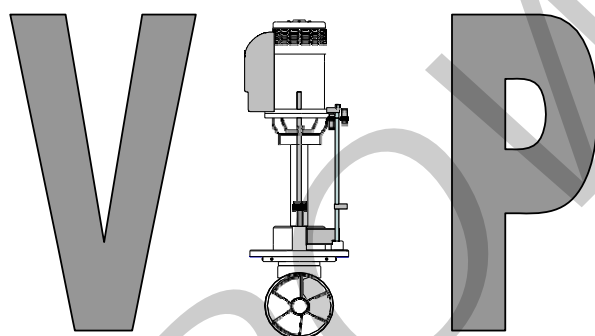


MAX

POWER

CONTROL TO THE MAX

VERTICAL RETRACTABLE THRUSTER



VIP 150 48V ELECTRIC

INSTALLATION OPERATION MAINTENANCE

Serial Number:.....

Date of Installation:.....

THIS MANUAL MUST BE KEPT ON BOARD AT ALL TIMES

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THE THRUSTER is a high quality technical PRODUCT and SHOULD be treated as SUCH. The employment of a QUALIFIED marine technician, with experience in bow THRUSTER installation, is strongly advised. Where possible, the boat MANUFACTURER'S architects, design departments and/or shipyards SHOULD be CONSULTED, prior to the installation of the UNIT. For any boat requiring official classification, bodies of approval SHOULD also be CONSULTED at the earliest OPPORTUNITY. In any case, all other bodies, governmental or otherwise, SHOULD be contacted to ENSURE conformity with legal REGULATIONS relating to the boat in QUESTION.

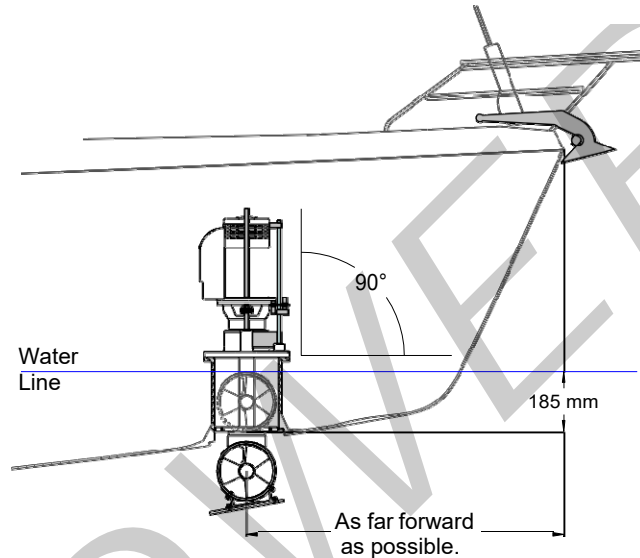
The thruster will be delivered with the following parts:

THRUSTER assembly complete with 48V THRUSTER motor, directional control relay, relay cover, motor COUPLING, 24V UP/down motors, driveleg and propellers	Control Box 24V	Joystick control panel (black) 24V
Control Cable 25m	Closing plate	QR code for manual

1. POSITIONING

- Consider the following, when determining the position of the THRUSTER UNIT in order to ENSURE the most efficient operation:

- Find the point the farthest forward (or aft), while keeping in mind the space available, given the vessel's FIXTURES, space and shape and while respecting the MINIMUM immersion depth of one FULL TURBINE diameter (185 mm).



- Always check and make SURE that there is enough room to allow for the complete removal of the VIP UNIT and ENOUGH room for the connection of the electric power cables. These cables MUST be able to flex freely WITHOUT kinking when the VIP goes up and down.
- To install a VIP in the stern, make SURE that the TURBINE flow is clear of all obstacles, or select the best possible compromise.

2. DETERMINE THE LOCATION OF THE AUXILIARY EQUIPMENT

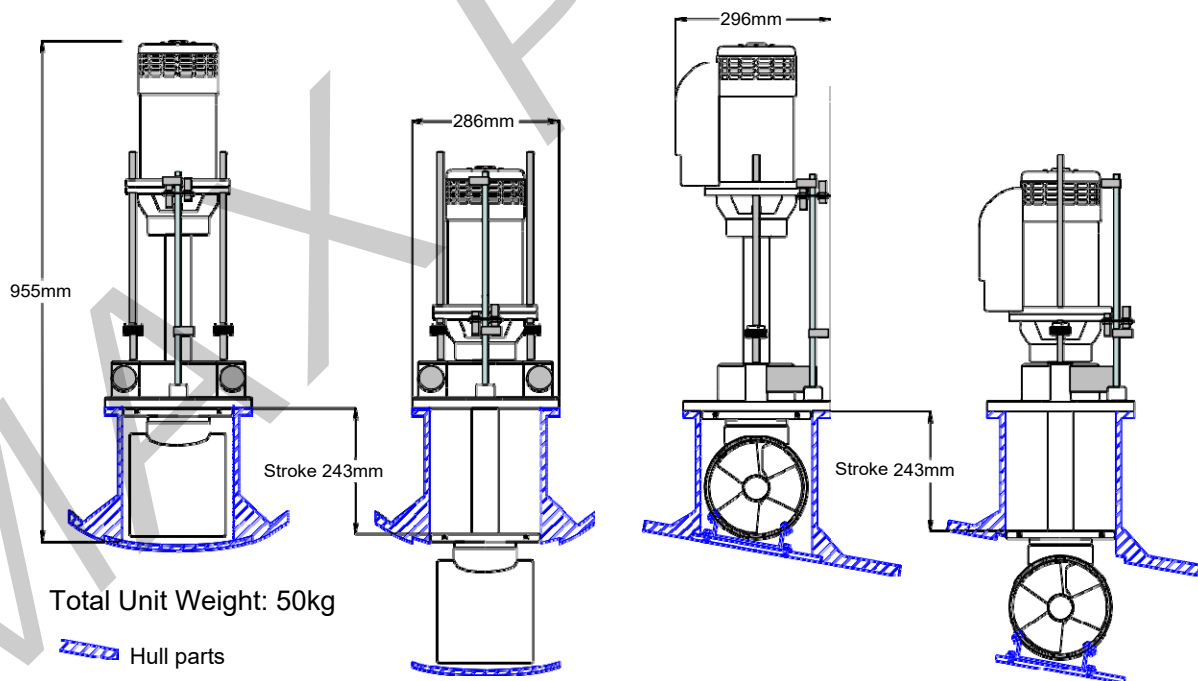
- A power FUSE, of the correct size (*see section 4.3*), MUST be installed in the positive SUPPLY cable, as close as possible to the THRUSTER 48V battery bank and it MUST be easily accessible and clearly marked.
- A MANUAL battery isolator, of the correct size, SHOULD be installed in the positive SUPPLY cable, as close as possible to the THRUSTER 48V battery bank and MUST be easily accessible and clearly marked
- The automatic battery isolator (24V command), as SUPPLIED by Max Power, SHOULD be installed in the positive SUPPLY cable, as close as possible to the THRUSTER battery bank, in order to benefit from all AUTOMATIC safety FEATURES of the electronic control system.
- The electronic control box ~~must~~ be installed in ~~the~~ proximity of the THRUSTER UNIT in a completely dry and ventilated area without ever having direct contact with water.
- The control panel(s) SHOULD be installed as desired at the helm station(s) in a protected and waterproof manner.

3. MECHANICAL INSTALLATION

3.1 MOUNTING BASE INSTALLATION

(Please refer to "BUILD Drawing" at back of this DOCUMENT):

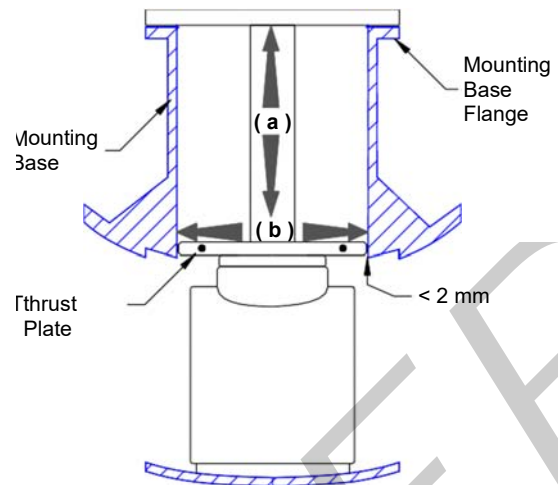
- MAX POWER can SUPPLY, either a reinforced G.R.P. MOUNTING base or a 5086 ALUMINUM ALLOY-MOUNTING flange. These bases save considerable shipyard time while ASSURING solid and precise installation.
 - a) For GRP HULLS the MOUNTING base SHOULD be laminated into the HULL. The base SUPPLIED is only to help give the initial form; its strength will come from additional lamination (inside and OUT) added when laminating the HULL.
 - b) For alloy HULLS the MOUNTING flange SHOULD be welded onto the base, which has been fabricated into the HULL.
- The method and materials USED for making the MOUNTING base MUST be adapted to the PARTICULAR HULL material (laminated wood, GRP, sandwich, ALUMINUM, or steel). Naval Architects, Classification Societies or specialized firms should be CONSULTED.
- The THRUSTER(S) mechanical stresses are spread over the HULL by the MOUNTING base. Its installation reinforces the HULL, if well CALCULATED, BUT it might be necessary to attach it by GUSSETS to frames and stringers.
- When setting the MOUNTING base, do not forget to take into ACCOUNT the overall dimensions of the VIP.



