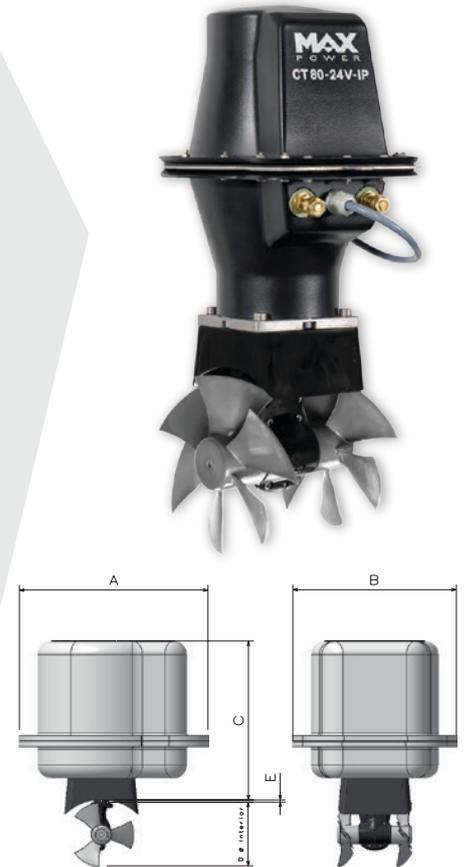


CT 80-IP

Specifications

Code	317613	317614
Model	CT 80-IP	
Voltage*	12 V	24 V
Max Thrust at 10,75V (kgf/lbs)**	75 / 165	-
Max Thrust at 12V (kgf/lbs)**	80 / 176	-
Max Thrust at 22V (kgf/lbs)**	-	83 / 182.6
Max Thrust at 24V (kgf/lbs)**	-	89 / 195,8
Propellers	Duo	Duo
Power (kw/hp)	4.79 / 6.4	5.28 / 7.1
Weight (kg)	17.6	17.6
A (mm)	320	
B (mm)	255	
C (mm)	375	
D (mm)	185	
E (mm)	6 to 7	
Boat Type	Boat Length (feet/meter)	
Heavy Displacement High Windage & Cruising	28' - 35' / 6 - 10,6 m	
Medium Displacement Medium Windage & Fast Cruising	30' - 40' / 9 - 12 m	
Light Displacement Light Windage & Super Fast Cruising	33' - 46' / 10 - 14 m	



Certified ISO 8846, the CT80-IP is part of Max Power's Ignition Protected tunnel thruster range which allows the safe use of an electric tunnel thruster in petrol / gas engine vessels. IP thrusters are also ideal for installation in habitually wet or damp areas such as sail lockers or in the transom of deep «V» shaped motor yachts. The CT80-IP has twin propellers, a 185mm diameter tunnel and is available in both 12 and 24V.

Unique Features:



Ignition Protected to ISO 8846 & Water Resistant



Composite drive legs Zero maintenance



Line shields



High spec. DC contactors



High power connections



Purpose built DC motors



Unriveted safety features



Case hardened spiro-conical gears

Control Panels:

Max Power's thruster control systems include a variety of advanced safety features.

- Childproof activation
- Automatic shutdown after 30 minutes of inactivity
- Visible and audible motor overheat warning
- Motor overheat shutdown after prior warning
- Standard automatic battery isolator control
- Time delay switch between port and starboard thrust
- Software protection against short circuits



* Thrusters are designed to run at 10.75V on 12V units and 22V on 24V units. Higher voltages will result in higher thrust ratings, higher power consumption, and a reduced duty cycle.

** Performance data is given for a thruster installed at an immersion depth of one tunnel's diameter, in a tunnel no longer than twice the tunnel's diameter, and this within a variation of + / - 6%. Longer tunnels will result in lower thrust ratings and higher power consumption.