flange and the negative terminal on the motor.

If unsure contact skilled personnel.

8. Connecte S-Link spur cable.
Connect power to S-Link bus and end terminators, see S-Link doc/wiring diagram.



- A) Lug
- B) Washer
- C) Spring washer
- D) End nut
- E) S-Link connector
- F) S-Link cable



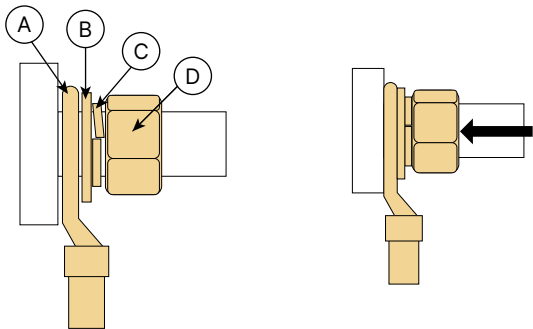
i The cables can also be routed out through the side of the cover over the terminals. An opening for the cables can be snapped off in the cover.



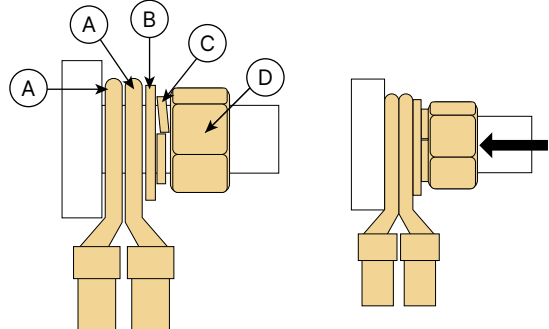
WARNING

Do NOT place washers between electrical lug contact surfaces. Improper assembly may cause overheating or fire.

Single-lug configuration



Multi-lug configuration



MG_0523

Model Size	System Voltage	Nominal current	*Min. battery CCA	Rec. fuse	Cross Section Guide for Power Cables												
					Unit	<7m total + & -		7-14m total + & -		15-21m total + & -		22-28m total + & -		28-35m total + & -		36-45m total + & -	
						Min.	Rec.	Min.	Rec.	Min.	Rec.	Min.	Rec.	Min.	Rec.	Min.	Rec.
E250/300	24V	580 A	DIN: 580 SAE: 1102 EN: 986	ANL 500	mm ²	95	95	95	120	120	2x70	120	2x70	2x70	2x95	2x95	2x120
					AWG	3/0	3/0	3/0	4/0	4/0	2x2/0	4/0	2x2/0	2x2/0	2x3/0	2x3/0	2x4/0
E250/300	48V	295 A	DIN: 295 SAE: 561 EN: 502	ANL 250	mm ²	50	70	50	70	70	95	95	120	120	120	140	NA
					AWG	1/0	2/0	1/0	2/0	2/0	3/0	3/0	4/0	4/0	4/0	4/0	NA
E300/300	48V	360 A	DIN: 360 SAE: 684 EN: 612	ANL 325	mm ²	50	70	50	70	70	95	95	120	120	120	140	NA
					AWG	1/0	2/0	1/0	2/0	2/0	3/0	3/0	4/0	4/0	4/0	4/0	NA

eVision thrusters have high efficiency and can therefore offer long run times. The proposed cable cross sections in above table are only for reference. Dependent on system voltage, the stated nominal current is measured with 21V or 42V at the motor terminals.

Lower voltage level at the motor terminals will increase the current drawn by the thruster. To avoid significant voltage drop and excessive heat generation in cables and other system components selection of battery and cable cross section is critical.

Higher current consumption can also be caused by incorrect thruster installation and marine growth in the tunnel and on the propeller.

Current draw will depend on many factors such as but not limited to:

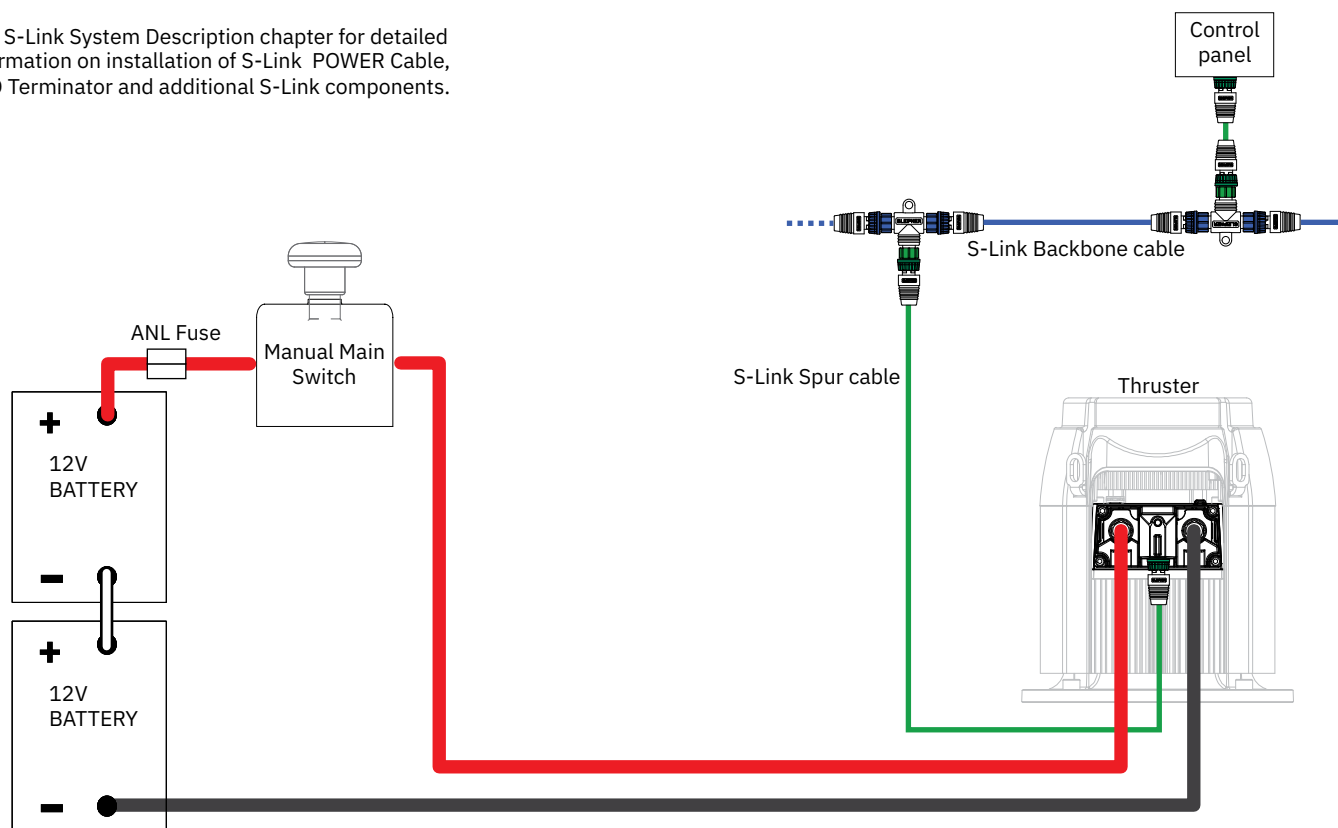
- Voltage drop
- Battery health
- Cable lengths and dimensions
- Performed tunnel installation
- Ventilation
- Obstructing marine growth

