

Test data:

Customer:

Test Engineer:

Date:

Serial number:

Output torque 300 Nm:

type DU-TS24-24 – 8 revolutions/minute

Motor Voltage: 24 Volts

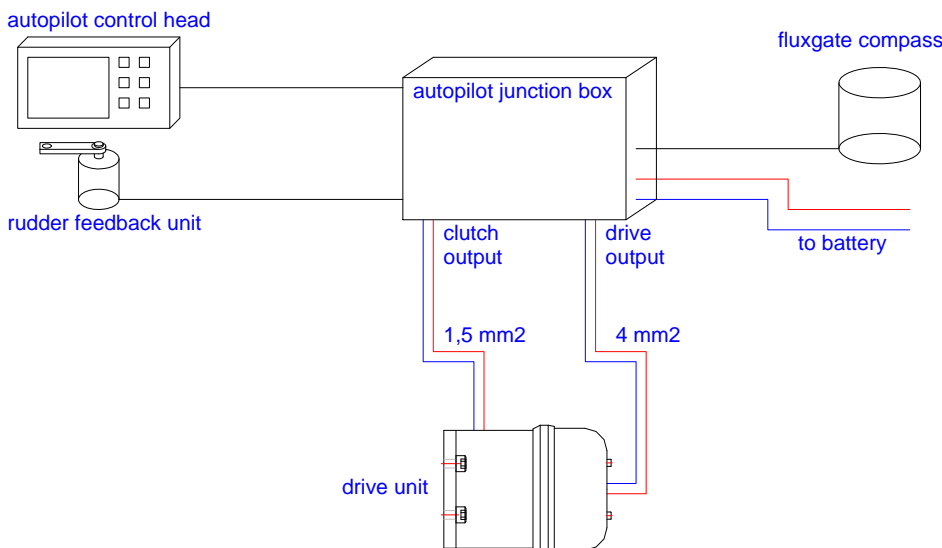
type DU-TS18-24 – 6.5 revolutions/minute

Clutch voltage: 24 Volts

type DU-TS10-24 – 3 revolutions/minute

Insulation test:

Electrical Connections:



This illustration shows the minimal components for a working autopilot configuration. Jefa autopilot drives work together with all mayor 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.

DU-TS24-18 performance table: (in combination with the 1:7 reduction box RG10-70)

rudder torque full rudder (KgM)	rudder torque midships (KgM)	power usage (amps)	rudder rotation per second (degrees/sec.)	time for 72° rudder (sec)
0	0	0.1	3.7	19
145	73	2	3.6	20
182	364	5	3.2	23
291	582	8.5	2.9	25

Compatibility in 24 Volts:

Following table shows the maximum rudder torques at midships and full rudder that can be generated by the Jefa 300 Nm transmission drive in combination with various autopilot junction boxes and reduction gearboxes. As the transmission drive drives the steering system, the maximum rudder torque depends on the type of reduction box used in the system. 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.)	RG10-70 midships (KgM)	RG10-70 full rudder (KgM)	BRG10-67 midships (KgM)	BRG10-67 full rudder (KgM)	RG10-100 midships (KgM)	RG10-100 full rudder (KgM)
DU-TS24-24	8 revs/min	16 sec.		15 sec.		23 sec.	
DU-TS18-24	6.5 revs/min	19 sec.		18 sec.		27 sec.	
DU-TS10-24	4 revs/min	31 sec.		29 sec.		44 sec.	
Simrad AC12	Too small, don't use in combination with this drive						
Simrad AC20	20	291	582	237	449	415	830
Simrad AC40	40	fully functional, but smaller autopilot is advisable (money can be saved by choosing smaller autopilot)					
B&G h2000 ACP-2	25	291	582	237	449	415	830
Furuno Navpilot 500/511/520	25	291	582	237	449	415	830
Raymarine X10	Too small, don't use in combination with this drive						
Raymarine X30	30	291	582	237	449	415	830

Fuse Protection:

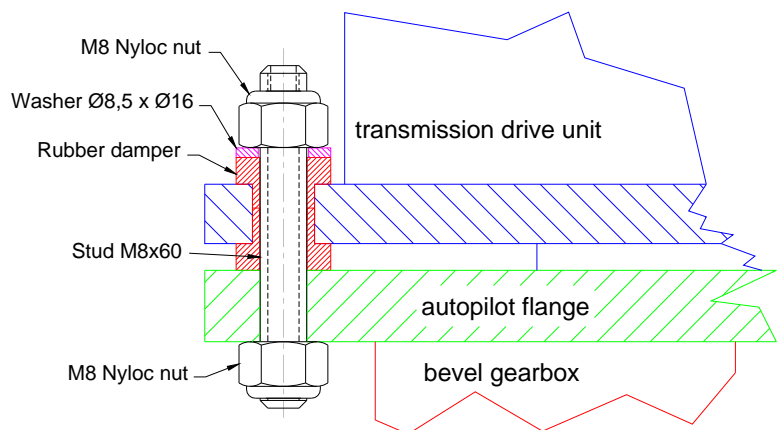
To protect the autopilot drive, the rudder, and the steering system, your Jefa transmission drive is fitted with an inline fuse. Please don't remove this fuse as this will invalidate your warranty. The 24 volt transmission drive is fitted with a 20 Amps fuse. A spare fuse is also supplied in the installation manual bag.



The Jefa transmission drives are fitted with rubber dampers to minimise the autopilot noise level on board. Transmission drives can be mounted on a bevel box or on a reduction gearbox.

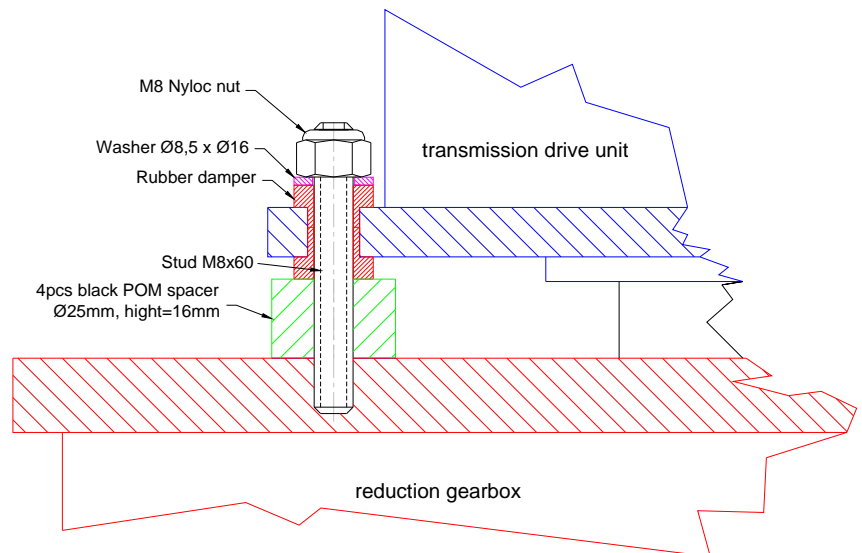
Mounting instructions for bevel box mounting:

- Screw the 4 M8x60 studs into the autopilot flange.
- Mount the 4 off M8 nyloc nuts. Tighten well with 20Nm torque.
- Mount the drive unit.
- Mount the 4 off washers.
- Mount the 4 off nyloc nuts. Don't tighten too hard to prevent damage of the rubber damper (3 Nm).



Mounting instructions for reduction gearbox mounting:

- Screw the 4 M8x60 studs into the autopilot flange. Tighten well and use [loctite](#) to lock the thread.
- Mount the 4 off delrin spacers.
- Mount the drive unit.
- Mount the 4 off washers.
- Mount the 4 off nyloc nuts. Don't tighten too hard to prevent damage of the rubber damper (3 Nm).



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. Always fit the delivered fuse into the power feed line. Failing to install this fuse could mechanically overload the drive causing severe damage inside the drive unit.

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 250Nm transmission drive, 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:.....
Stig Jensen

Date: 06-10-2003

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

04.09.2009

Jefa Steering ApS
Agenavej 43
2670 GREVE
Denmark
Tel: +45-46155210
Fax: +45-43695211
E-mail: info@jefa.com