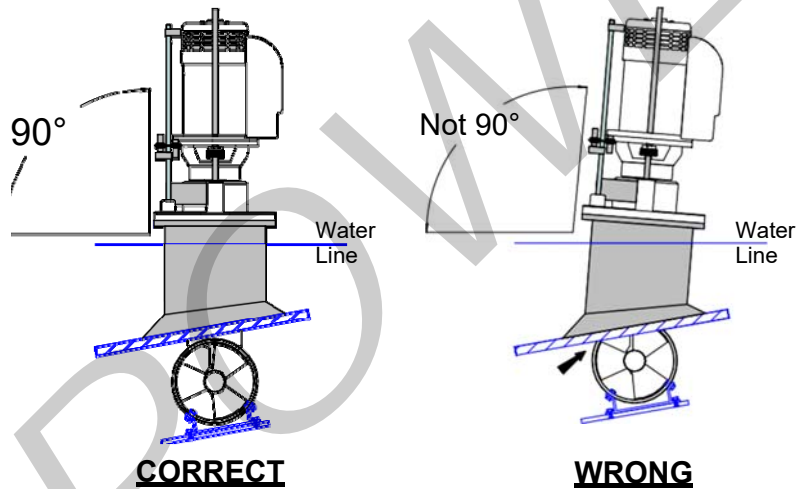
VIP 150 48V Principal Dimensions

- The VIP PUSHES its THRUST plate sideways against the inside of the MOUNTING base when RUNNING. This means that one MUST totally lower the UNIT and check the following:

- (a) That the VIP's THRUST plate is free to move UP and down.
- (b) And also that there is no more than 2mm horizontal movement between the THRUST plate and the MOUNTING base, especially when FULLY down.



- The MOUNTING base flange SHOULD be parallel to the waterline.
- The THRUSTER UNIT MUST be installed in vertical position with its TURBINE totally clear of the HULL in the fully down position.

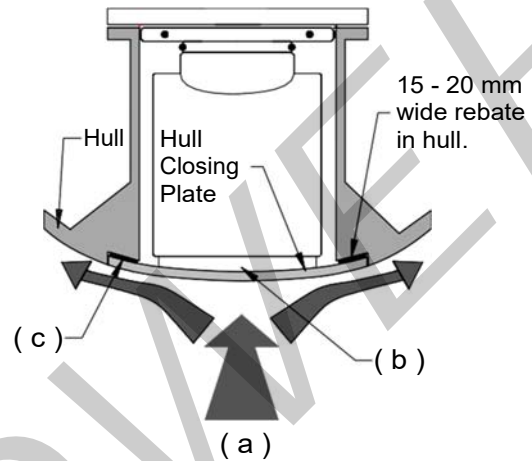


- Before fixing the THRUSTER UNIT onto the MOUNTING base flange it is important to ENSURE that the top SURFACE of the MOUNTING base flange is perfectly flat in order to accept the « O » ring seal of the VIP base flange in order to ENSURE perfect water tightness.
- The bolts fixing the VIP onto the MOUNTING flange MUST be inserted from top to bottom. Provide SUFFICIENT access UNDERNEATH the flange to allow for tightening the NUTS. If the access is not possible, provide a special MOUNTING flange with metric STUDS or tapped holes.

3.2 CONSTRUCTION OF HULL OPENING & CLOSING PLATE:

- The opening made for the THRUSTER in the HULL is closed by a plate, which can be made from the CUTOUT HULL section, or specially fabricated.

- a) The closing plate SHOULD fit into a 15 - 20 mm wide rebate in the HULL when in the raised position. This is to transfer all the seas slamming forces to the HULL and not to the electric rams!
- b) The closing plate MUST be SECURELY fixed to the SUPPLIED ADJUSTABLE ALUMINUM-MOUNTING fitting.
- c) A gasket must be installed in the HULLS rebate. This gasket can be made either from neoprene or MOLDED in «SIKAFLEX» (or similar PRODUCT). PRECAUTIONS SHOULD be taken to ENSURE that the gasket does not stick to the closing plate. The plate MUST rest evenly on this gasket when the THRUSTER is closed.



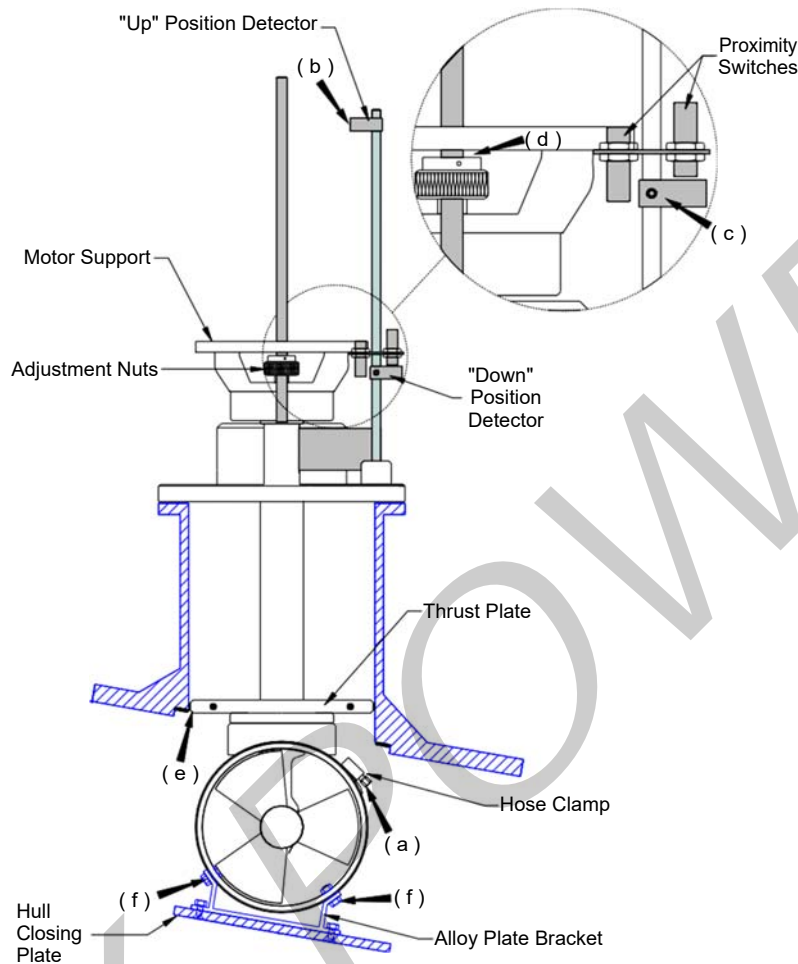
- To prevent marine growth inside the TURBINE ENCLOSURE, it is essential that once the UNIT is raised, no light be allowed to enter. On an excellent installation the ENCLOSURE may even be watertight. If this is achieved anode life will be greatly increased (No CIRCULATING water, no oxygen and no corrosion!).
- The USE of ANTIFOULING or other paints on the THRUSTER UNIT is not necessary if the closing plate closes properly onto its seal.
 ⚠ However, if painted, never USE copper based paints and do not paint the vertical COLUMN of the UNIT.

3.3 FINAL FITTING OF THE THRUSTER UNIT TO THE MOUNTING BASE:

- Final installation of the THRUSTER UNIT onto the MOUNTING base MUST be made after THOROUGHLY cleaning and then liberally coating both joint SURFACES (THRUSTER base flange and MOUNTING base flange) with good QUALITY marine grease. This is so that the «O» ring seal is compressed flat, evenly, smoothly and SQUARELY when the bolts are tightened.
- Under no CIRCUMSTANCES SHOULD the THRUSTER be GLUED or bedded down with a marine type MASTIC/GLUE SUCH as Sikaflex or other similar PRODUCT(S).
- The flange bolts SHOULD be tightened SEQUENTIALLY and in SUCCESSIVE passes UNTIL the two SURFACES TOUCH.



3.4 FINAL ADJUSTMENT OF THE CLOSING PLATE:

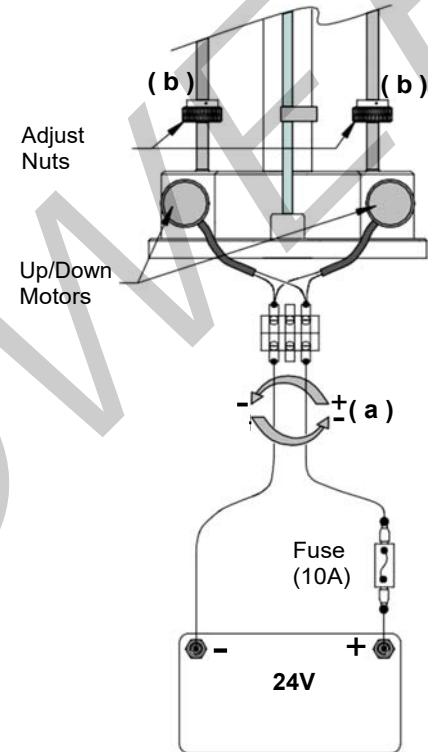
- Once the THRUSTER is permanently bolted onto the MOUNTING base, reinstall the closing plate to do the final adjustments.