For each installation an experienced electrician should be consulted for cable cross section calculations and selection of fuses, main circuit and batteries.

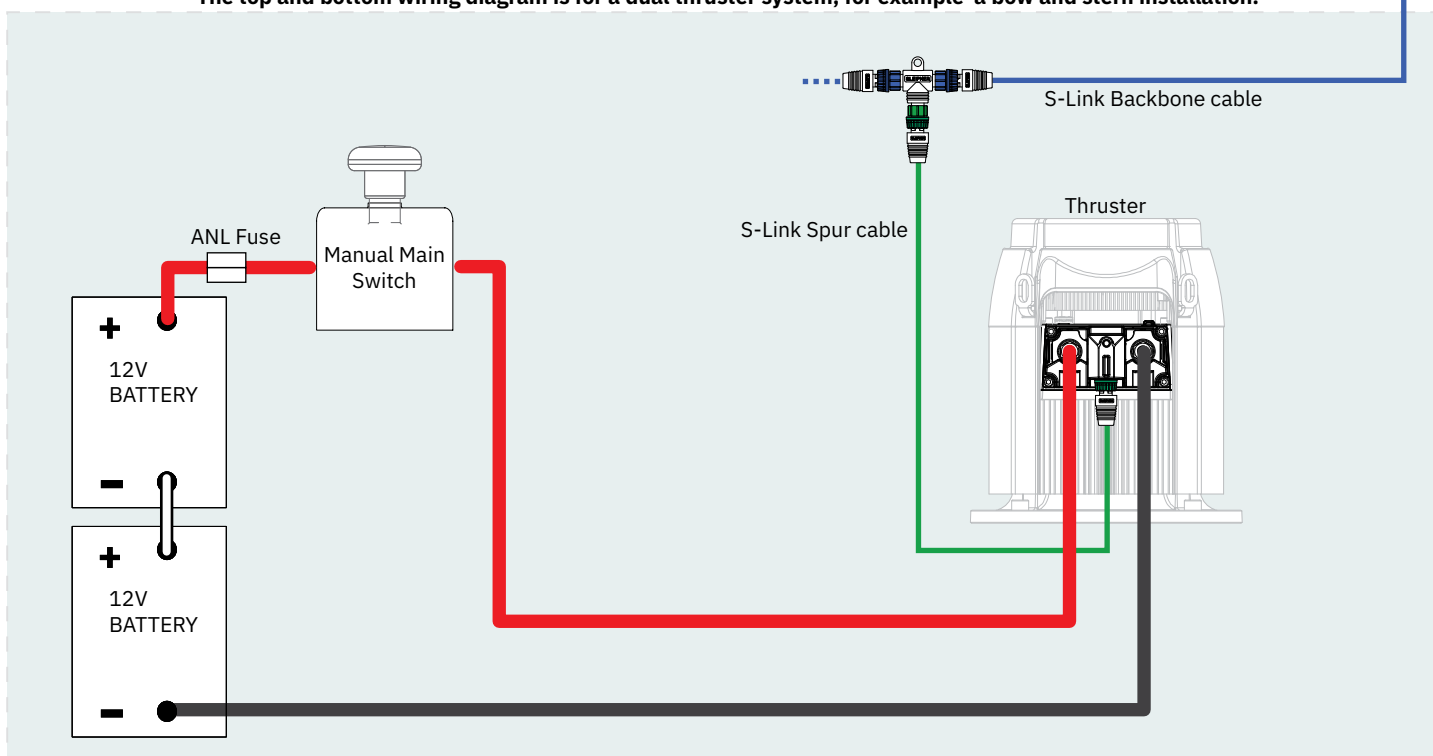
MC_0526

The Top wiring diagram is for a single bow or stern thruster system

See S-Link System Description chapter for detailed information on installation of S-Link POWER Cable, END Terminator and additional S-Link components.



