

Test data:

Customer:

Test Engineer:

Date:

Serial number:

Output torque 525 KgM:

Motor Voltage: 12 Volts

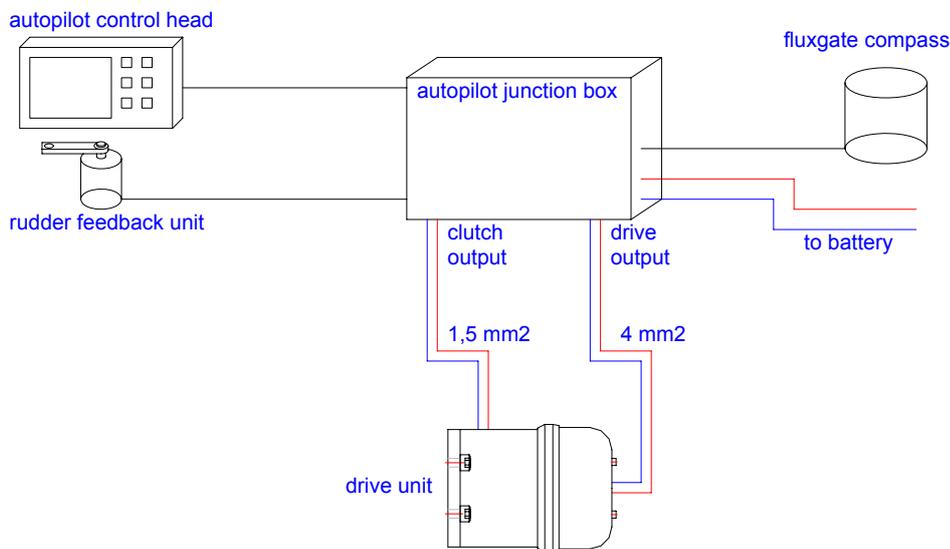
Clutch voltage: 12 Volts

24 Volts

24 Volts

Insulation test:

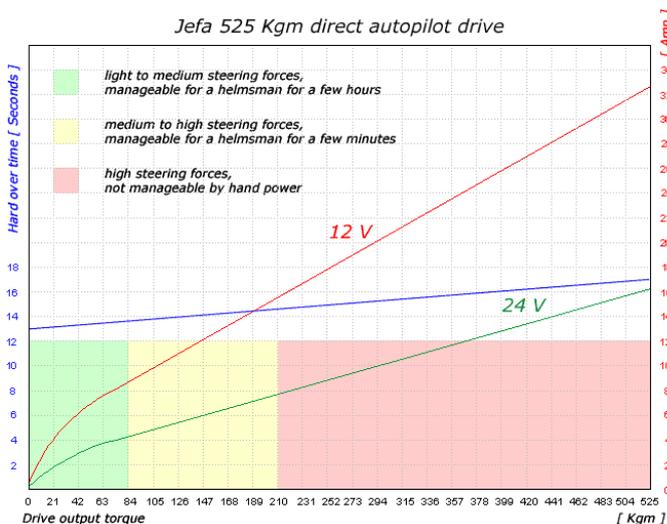
Electrical Connections:



This illustration shows the minimal components for a working autopilot configuration. Jefa autopilot drives work together with all major autopilot electronics. The connection of the Jefa autopilot drive to the autopilot junction box is quite simple. The two 1.5 mm² red and black wires have to be connected to the plus and minus of the autopilot clutch line. This will make sure that when the autopilot user engages the autopilot on the control screen, the clutch will engage and allow the autopilot motor to drive the steering

system. The two 4 mm² red and black wires have to be connected to the autopilot drive output connection.

Performance table:



This performance table shows the relation between the consumed power and the output power. The red line shows the output torque against the needed amperage for the 12 volt unit and the green line for the 24 volt unit. The blue line shows the hard over time (for 72° rudder) of the drive relative to the output torque. Also visible is the strength of the drive unit related to man power. The unit is much stronger than a human being and can last much longer but one should note that when the unit is operated in the red zone, something is wrong with the trim of the boats and the sails should be adjusted to achieve lower rudder torques. The above table shows that the Jefa type III direct drive will steer the yacht even in the worst possible conditions. As the drive will mostly operate in the left green zone and will not continuously rotate, the average power consumption on 12 volts is 4 amps and on 24 volts 2 amps.