- Lower and raise the TURBINE to determine correct position of the HULL closing plate so that it fits evenly and SQUARELY in the rebate in the HULL, then tighten the hose clamps (delivered with UNIT). The closing plate MUST rest evenly on its gasket, with PRESSURE so that no UPWARDS movement of the plate is possible even in heavy sea conditions when the HULL is SUBJECTED to slamming forces.
- Once the HULL closing plate ADJUSTMENT has been completed, ADJUST the "UP" position detector and tighten its GRUB screw with a 2.5 mm Allen key. This SHOULD be done with the UNIT FULLY retracted.
- Note that the down position detector is PRE-ADJUSTED (before leaving the factory) and SHOULD not be TOUCHED.
- If RE-ADJUSTMENT is necessary, care SHOULD be taken to RE-ADJUST the detector so that ADJUSTMENT NUTS do not TOUCH the motor SUPPORT when FULLY down and that the detector GRUB screw (2.5mm Allen key screw) is tightened down after RE-ADJUSTMENT.
- The THRUST plate SHOULD not PROTRUDE from the MOUNTING base, since it absorbs the horizontal stresses when THRUSTING or maneuvRING. If protruding, ADJUST the down position detector as described above.

- f) When finished with the final ADJUSTMENTS, fix the alloy plate bracket by bolting THROUGH the GRP TURBINE in addition to the cable clamps.

-  **IMPORTANT:** Please keep in mind that the power SUPPLY to UP/DOWN motors is not AUTOMATICALLY INTERRUPTED if the proximity switches do not detect the position detectors. Care MUST therefore be taken to remove ones finger from UP or down BUTTON as soon as the UNIT blocks in FULLY UP or FULLY down position when closing plate ADJUSTMENTS are done and if position detectors are not ADJUSTED yet.
- **Installation Advise:** In order to make SURE that VIP is raising and lowering smoothly and when closing plate ADJUSTMENTS are made, one can do the following:
 - a) Connect 24V directly to the two UP/DOWN motors and simply reverse the polarity to change direction (raise/lower).
 It is important to install a 10A FUSE in the positive cable and to keep in mind that wires need to be disconnected as soon as the UP or down position is reached or as soon as the UNIT blocks, to avoid damaging the UP/DOWN motors.
 - b) If the UNIT blocks before reaching the UP/DOWN position or if the UNIT vibrates excessively when going UP/DOWN one needs to adjust the two ADJUSTMENT NUTS to ENSURE the UNIT is completely vertical to its base.



4. ELECTRICAL INSTALLATION

4.1 GENERAL:

- It is important that a QUALIFIED marine electrician does the electrical installation, since an incorrect electrical installation will RESULT in the rapid deterioration and/or FAILURE of the UNIT.
- All electrical components (THRUSTER motor, relay, electronic control box, etc.) must be installed in a dry and well ventilated area, protected from water contact.
- Under no CIRCUMSTANCES SHOULD any inflammable PRODUCTS be stored next to the electrical components of the THRUSTER.
- When choosing cable sizes and the battery bank size and type, special care SHOULD be given to voltage drops, since excessive voltage drops will CAUSE PREMATURE FAILURE of motors and relay contacts.
- Great care SHOULD be taken to correctly tighten all electrical connections.

4.2 POWER CABLE SELECTION:

- The length and cross sectional area of CONDUCTORS in each CIRCUIT shall be SUCH that the CALCULATED voltage drop shall not exceed 5% of the nominal battery voltage at any appliance if the CIRCUIT is switched on at FULL load". The approximate amperage consumption of the main electric motor will be 210A @ 45V (3484 RPM).
- The cable lengths as given in the table below are the total length of the positive cable, MEASURED from the THRUSTER battery bank to the THRUSTER, PLUS the total length of the negative cable measured from the THRUSTER back to the battery bank.

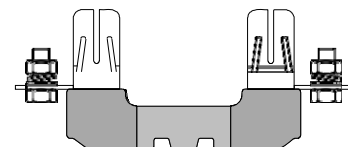
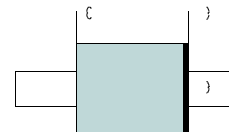
Total Cable Length From battery to THRUSTER (+) & back (-)	VIP150 48V	
	mm ²	AWG
5 m (2 x 2.5m)	50 mm ²	1
10 m (2 x 5.0m)	70 mm ²	2/0
15 m (2 x 7.5m)	95 mm ²	3/0
20 m (2 x 10m)	120 mm ²	4/0

- When choosing or CALCULATING the cable size needed for YOUR THRUSTER installation, do not forget to take into account the thermal rating of the CONDUCTOR INSULATION which are directly related to the ampacity (CURRENT carrying capacity) of the cable. Always try to use cables with the highest thermal INSULATION rating available or at least 90°C.
- For large diameter cables it may be easier to use two smaller cables instead (in order to allow for a greater flexibility of movement). The cables on the thruster motor must be free to move, without kinking when the VIP RETRACTS AND DEPLOYS.

4.3 POWER FUSE:

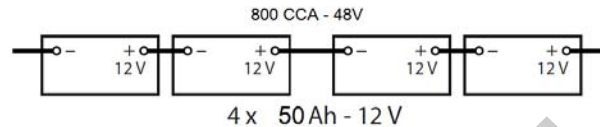
- Sizing of FUSES for overcurrent protection are a FUNCTION of the cable sizes in the CIRCUIT, not the amperage drawn by the appliance (THRUSTER motor) in the CIRCUIT. It is THUS not the electric THRUSTER motor that is protected by the FUSE, BUT the power cables SUPPLYING the THRUSTER motor.
- The Max Power fuses have been selected for their operation cycle and CURRENT characteristics, CONSEQUENTLY a MUCH lower rated FUSE than traditionally rated may be fitted. Max Power supply the following FUSES and FUSE holders:

	ANL TYPE
Rating	125A
Fuse code	N/A
Fuse holder code	636342



4.4 BATTERY REQUIREMENTS:

- When choosing the type of batteries needed for YOUR THRUSTER's battery bank, keep in mind that it is the CCA (Cold Cranking Amps) capacity that is the most important and not the Ah (AMP-HOUR) capacity. This is BECAUSE THRUSTERS draw high CURRENTS, BUT only for very short periods of time (MAXIMUM 2,5 minutes depending on the ambient temperature).
- Max Power WOULD recommend using maintenance-free "starting" type lead acid batteries, in particular Exide, Maxxima 900 type batteries, which have an 800CCA and 50Ah capacity. Lithium batteries must not be used without the consent of Max Power, as this will void the warranty.



VIP 150 48V	
Type of Batteries	Exide, Maxxima 900
Number of Batteries	4
Type of Connection	Series

- If the dedicated batteries are charged by the alternator, the reference of the charge MUST be taken after the diode-splitting block (if in DOUBT, CONSULT a marine electrician).
- Do not ground the VIP.

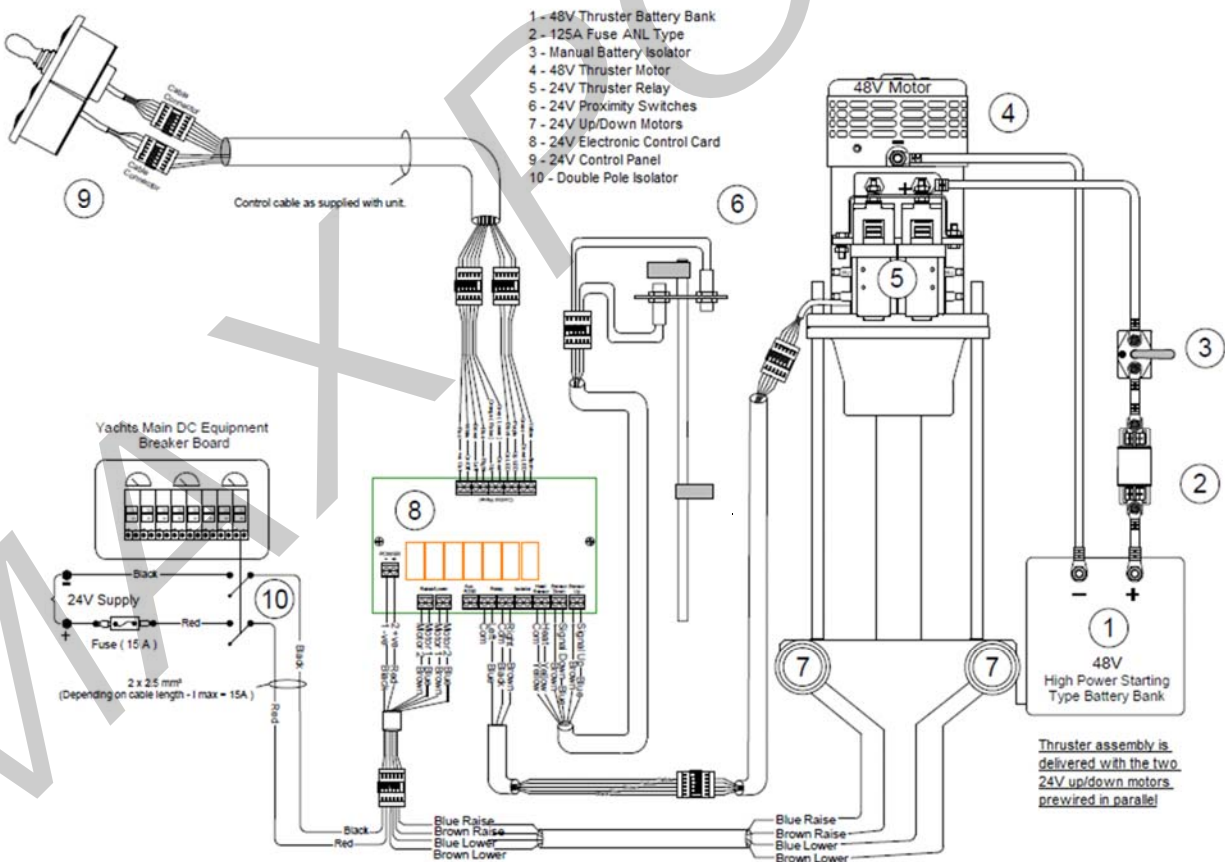
4.5 BATTERY ISOLATOR:

- A MANUAL battery isolator, of the correct size, SHOULD be installed in the positive SUPPLY cable, as close as possible to the THRUSTER battery bank and SHOULD be easily accessible and clearly marked.
- An electrical battery isolator, as supplied by Max Power, SHOULD also be installed in the positive SUPPLY cable, as close as possible to the THRUSTER battery bank, in order to benefit from all AUTOMATIC safety FEATURES of the electronic control system.