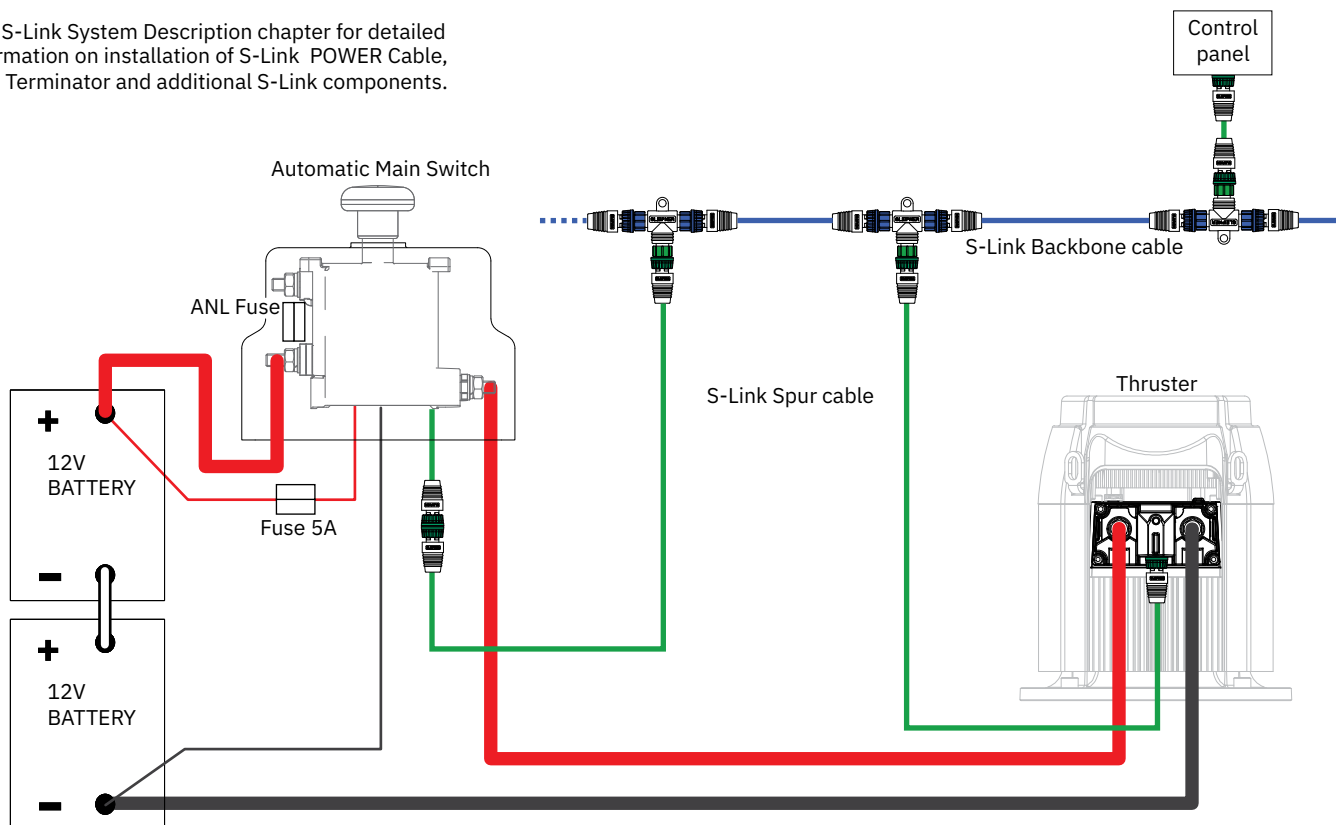
The top and bottom wiring diagram is for a dual thruster system, for example a bow and stern installation.