Compatibility in 12 Volts:

Following table shows the maximum rudder torques at midships and full rudder that can be generated by the Jefa 525 Kgm direct drive in combination with various autopilot junction boxes. The hard over time (HO-time) states the time it takes the drive to travel the full 72 degrees of rudder travel when the speed control of the pilot is set to maximum speed.

Autopilot junction box 12 Volt version.	Max. output (Amp.)	Rudder torque midships (KgM)	Rudder torque full rudder (KgM)
HO-time no load		13 sec.	13 sec.
HO-time max. load		17 sec.	17 sec.
Simrad AC10	Too small, don't use in combination with this drive		
Simrad AC20	20	153	291
Simrad AC40	40	355	674
B&G H1000 *2	25	204	387
B&G H2000 ACP-1	25	204	387
B&G H2000 ACP-2	40	355	674
Raymarine S1	Too small, don't use in combination with this drive		
Raymarine S2	Too small, don't use in combination with this drive		
Raymarine S3	30	254	482

*2 Please use part number h1000-CUW specially made for Jefa drives, equipped with dynamic braking. Don't use the standard h1000.

Compatibility in 24 Volts:

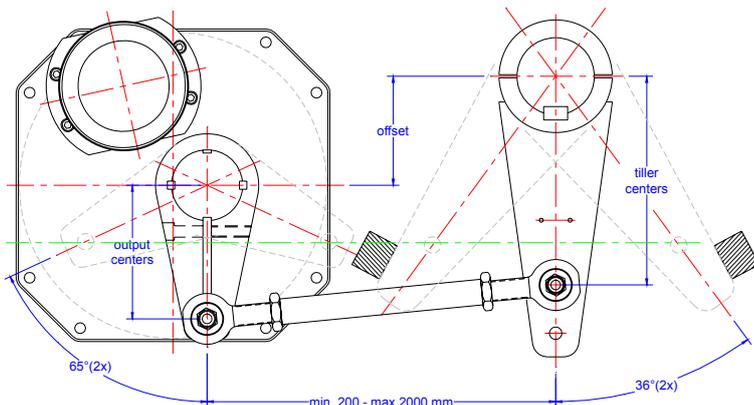
Following table shows the maximum rudder torques at midships and full rudder that can be generated by the Jefa 525 Kgm direct drive in combination with various autopilot junction boxes. The hard over time (HO-time) states the time it takes the drive to travel the full 72 degrees of rudder travel when the speed control of the pilot is set to maximum speed.

Autopilot junction box 24 Volt version.	Max. output (Amp.)	Rudder torque midships (KgM)	Rudder torque full rudder (KgM)
HO-time no load		13 sec.	13 sec.
HO-time max. load		17 sec.	17 sec.
Simrad AC10	Too small, don't use in combination with this drive		
Simrad AC20	20	350	665
Simrad AC40	overpowered, do not use		
B&G H1000 *2	20*1	350	665
B&G H2000 ACP-1	not available in 24 Volts		
B&G H2000 ACP-2	20*1	350	665
Raymarine S1	not available in 24 Volts		
Raymarine S2	not available in 24 Volts		
Raymarine S3	20*1	350	665

*1 The output of the junction box should be limited to 20 amps. by a fuse in the power input of the junction box (see schematic above, the lines "to battery").

*2 Please use part number h1000-CUW specially made for Jefa drives, equipped with dynamic braking. Don't use the standard h1000.

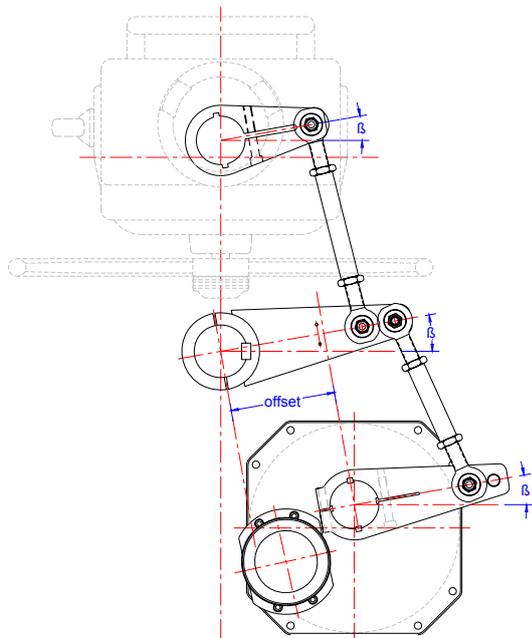
Mechanical installation:



The direct drive uses "wide angle geometry". The result of this is 128° travel of the output lever and 72° travel of the tiller lever. To achieve an equal travel of the drive in port and starboard, the centre point of the output lever needs an offset to the rudderstock centre. The offset depends on the used lever centres. Following table shows the correct offset distances:

Operating centres in mm valid for 72° (2x36°) rudder travel.		
Output centre	Offset distance	Tiller centre
130	106	200
165	127	250
200	162	307

A good installation check is to make sure all end-position points are in one line (see green line in illustration).



Direct drive type III in combination with rack and pinion system:

In principle the installation in combination with a rack and pinion system is the same as the standard installation except for the fact that the complete setup is rotated with the steering offset angle β .

First install the rack and pinion system with the correct geometry, put the steering midships and find the line perpendicular to the tiller lever centre line. Put the drive on a parallel line with an offset distance as in below table. Rotate the drive lever to the same offset angle than the steering system offset angle β and mount the draglink.

Operating centres in mm valid for 72° (2x36°) rudder travel.		
Output centre	Offset distance	Tiller centre
130	106	200
165	127	250
200	162	307

Test the system:

Before you can test the system, make sure following things are correct:

- Solid rudder stops should be fitted limiting the rudder travel to an equal travel of 36 degrees from midships to port and starboard.
- Make sure all bolted parts (tiller pins, rosejoints, draglinks, tillerarm, etc) are firmly tightened and will not come loose even when exposed to heavy vibrations. Use locktite when necessary.
- Move the complete system from port to starboard making sure the rosejoints don't hit the output lever and tiller lever.
- Make sure the drive output lever rotates equally around 65 degrees to both sides and there is no risk for the output lever to go "over dead centre" so it can't return to the initial position any more, blocking the system.

Connect the electronics. Make absolutely sure the autopilot is set to "reversible drive" or equivalent. Don't use settings like "solenoid" or "hydraulic drive" as these settings will disable the speed control of the autopilot leaving the drive running at 100% speed or 0%, but nothing in between. Make sure the clutch voltage is set to the correct voltage. Some brands have a default clutch voltage that has to be changed. B&G uses 9 volts as standard, Raymarine uses 12 volts, both even on 24 volts input. This should be adjusted to the correct voltage to guarantee a proper working of the clutch. The B&G and Raymarine course computer has to be opened for dip switches to be changed. The Simrad pilot can be adjusted via software in the setup menu on the screen.

When the drive doesn't react to the electronics, test the drive by bypassing it: Connect a plus and minus wire to the battery or fuse box and first connect the clutch, one should here a click when connecting and disconnecting. With the clutch under power, connect power for a short time to the motor cables. The system should get in motion now. Don't connect the cables too long as the drive will try to continue, even when the rudder stops are reached, with potential damage to the structure. If motion is detected, one can rule out the drive causing the malfunction.

Maintenance:

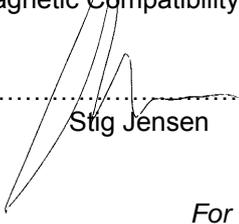
The direct drive is "greased for life", so should no be opened. No maintenance is required except for periodic checks of all bolted connections. As the rudder system, the steering system and the autopilot drive is exposed to heavy vibrations (mainly by cruising on motor), all bolted connections should be yearly checked. The only parts that could wear in time are the balls of the draglink. These balls are easy exchangeable and available for around 10 € each from any Jefa distributor.

Declaration of conformity:

I, Stig Jensen of Jefa Marine Steering ApS, Nimbusvej 2, 2670 Greve, Denmark, confirm that the Jefa direct drive type II, when fitted in accordance with these installation instructions, will meet the requirements of the Electro Magnetic Compatibility Directive Standard contained within Standard No. 60945/A1.

Signed:.....

Date: 06-10-2003


Stig Jensen

For more information please visit our website www.jefa.com