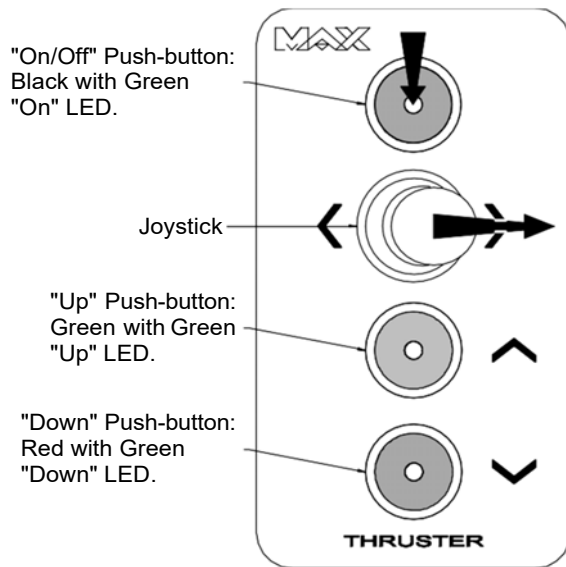
4.6 CONTROL CIRCUIT:

- A DOUBLE pole isolator/breaker clearly marked “THRUSTER” SHOULD be installed on the yacht's main EQUIPMENT breaker board in order to isolate the control CIRCUIT and/or power CIRCUIT, when THRUSTER is not in USE.
- Please note that VIP THRUSTERS EQUIPPED with an “electronic control box” can only be USED with Max Power’s range of control panels as shown in this MANUAL.
- The VIP electronic control box must be supplied by 24V stable power.
- The installer MUST protect the positive SUPPLY cable of the VIP electronic control box by means of a FUSE as indicated in the drawing below. The size of the SUPPLY wires (red & black) depends on the length of the cable RUN and the voltage drop in these cables SHOULD not exceed 5% of the nominal battery voltage.
- For safety reasons and in order to benefit from all the FUNCTIONS provided by the VIP electronic controller, an electric battery isolator MUST be installed in the THRUSTER motor’s positive SUPPLY cable.

Please refer to the drawings “Wiring Diagram”, “Wiring Loom of Motor/Relay Unit” and “Electronic Control Box Connections” in the pages 19 & 20 of this MANUAL for more detail on the complete wiring installation.



4.7 CONTROL PANEL AND THRUSTER CONTROL BOX FUNCTIONS:

Control Panel:

To switch "ON" or "OFF" PUSH down the black PUSH-BUTTON, while PUSHING joystick to the right for one second.

To "Lower" or "Raise" press and hold the "Down" or "Up" PUSHBUTTON UNTIL BUZZER in control panel DOUBLE beeps, which indicates UNIT has reached FULLY down or FULLY UP position.

4.7.1 Switching System "On" or "Off":

- To switch the THRUSTER "ON" or "OFF" follow the INSTRUCTIONS on the diagram above.
- When switched "ON" the UNIT will DOUBLE beep and the LED's in the black and green PUSH BUTTONS will light UP.
- When switched "OFF" the UNIT will DOUBLE beep and the LED's will go OUT. It's only possible to switch off the UNIT with THRUSTER in the FULLY UP position.


4.7.2 "Lowering" & "Raising" THRUSTER Unit:

- Once the UNIT has been switched on, as described above, press and hold the "Down" PUSHBUTTON to lower. The BUZZER will start beeping and the "Down" LED will start to flash as soon as the THRUSTER leaves the UP position.
- If "Down" or "Up" PUSHBUTTON is released before "Down" or "Up" position is detected, the BUZZER will start to beep (short) once every 1/2 second and both "Up" & "Down" LED's will start flashing.
- When THRUSTER is detected to be FULLY down, the "Down" LED comes on and the BUZZER DOUBLE beeps to indicate that THRUSTER is completely down and ready to THRUST.
- As long as the THRUSTER is in the "Down" position the BUZZER will beep (short) once every three seconds, to indicate that THRUSTER is still in the down position.
- To raise THRUSTER, press and hold the "Up" PUSHBUTTON. When THRUSTER is detected to be FULLY UP the "Up" LED comes on and the BUZZER DOUBLE beeps to indicate that THRUSTER is completely UP and ready to be switched off.

4.7.3 THRUSTING "Left" or "Right":

- a) Use joystick to THRUST either left or right.
- b) Please note that it is only possible to THRUST left or right when THRUSTER is detected to be FULLY down.
- c) The THRUSTER controller provides a time delay between left and right THRUST in order to avoid rapid direction changes, BUT no delay when THRUSTING to same side.

4.7.4 Overheat Alarm & SHUT-DOWN:


- a) If the THRUSTER motor overheats the "On" LED will flash with one-second intervals UNTIL the motor has cooled down.
- b)  DURING this overheat condition one has a total of ten seconds of ACTUAL USE (left & right THRUST) of the THRUSTER, after which it will not be possible to CONTINUE THRUSTING in either direction.
- c) The THRUSTER MUST then be raised by PUSHING the "Up" PUSH BUTTON. Once THRUSTER is detected to be FULLY UP the system will AUTOMATICALLY switch off.
- d) After this overheat SHUT down it will not be possible to switch "On" the system again UNTIL the THRUSTER motor has cooled down.

4.7.5 General:

- a) If the THRUSTER UNIT is in the "Up" position and has not been USED for a period of ten MINUTES, the UNIT will AUTOMATICALLY switch off. Before AUTOMATICALLY switching off the UNIT will warn YOU by beeping once, followed by a second beep a few seconds later, after which the UNIT switches off.
- b) In order to isolate the power CIRCUIT of the THRUSTER motor each time the control CIRCUIT is switched off, one WOULD need to install an electric battery isolator, as advised by Max Power (see "*Wiring Diagram*" in the back of this MANUAL for more detail).
- c) When electronic control box is powered UP and "Up" position detector is not detected, the "Up" LED will start flashing and the BUZZER will beep once every second. The "Up" PUSH-BUTTON SHOULD then be pressed UNTIL UNIT is detected to be FULLY "Up". After which the BUZZER will beep twice and the system will be switched off AUTOMATICALLY.

5. TESTS and CHECKS


5.1 BEFORE LAUNCHING:

- a) Raise and lower THRUSTER.
 - b) Check that the HULL closing plate SHUTS firmly.
 - c) Confirm that all bolts have been SUFFICIENTLY tightened, especially the base bolts.
 - d) Correct the ADJUSTMENT of the position detectors, if needed.
- If the UP/DOWN motors FUNCTION the wrong way ROUND, reverse the two wires connected to the UP/DOWN motors.
 -  Never test the THRUSTER to the left or right with the boat OUT of the water. This is DUE to the risk of INJURIES and the risk of damage to the THRUSTER motor from the absence of load, which will result in high RPM.

5.2 AFTER LAUNCHING:

- a) Check the water tightness of the THRUSTER installation.
 - b) TURN on power to both CIRCUITS (power and control).
 - c) THRUST tests MUST be carried OUT UNDER NORMAL conditions:
 - with the batteries FULLY charged and in good condition.
 - with the engine RUNNING and the alternator charging the batteries.
- If the joystick is PUSHED to the left and the boat moves to the right, inverse the brown and BLUE control wires, going to the THRUSTER relay.

6. OPERATION LIMITATIONS

- Never leave the VIP in the down position when not in USE. Any CALCIUM, or shellfish deposits that ACCUMULATE after a long period in the down position will deteriorate the column's water seal.
-  The VIP MUST be in the UP position DURING normal navigation. The VIP SHOULD only be USED UNDER conditions with less than 5 knots forward speed. Examples - berthing MANEUVERS, assisting a tack in light air.
- Please note that the electric motor of the VIP is rated S2-2,5min. This means that the motor can RUN CONTINUOUSLY for 2,5 MINUTES (DEPENDENT ON THE AMBIENT TEMPERATURE AND VOLTAGE DROP), after which it SHOULD be stopped for a SUFFICIENT time to cool down to the ambient TEMPERATURE.
- Please keep in mind that the supply to the UP/down motors is not AUTOMATICALLY INTERRUPTED if the proximity switches do not detect the position detectors. Care MUST THUS be taken to remove ones finger from the UP or down BUTTON as soon as UNIT blocks, before fully up or down positions are reached.
- The VIP thruster SHOULD always be USED when the batteries are FULLY charged and the with the engine alternator RUNNING. Discharged batteries will damage the motor and/or relay.