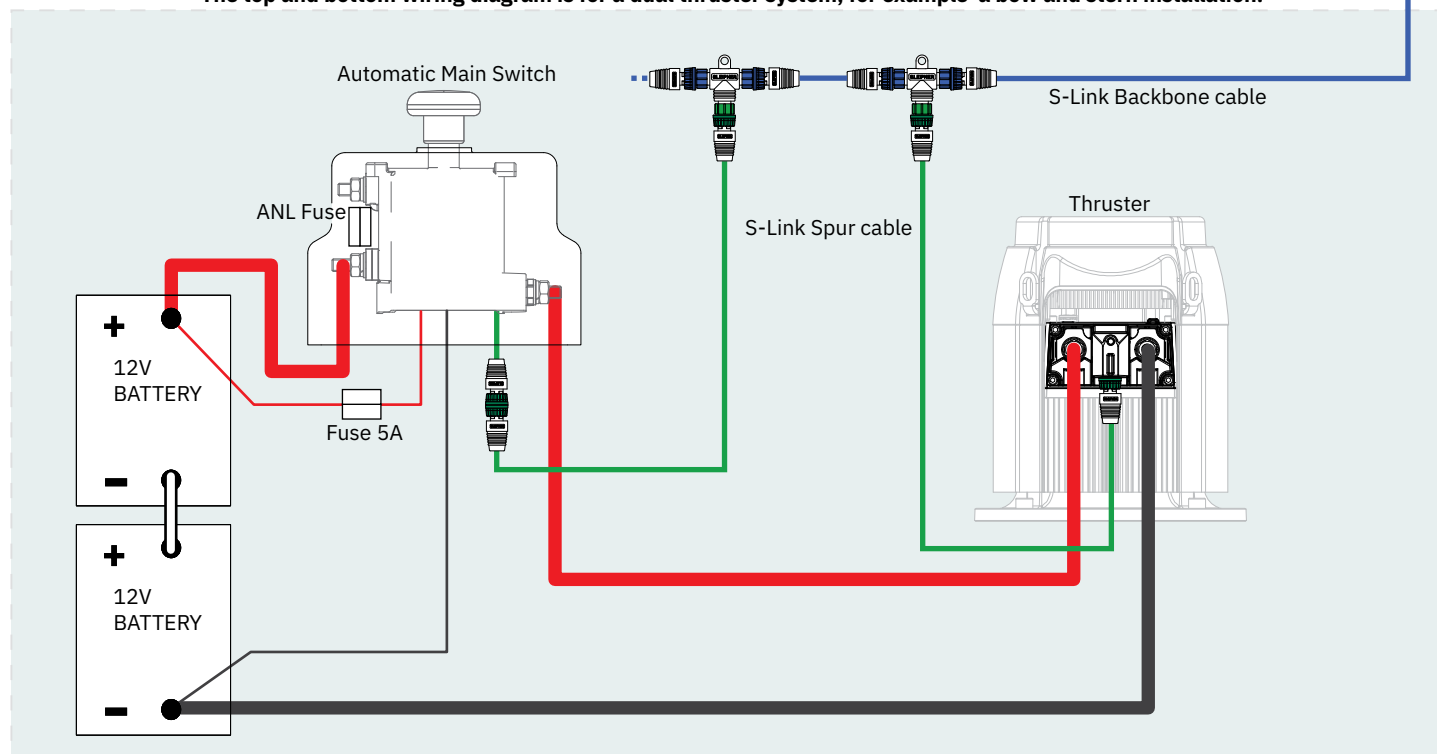
MG_0623

The Top wiring diagram is for a single bow or stern thruster system

See S-Link System Description chapter for detailed information on installation of S-Link POWER Cable, END Terminator and additional S-Link components.



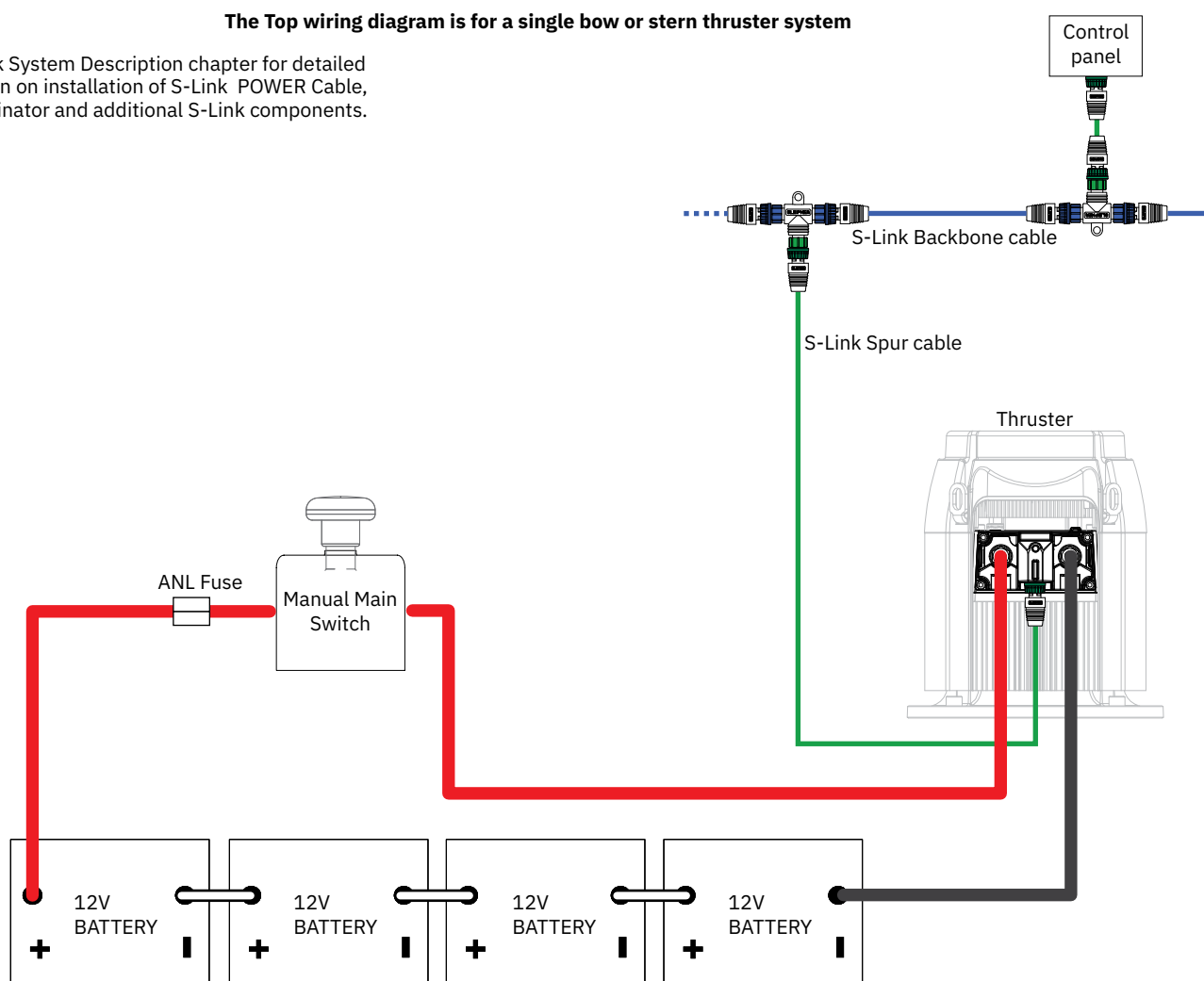
The top and bottom wiring diagram is for a dual thruster system, for example a bow and stern installation.



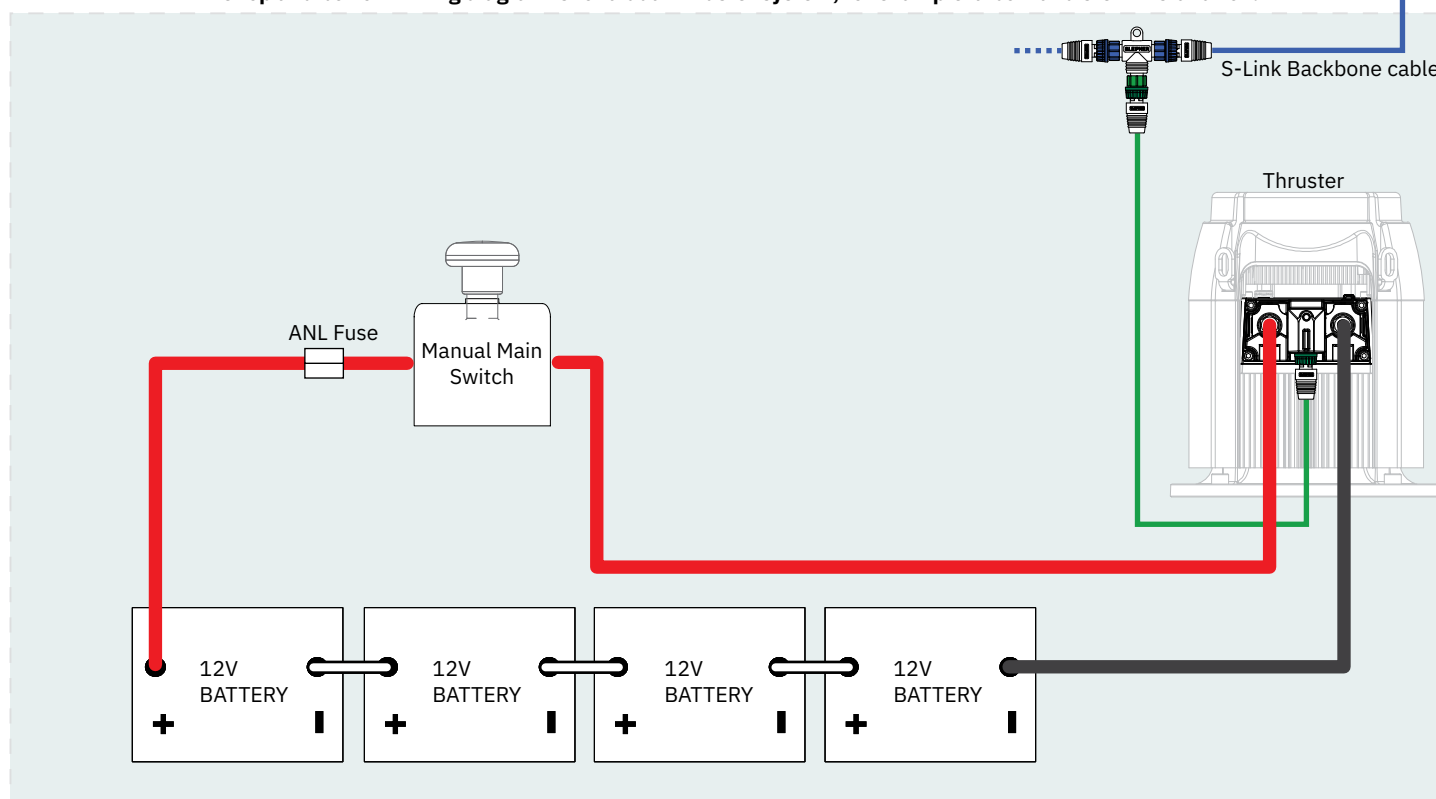
MG_0583

The Top wiring diagram is for a single bow or stern thruster system

See S-Link System Description chapter for detailed information on installation of S-Link POWER Cable, END Terminator and additional S-Link components.