7. BASIC MAINTENANCE:

7.1 CONTROL PANEL:

- a) Control panel(s) SHOULD be protected from the NATURAL elements while the THRUSTER is not in USE.
- b) The area behind the dashboard SHOULD be kept dry at all times to avoid the risk of oxidation of the cable connector contacts.

7.2 THRUSTER MOTOR & RELAY:

- a) Remove and clean OUT DUST from motor-brUSHES with compressed air once every year.
- b) The thruster and its auxiliary components must be installed in a dry and well ventilated area.

7.3 BATTERIES:

- a) Check REGULARLY the condition of the batteries USED for the THRUSTER and its charging system.
- b) Weak batteries (low voltage) are the most FREQUENT CAUSE of rapid deterioration of the THRUSTER relay and motor.

7.4 COMPOSITE DRIVE LEG:

- a) The composite drive leg is LUBRICATED for life.
- b) The composite drive leg does not REQUIRE an anode.
- c) When the boat is ashore, check for evidence of fishing line, etc... in the propellers.
- d) For prevention of CALCIUM BUILD UP on the drive shafts, which WOULD damage the oil seals, before fitting the propeller(s), cover drive shaft and the oil seals stainless steel cover with silicon grease. This SHOULD be done on an ANNUAL basis after cleaning of OUTSIDE of leg.
- e) Do not USE aggressive solvents as they might damage drive leg seals.
- f) If drive leg oil seals are FOUND to be worn, replace drive leg with exchange UNIT.
- g) Always keep the propellers and TUNNEL clean.
- h) Please contact YOUR closest Max Power DISTRIBUTOR for local service points.

7.5 BRONZE DRIVE LEG (retired):

- a) Check the oil in the leg every year, and change if necessary (oil drain PLUG is UNDER the anode - copper joint SHOULD be changed).
- b) The anode SHOULD be FREQUENTLY checked and changed when necessary (At least every year).
- c) When the boat is ashore, check for evidence of fishing line, etc in the propellers.
- d) For prevention of CALCIUM BUILD UP on the drive shafts, which WOULD damage the oil seals, before fitting the propeller(s) cover drive shaft and oil seals, with silicon grease. This SHOULD be done on an ANNUAL basis after cleaning of OUTSIDE of leg.
- e) Do not USE aggressive solvents as they might damage drive leg seals.
- f) Always keep the propellers and TUNNEL clean.
- g) Do not paint the anode.
- h) Please contact YOUR closest Max Power DISTRIBUTOR for local service points.

7.6 GENERAL:

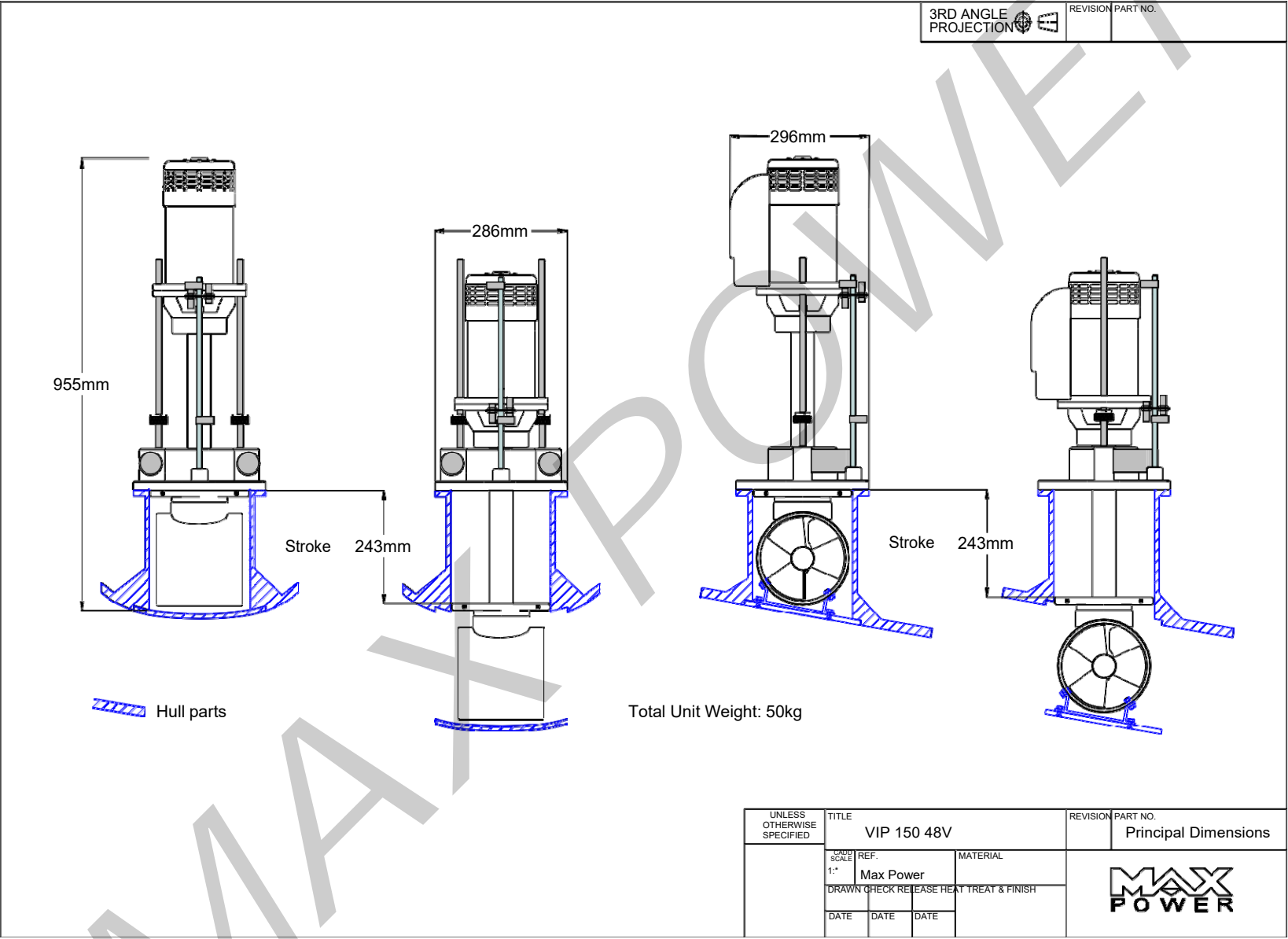
- a) REGULARLY check that the power cable connections are tightened correctly and that they are free to move when VIP is going UP/DOWN, and that they are in good condition.
- b) If the vessel is to remain OUT of the water for some time, for example dry storage for winter, the UNDERWATER mechanism MUST be THOROUGHLY rinsed with fresh water, then the THRUSTER COLUMN MUST be liberally greased.
- c) Inspect and repair the HULL closing plate gasket for deterioration or missing pieces. Check and tighten, if necessary, the HULL fixing plate bracket screws.
- d) Every two years change COLUMN seal, part NUMBER 52 on parts list.

For more detailed maintenance PROCEDURES, please contact YOUR closest Max Power DISTRIBUTOR (See "*DISTRIBUTOR Contact List*") for further assistance.

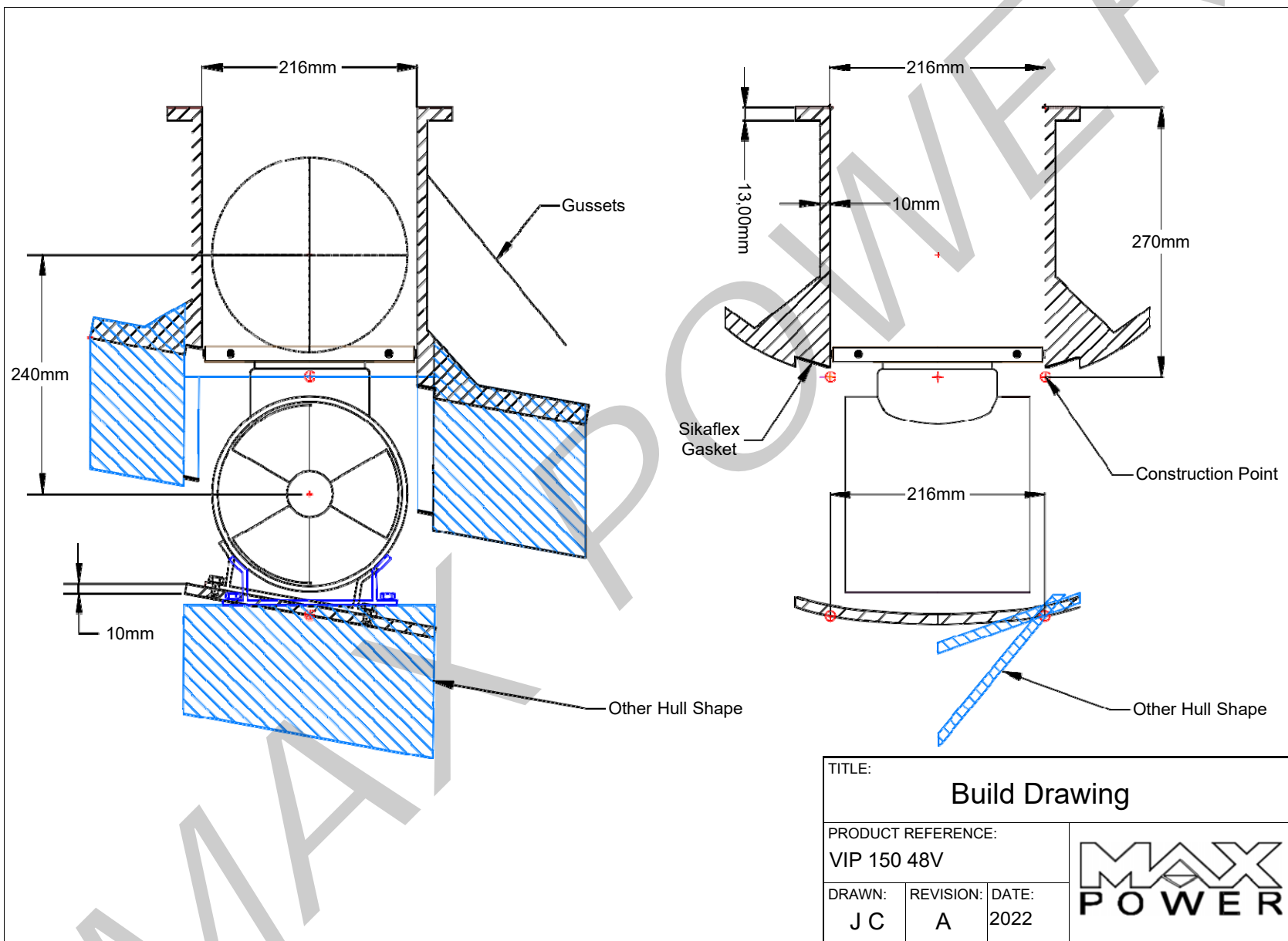
A copy of this MANUAL MUST remain
on board for CONSULTATION.