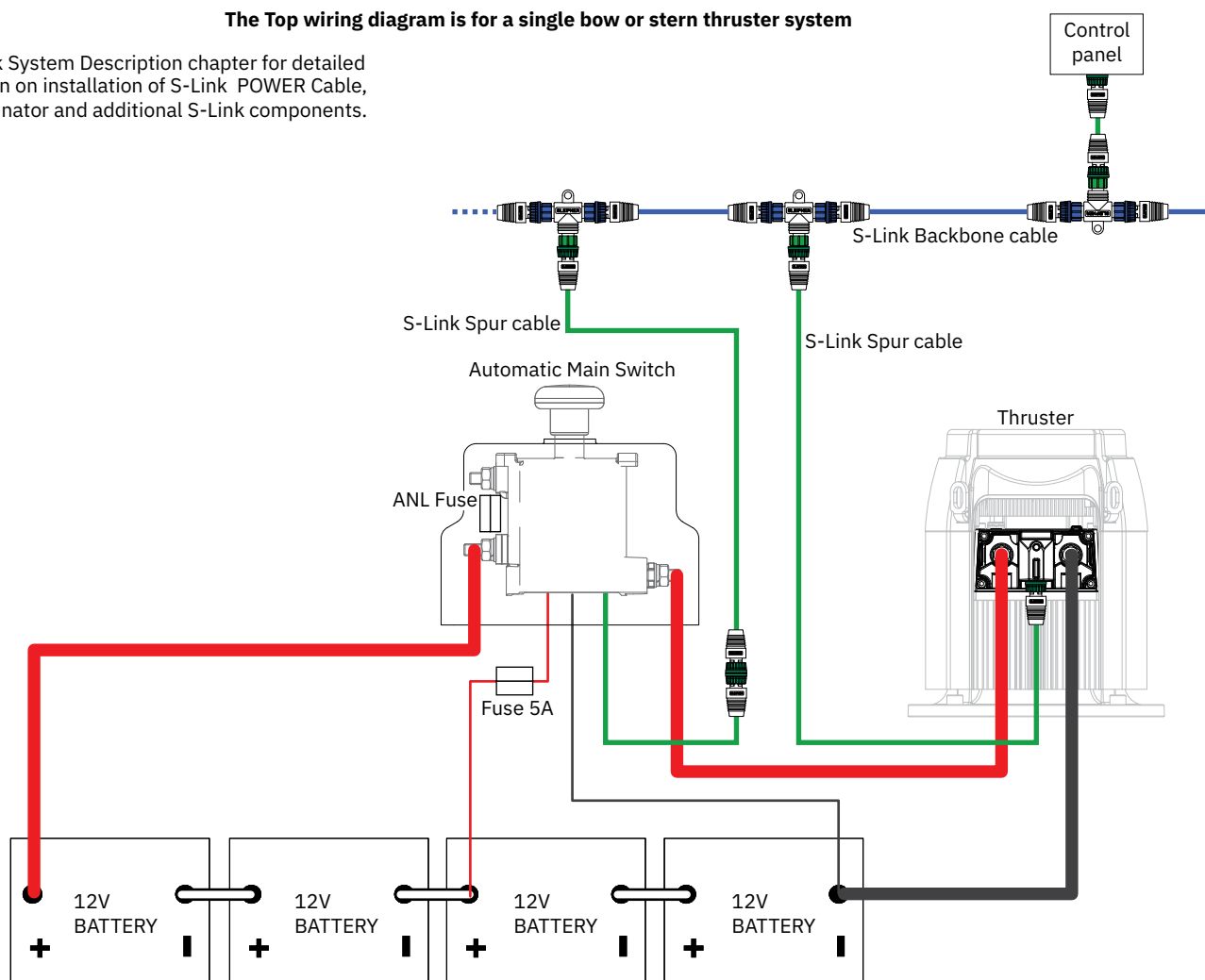


The top and bottom wiring diagram is for a dual thruster system, for example a bow and stern installation.

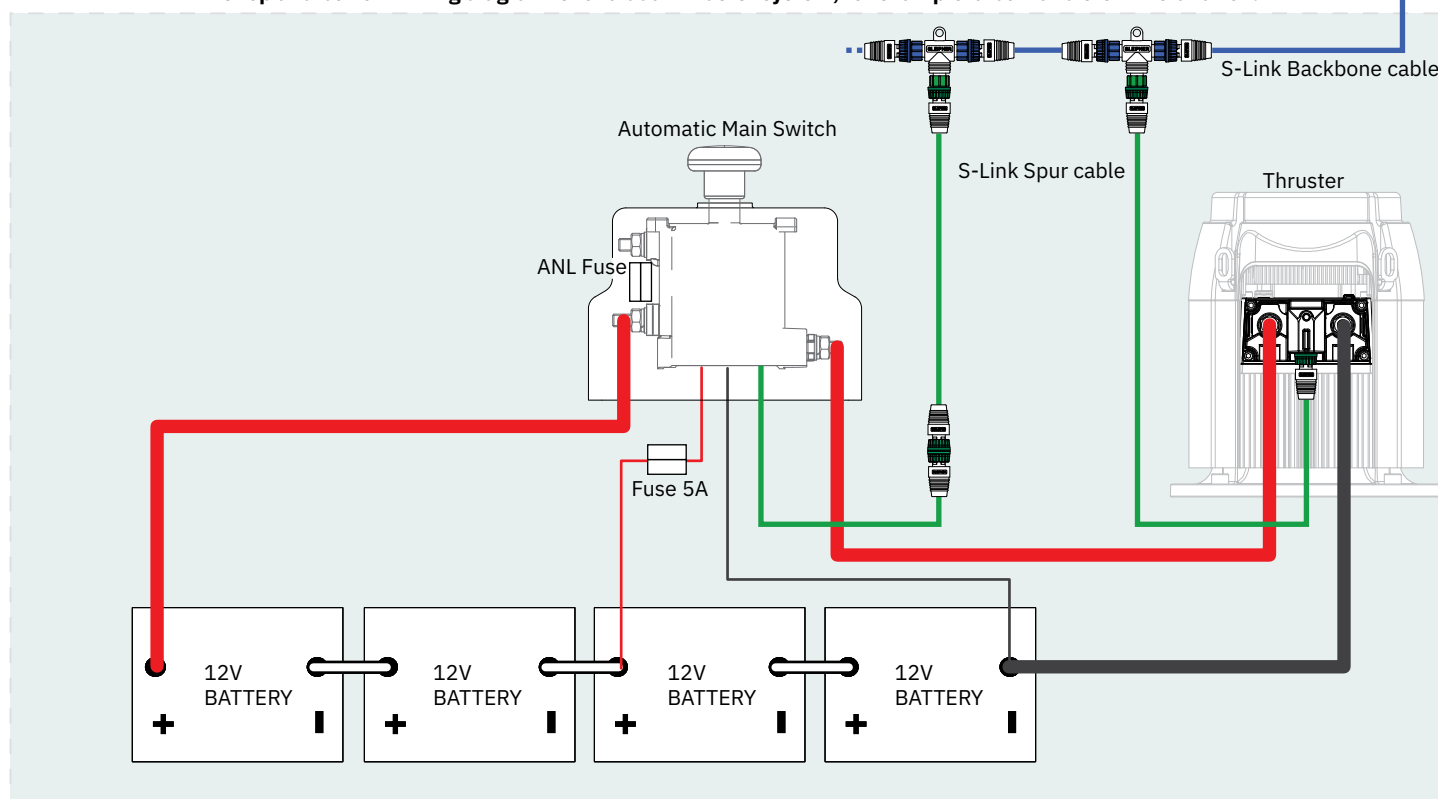


The Top wiring diagram is for a single bow or stern thruster system

See S-Link System Description chapter for detailed information on installation of S-Link POWER Cable, END Terminator and additional S-Link components.



The top and bottom wiring diagram is for a dual thruster system, for example a bow and stern installation.



S-Link is a CAN-based control system used for communication between Sleipner products installed on a vessel. The system uses BACKBONE Cables as a common power and communication bus with separate SPUR Cables to each connected unit. Only one S-Link POWER cable shall be connected to the BACKBONE Cable. Units with low power consumption are powered directly from the S-Link bus.

Main advantages of S-Link system:

- Compact and waterproof plugs.
- BACKBONE and SPUR Cables have different colour coding and keying to ensure correct and easy installation. BACKBONE Cables have blue connectors and SPUR Cables have green connectors.
- Different cable lengths and BACKBONE Extenders make the system scalable and flexible to install.

Installation of S-Link cables:

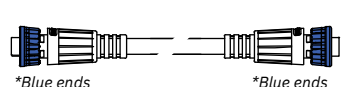
Select appropriate cables to keep the length of BACKBONE- and SPUR Cables to a minimum. In case of planned installation with total BACKBONE Cable length exceeding 100 meters please consult your local distributor. The S-Link cables should be properly fastened when installed to avoid sharp bend radius, cable chafing and undesired strain on connectors. Locking mechanism on connectors must be fully closed. To ensure long lifetime, cables, T-Connectors and Extenders should not be located so that they are permanently immersed in water or other fluids. It is recommended to install cables in such a way that water and condensation do not flow along the cables into the connectors. This can be done for example by introducing a u-shape bend before the cable enters the product connector.

Ideally, the POWER Cable should be connected to the middle of the BACKBONE bus to ensure an equal voltage drop at both ends of the BACKBONE Cable. The yellow and black wire in the POWER Cable shall be connected to GND and the red wire connected to +12VDC or +24VDC.

To reduce the risk of interference, avoid routing the S-Link cables close to equipment such as radio transmitters, antennas or high voltage cables. The backbone must be terminated at each end with the END Terminator.

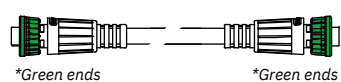
SPUR cables can be left unterminated to prepare for the installation of future additional equipment. In such cases, ensure to protect open connectors from water and moisture to avoid corrosion in the connectors.

MC_0120



BACKBONE Cable

Forms the communication and power bus throughout a vessel. Available in different standard lengths.



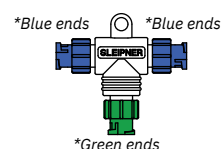
SPUR Cable

Used to connect S-Link compliant products to the backbone cable. One SPUR Cable must be used for each connected component, with no exceptions. Recommended to be as short as practically possible. Available in different standard lengths.



POWER Cable

Required in all installations for connection of BACKBONE Cable to a power supply and should be protected with a 2A fuse.



T-Connector

Used for connection of SPUR or POWER Cable to the BACKBONE Cable. One T-Connector for each connected cable.



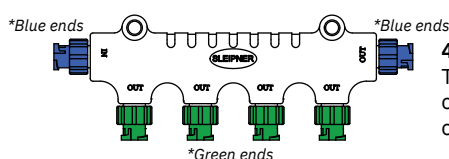
BACKBONE Extender

Connects two BACKBONE Cables to extend the length.



END Terminator

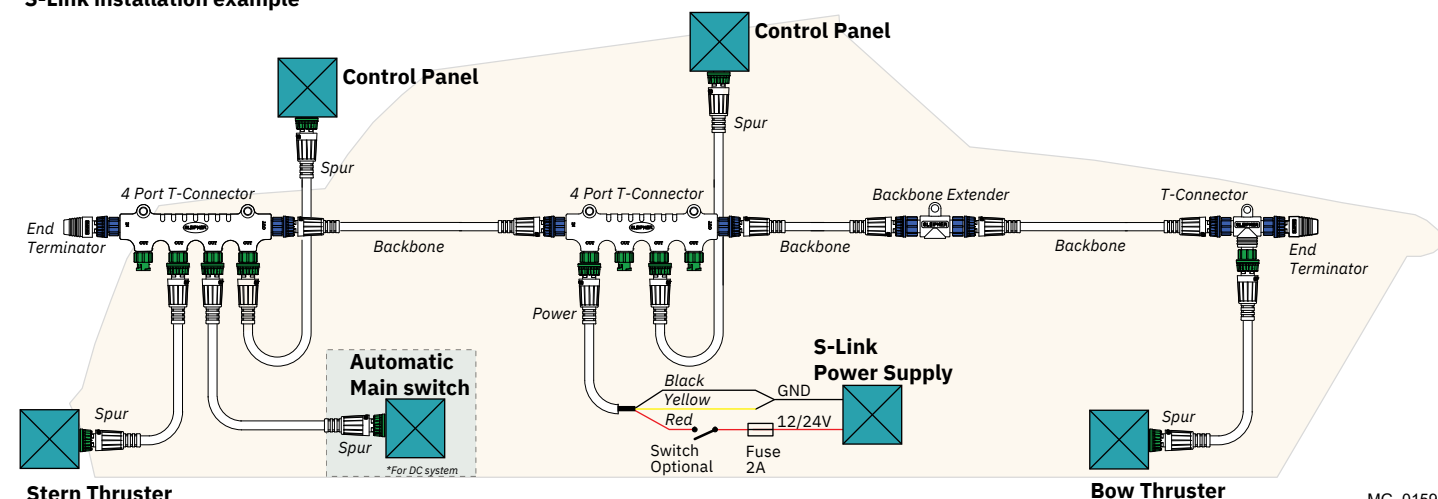
Must be one at each end of the BACKBONE bus.



4-Port T-Connector

The 4-PORT T-connector allows multiple SPUR Cables to be connected. The 4-PORT T-connector comes with two sealing caps to protect unused ports.

S-Link installation example



MG_0159

For **Control panel** installation please refer to the Installation Guide accompanying the control panel to be installed.

MC_0398



Introduction:

At Sleipner Group, we prioritize sustainability and encourage the repair and re-manufacturing of products to extend their life cycles. If disposal is necessary, please follow these guidelines to recycle and manage waste responsibly, ensuring our efforts align with environmental protection efforts.

Electric motors and electronics

- Disconnect from any power sources and dismantle them carefully.
- Recycle components through certified e-waste recycling centers that can adequately handle and recover electronic materials.
- Dispose of any non-recyclable electronic parts according to local environmental regulations.

Metals:

- Collect and sort metal parts for recycling as scrap metal.
- To increase recycling efficiency, ensure that metals are clean and free from non-metal attachments.