8. DRAWINGS & DIAGRAMS:

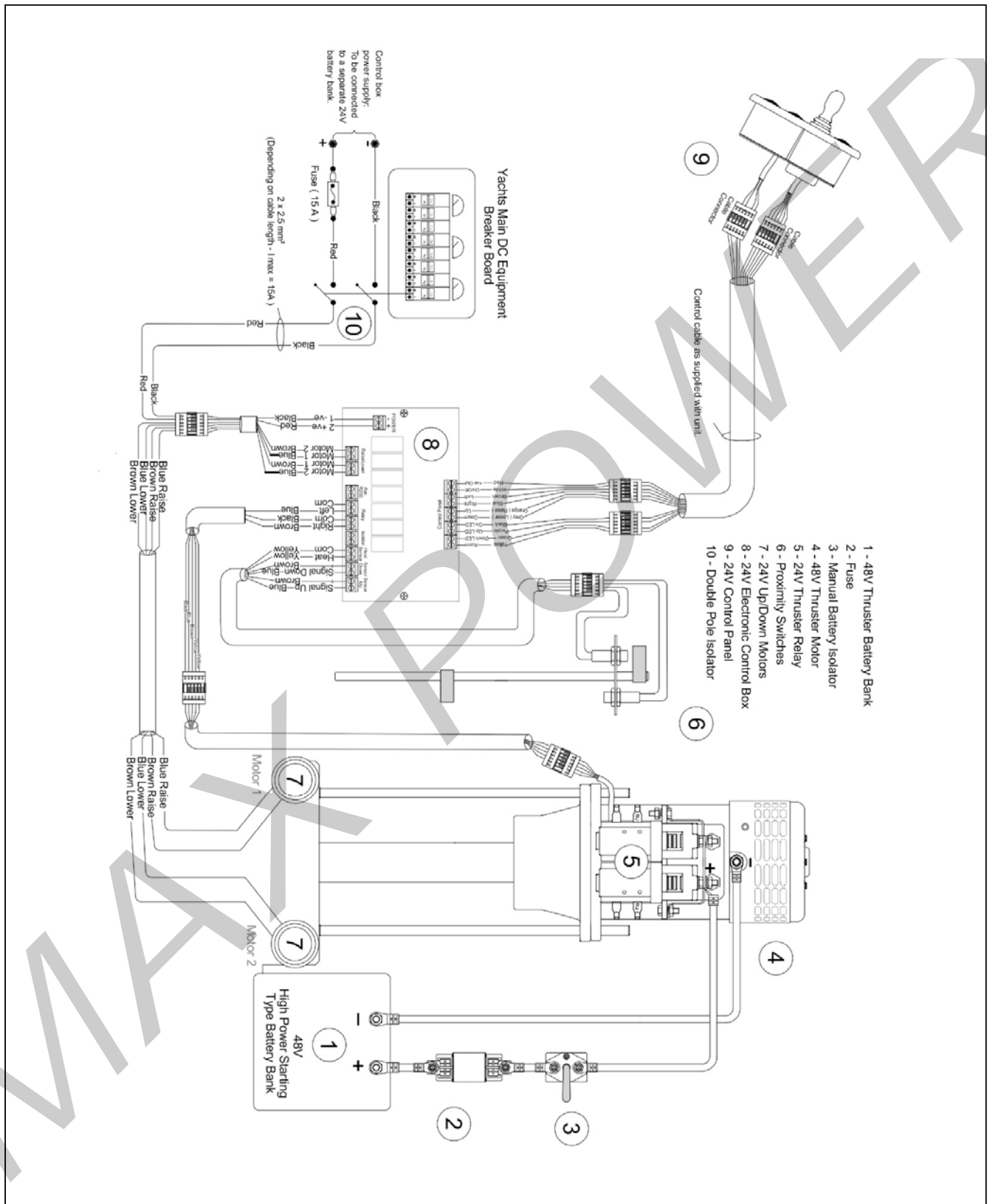
8.1 PRINCIPAL DIMENSIONS:



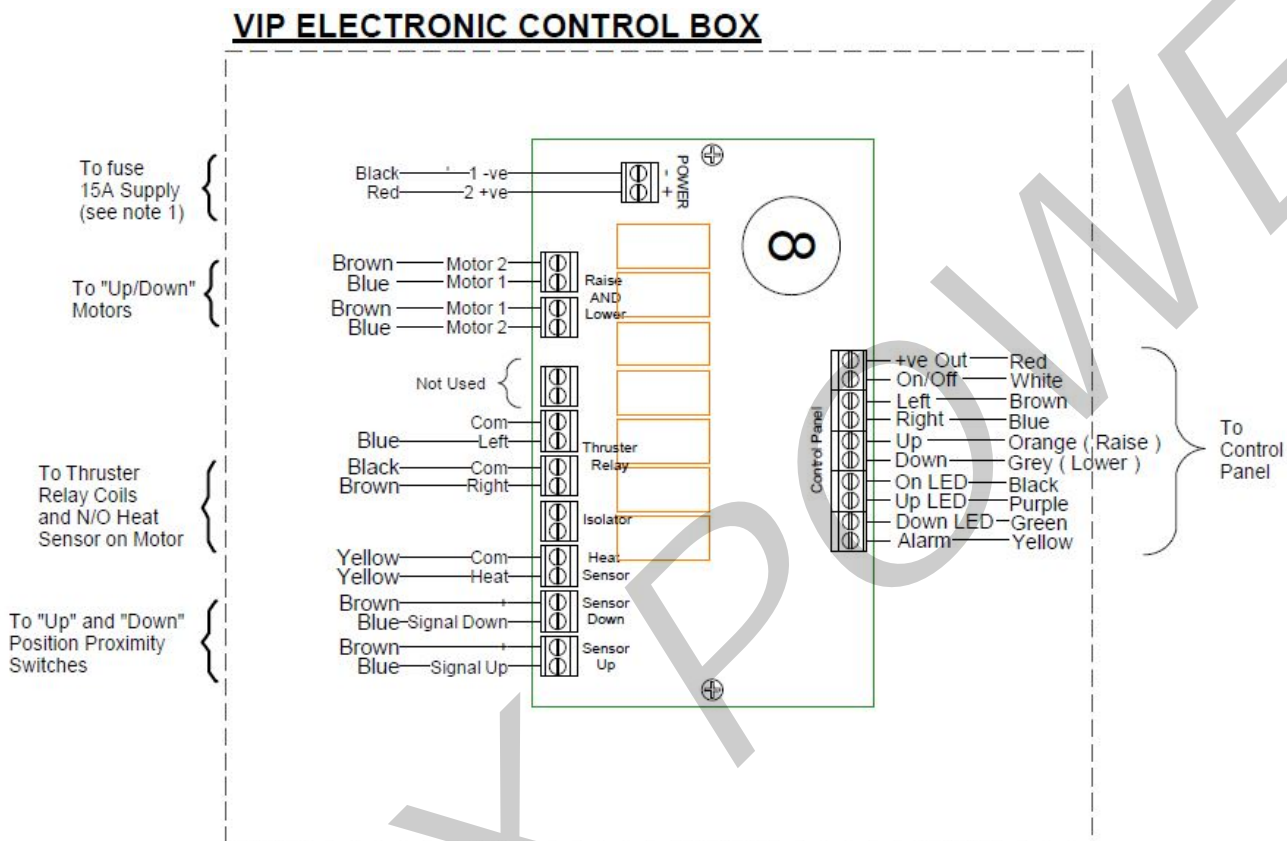
8.2 BUILD DRAWING:



8.3 WIRING DIAGRAM:



8.4 ELECTRONIC CONTROL BOX CONNECTIONS:



NOTES:

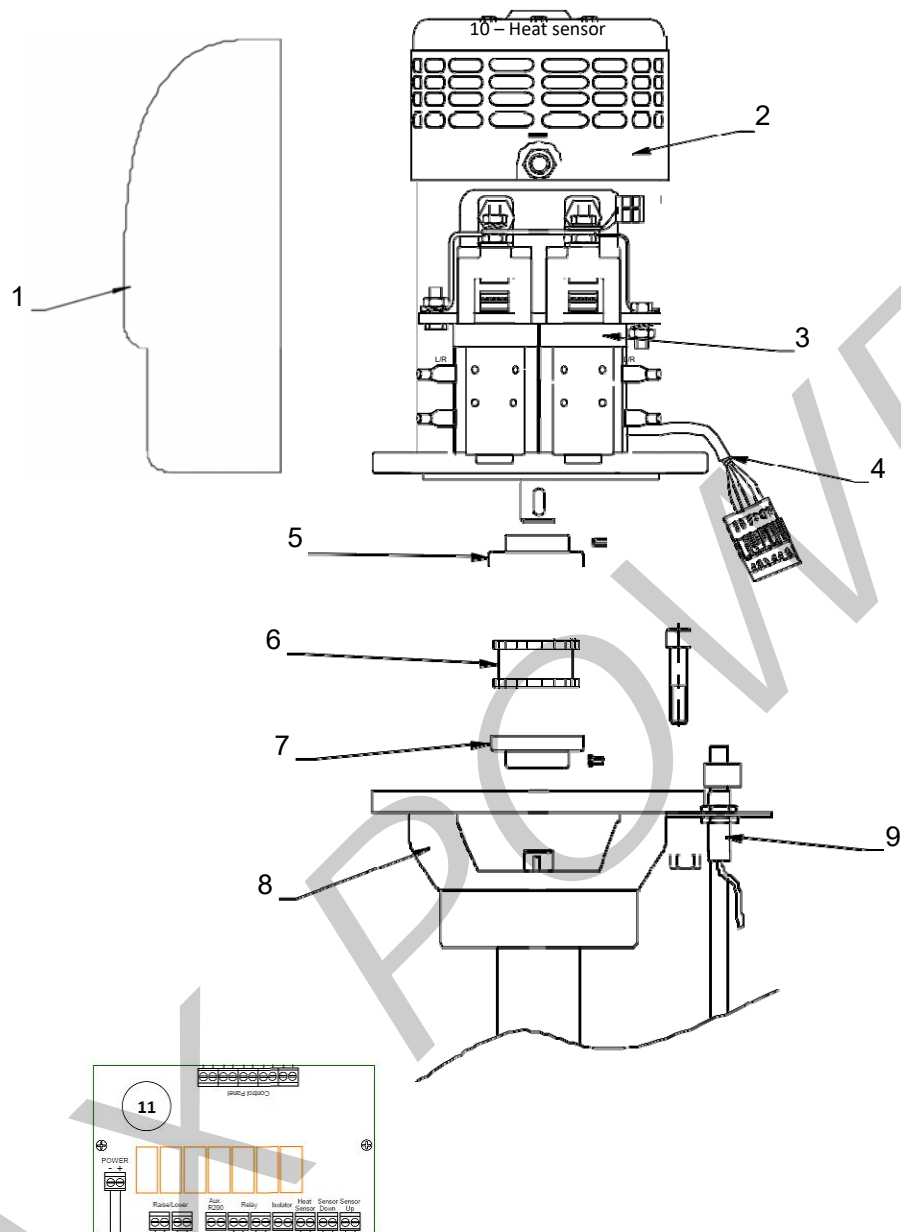
- The installer must protect the positive supply cable by means of a fuse (slow blow).
The size of these supply wires (min. 2,5mm² with I_{max} = 15 A) depends on the length of the cable run and the voltage drop in these cables should not exceed 5% of the nominal battery voltage.
- A double pole isolator/breaker clearly marked "Thruster" should be installed on the yacht's main equipment switchboard in order to isolate the control circuit and/or power circuit, when thruster is not in use. This isolator/breaker should ideally be supplied from an independent battery bank, to the one used for powering the thruster unit. The reference code of the control box is 312950.


8.5 WIRING OF ADDITIONAL CONTROL PANELS FOR VIP THRUSTERS:

9. PARTS LISTS & DIAGRAMS:

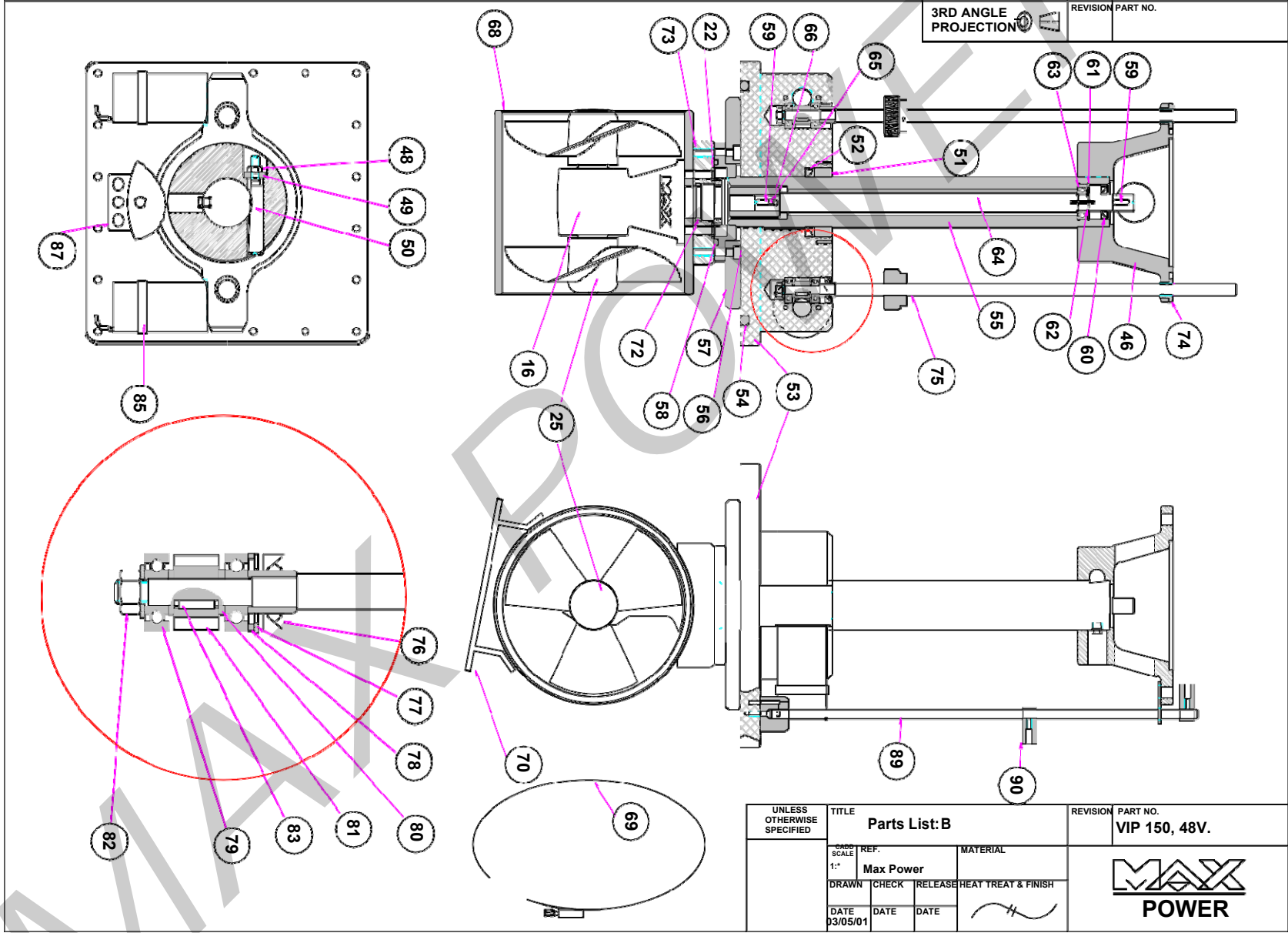
9.1 PARTS LIST & DIAGRAM: A

No	DESCRIPTION	Qty	CODE
1	Motor Relay Cover	1	313735
2	Electric Thruster Motor 48V	1	636662
3	Complete Thruster Relay 24V	1	315329
4	Motor/Relay Wiring Loom	1	635660
5	Coupling Motor Side	1	630487
6	Rubber Coupling	1	633743
7	Coupling Drive Leg Side	1	633745
8	Motor Support	1	313714
9	Proximity Switch	2	312787
10	Heat sensor	1	311363
11	Control box	1	312950



TITLE: Parts List: A			
PRODUCT REFERENCE: VIP 150, Electric			
DRAWN: JC	REVISION: A	DATE:	