Plastics:

- Identify recyclable plastics based on local recycling guidelines.
- Remove any non-plastic components and clean them before recycling to improve the quality of the recycled material.

Hazardous materials:

- Correctly identify any hazardous substances within components, such as batteries or capacitors etc.
- Follow local regulations for the safe disposal of hazardous materials to prevent pollution and protect environmental health.

General disposal instructions:

- Consult local recycling programs to determine the acceptability of various materials.
- Use authorized disposal services to ensure compliance with environmental standards.

Safe disposal practices:

- Adhere to local laws and regulations for waste management to minimize environmental impact and ensure community safety.

This guide is designed to help reduce our products' environmental footprint through responsible end-of-life management. Please contact your local waste management supplier or our support team for more specific disposal information or further assistance.

MC_0848

Find your local certified dealer through our global network to receive expert service and support.
Visit our website for more information: www.sleipnergroupp.com/support



Product spare parts and additional resources

For additional supporting documentation, visit our website at www.sleipnergroupp.com and locate your specific Sleipner product.



Patents

At Sleipner we continually reinvest to develop and offer the latest technology in marine advancements.
To see the many unique designs we have patented, visit our website: www.sleipnergroupp.com/patents



MC_0024

1. Sleipner Motor AS (The “Warrantor”) warrants that the equipment (parts, materials, and embedded software of products) manufactured by the Warrantor is free from defects in workmanship and materials for purpose for which the equipment is intended and under normal use and maintenance service (the “Warranty”).
2. This Warranty is in effect for two years (Leisure Use) or one year (Commercial and other Non-leisure Use) from the date of delivery/purchase by the end user, with the following exceptions:
 - (a) For demonstration vessels, or vessels kept on the water, the dealer is considered as the end user from 6 months after their launch of the vessel;
 - (b) The warranty period starts no later than 18 months after the first launch of the vessel.Please note that the boat manufacturer and dealer must pay particular attention to correct maintenance and service both by the products manuals as well as general good practice for the location the boat is kept in the period the boat is in their care. In cases where the 6 and 18 months grace periods for boat builders and dealers are passed, it is possible to obtain a full warranty upon inspection and approval of the warrantor or such representative.
3. Certain parts, classified as wearable or service parts, are not covered by the warranty. A failure to follow the required maintenance and service work as described in the product manual render all warranty on parts or components directly or indirectly affected by this void. Please also note that for some parts, time is also a factor separately from actual operational hours.
4. This Warranty is transferable and covers the equipment for the specified warranty period.
5. The warranty does not apply to defects or damages caused by faulty installation or hook-up, abuse or misuse of the equipment including exposure to excessive heat, salt or fresh water spray, or water immersion except for equipment specifically designed as waterproof.
6. In case the equipment seems to be defective, the warranty holder (the “Claimant”) must do the following to make a claim:
 - (a) Contact the dealer or service centre where the equipment was purchased and make the claim. Alternatively, the Claimant can make the claim to a dealer or service centre found at www.sleipnergroupp.com. The Claimant must present a detailed written statement of the nature and circumstances of the defect, to the best of the Claimant’s knowledge, including product identification and serial nbr., the date and place of purchase and the name and address of the installer. Proof of purchase date should be included with the claim, to verify that the warranty period has not expired;
 - (b) Make the equipment available for troubleshooting and repair, with direct and workable access, including dismantling of furnishings or similar, if any, either at the premises of the Warrantor or an authorised service representative approved by the Warrantor. Equipment can only be returned to the Warrantor or an authorised service representative for repair following a pre-approval by the Warrantor’s Help Desk and if so, with the Return Authorisation Number visible postage/shipping prepaid and at the expense of the Claimant.
7. Examination and handling of the warranty claim:
 - (a) If upon the Warrantor’s or authorised service Representative’s examination, the defect is determined to result from defective material or workmanship in the warranty period, the equipment will be repaired or replaced at the Warrantor’s option without charge, and returned to the Purchaser at the Warrantor’s expense. If, on the other hand, the claim is determined to result from circumstances such as described in section 4 above or a result of wear and tear exceeding that for which the equipment is intended (e.g. commercial use of equipment intended for leisure use), the costs for the troubleshooting and repair shall be borne by the Claimant;
 - (b) No refund of the purchase price will be granted to the Claimant, unless the Warrantor is unable to remedy the defect after having a reasonable number of opportunities to do so. In the event that attempts to remedy the defect have failed, the Claimant may claim a refund of the purchase price, provided that the Claimant submits a statement in writing from a professional boating equipment supplier that the installation instructions of the Installation and Operation Manual have been complied with and that the defect remains.
8. Warranty service shall be performed only by the Warrantor, or an authorised service representative, and any attempt to remedy the defect by anyone else shall render this warranty void.
9. No other warranty is given beyond those described above, implied or otherwise, including any implied warranty of merchantability, fitness for a particular purpose other than the purpose for which the equipment is intended, and any other obligations on the part of the Warrantor or its employees and representatives.
10. There shall be no responsibility or liability whatsoever on the part of the Warrantor or its employees and representatives based on this Warranty for injury to any person or persons, or damage to property, loss of income or profit, or any other incidental, consequential or resulting damage or cost claimed to have been incurred through the use or sale of the equipment, including any possible failure or malfunction of the equipment or damages arising from collision with other vessels or objects.
11. This warranty gives you specific legal rights, and you may also have other rights which vary from country to country.

MC_1161

This image shows a full page of primary-ruled paper. It features approximately 28 horizontal dotted lines spaced evenly across the page, providing a guide for handwriting practice. The lines are light gray and extend from the left margin to the right edge of the page. There are no vertical lines or other markings present.

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This image shows a full page of primary-ruled paper. It features approximately 28 horizontal dotted lines spaced evenly across the page, providing a guide for handwriting practice. The lines are light gray and extend from the left margin to the right edge of the page. There are no vertical lines or other markings present.



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