9.2 PARTS DIAGRAM: B



9.3 PARTS LIST: B

No	DESCRIPTION:	Qty	CODE
16	Composite Leg	1	35035
22	Leg Bolts	2	634204
25	Propeller	2	636576
26	Propeller GRUB Screw	2	634518
27	Propeller Pin DIN7 5x48 A4	2	312053
48	Nyloc NUT 8mm	1	635604
49	Machine Washer	1	635628
50	Coter Pin	1	635627
51	Water Gland Retaining Ring	1	310136
52	Water Gland	1	310263
53	Sliding Shaft Plate	1	635623
54	Shaft Plate O - Ring	1	310251
55	Sliding Shaft	1	635621
56	Sliding Shaft Bolt	2	NaN
57	TORQUE Transmission Plate	1	311334
58	Sliding Shaft O - Ring	1	310139
59a	Key 5x5x16 - Motor side	1	NaN
59b	Key 5x5x20 - Drive leg side	1	312018
60	Drive Shaft Oil Seal	1	310232
61	Circlip	1	312012
62	Circlip	1	312008
63	Shaft Bearing	1	310338
64	Drive Shaft	1	635620
65	GRUB Screw M5x5 DIN914	2	NaN
66	COUPLING	1	636607
68	Propeller HOUSING	1	315854
69	TUNNEL Clamp	2	Retired
70	Closing Trap SUPPORT Plate	1	311349
71	BS Seal	2	310132
72	O - Ring	1	310138
73	Adapter	1	310101
74	Drive NUT	2	312047
75	Drive Screw	2	312165
76	Seal	2	310230
77	Circlip	2	312011
78	End Float Spacer	2	310133
79	Screw Bearing	4	310346
80	Washer	4	310356
81	Wheel	2	310359
82	NUT 8mm	2	NaN
83	Drive Screw Key	2	312016
85	Up/down 24V Motor	2	312864
86	Motor Screw 4 mm	4	635600
87	Position Switch Holder	1	311351
89	Position Detector Rod	1	311358
90	Position Detector	2	310162
91	Position Detector Spring	2	630527

The PURPOSE of this DOCUMENT is to set OUT the terms of warranty cover offered in relation to PRODUCTS PURCHASED by the End User from Max Power or its approved network of resellers. This DOCUMENT will adhere to the following format:

10.1 DEFINITIONS

AUTHORIZED Repair NUMBER – The NUMBER given by Max Power on reporting a FAULT with YOUR THRUSTER

Dealer – An AUTHORIZED Max Power sales center

End User – The boat SUPPLIED with SUPPLIED EQUIPMENT and the owner thereof

Installer – The AUTHORIZED center responsible for the installation of YOUR THRUSTER

MANUFACTURER – SUPPLIER of the EQUIPMENT UNDER warranty

PLEASURE Craft – Vessels USED for owner's personal USE that have no commercial USE (i.e Charter boats or work boats)

Resellers – Max Power approved DISTRIBUTORS and dealers

Serial NUMBER – NUMBER in UPPER right hand corner of Warranty DOCUMENT

SUPPLIER – The MANUFACTURER (Max Power)

Warranty – The terms and conditions that are covered by the MANUFACTURER

10.2 PERIOD OF COVERAGE

The equipment manufactured by the Supplier is guaranteed to be free from defective workmanship, components and materials under normal usage conditions for a period of two (2) years from the date of purchase by the End User. This warranty is transferable to subsequent owners of this equipment during the period of coverage.

10.3 WARRANTY REGISTRATION

Register your purchase within 3 months from the purchase date, to receive free extended warranty coverage by 1 year (3 years' total warranty coverage).

This can be done using one of the following methods (NB. proof of purchase must be included to establish that equipment is still under warranty):

a) The quickest and easiest method to register your warranty is to fill in the Warranty Form (on our official website) from the following link and submit it. <https://www.max-power.com/warranty>

b) Register a Ticket by filling in the Contact Us form (on our official website)

www.max-power.com/contact. Kindly ensure to note down the Ticket Number for future reference.

10.4 WARRANTY TERMS

Year 1 All factory testing, diagnosis, repairs and replacements are performed at no charge to the End User. All parts and UP to two HOURS of LABOR are covered for repairs and replacements CONDUCTED in the field.

Years 2 & 3 - All factory testing, diagnosis, repairs and replacements are performed at no charge to the End User. This EXCLUDES any damage or FAULTS OCCURRING from normal wear and tear on the following items: engine, oil seals, relay contacts also EXCLUDED labor & shipping costs.

10.5 WARRANTY EXCLUSIONS

Damage DUE to modifications or installation contrary to PUBLISHED specifications

Cost of HAULING the boat

Damage DUE to repairs performed by an UNAUTHORIZED service center

Damage DUE to lack of normal maintenance services

Damage DUE to water ingress or humidity

Parts replaced DUE to normal wear and tear, brushes, flexible coupling, etc.

Repairs performed WITHOUT knowledge of MANUFACTURER (please contact dealer to receive

Repair AUTHORIZATION NUMBER)

DRIVE LEG FAILURE DUE TO CONTACT WITH A FOREIGN OBSTACLE

Cost of travel to and from the job site

Cost of economic loss, INCLUDING INJURY to any person, damage to property, loss of income or profit, COMMUNICATION, lodging, inconvenience

CONSEQUENTIAL damage DUE to FAILURE, INCLUDING those arising from collision with other vessels or objects

Incidental costs incurred for the removal or re installation of a product

10.6 PROCEDURAL GUIDELINES

PLEASE VIEW THE TROUBLE SHOOTING LIST TO ASCERTAIN OR SOLVE ORIGIN OF PROBLEM PRIOR TO CONTACTING THE DEALER/INSTALLER

- 1) Contact your dealer/installer to report the problem.
 - a) If YOU do not know who this is, contact the nearest Max Power distributor.
 - b) If YOU are in foreign waters, please contact the nearest Max Power distributor.
- 2) ENSURE YOU have the serial NUMBER and model NUMBER of YOUR THRUSTERS UNIT at hand.
- 3) Dealer/Installer will come to site to decipher the CAUSE of the FAULT.
- 4) If the CAUSE of FAULT is DUE to a MANUFACTURING problem the dealer will contact Max Power to receive Repair AUTHORIZATION NUMBER.
- 5) If the problem is DUE to an installation error, please contact YOUR installer.

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FINLAND MASTERVOLT FINLAND Raisio Tel: + 358 2 4339990 Fax: + 358 2 4350085 Email: info@mastervolt.fi	HOLLAND KEMPER EN VAN TWIST Dordrecht Tel: + 31 078 61 30 155 Fax: + 31 078 61 36 746 Email: cscheepbouwer@kvt.nl

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<u>U.K</u> PLASTIMO UK Eastleigh, Hampshire Tel: + 44 870 751 4666 Fax: + 44 870 751 1950 Email: sales@plastimo.co.uk	<u>U.K.</u> AR PEACHMENT Norfolk Tel: + 44 1603 714 077 Fax: + 44 1603 714 211 Email: kevin@peachment.co.uk

<u>ARGENTINA</u> BARON SRL Buenos Aires Tel: + 54 11 4580 55 56 Fax: + 54 11 47 46 16 96 Email: Admin@baron.com.ar	<u>CANADA</u> REKORD MARINE ENTERPRISES LTD Vancouver Tel: + 1604 325 52 33 Fax: + 1604 325 03 26 Email: michael@rekord-marine.com
<u>BRAZIL</u> SAILING PRODUCTS Rio de Janeiro Tel: + 55 21 494 7222 Fax: + 55 21 494 7223 Email: spsail@ibm.net	<u>U.S.A.</u> SCANDVIK Vero Beach, Florida Tel: + 1 561 567 28 77 Fax: + 1 561 567 91 13 Email: sales@scandvik.com

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<u>MIDDLE EAST & AFRICA</u> <u>ISRAEL</u> YAMIT PO Box 6158 Tel Aviv Tel: + 972 3 527 1779 Fax: + 972 3 527 1031 Email: office@yamit.co.il	<u>SOUTH AFRICA</u> MANEX & POWER 5 Industry Street Paarden Eiland Tel: + 27 21 511 72 92 Fax: + 27 21 510 14 89 Email: manex@manex.co.za

Serial N°:



WARRANTY FORM

VERY IMPORTANT

Please complete this form and fax a **COPY** to Max Power with a copy of the installation invoice or the invoice of the yacht/boat in order for the warranty to come into effect.

To Be Completed by Owner:

Name of Owner:..... Contact No. :.....
 Address: E-mail:
 COUNTRY:.....POSTCODE:
 Name of Skipper:..... Contact No. :.....
SIGNATURE of Owner: Date:

To Be Completed by Installer:

Installation Details:

THRUSTER Model :..... ELECTRIC/HYDRAULIC :.....
 Date of Installation :..... Date of LAUNCHING Boat :.....
 Type and model of Boat : BUILDER:..... BUILD Year:
 PLEASURE or Commercial craft?:..... Sail or Motor: Rig:.....
 Navigates at Sea or River or Canals?..... HULL CONSTRUCTION material :.....
 L.O.A. :.....L.W.L. :.....Beam :..... Free Board:.....
 Displacement Weight at FULL Load: :..... Height & Length of SUPERSTRUCTURE:.....
 TUNNEL Diameter, Thickness, Material & Length:.....
 If Electric, Battery Type, Size & NUMBER:

Installation Checks:

Before Operating THRUSTER	While Operating THRUSTER
<u>Electrical:</u> Voltage at Batteries.....
Voltage at THRUSTER Motor
Charge at Alternator in Amps
Ampere in Motor Power CIRCUIT
<u>Mechanical:</u>	
Verify if drive COUPLING between motor and drive leg is correctly tightened:.. Yes / No	
Verify if all cable connections is SUFFICIENTLY tightened:Yes / No	
If HYDRAULIC verify all HYDRAULIC connections:Yes / No	
THRUSTER installation tested and working correctly: Yes / No	

Important: Refer to installation MANUAL for FULL installation details.

Name of Installer: SIGNATURE:

Please visit our website to register the warranty:
<https://www.max-power.com/warranty>