SLEIPNER

Ocean born. Tech bred.

User manual

E-Series thrusters



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Products covered:

Note: This manual is an integral part of the product and must accompany it at all times in either digital or printed format.

- E30/125S-12V
- E40/125S-12V
- E50/140S-12V
- E50/140S-24V
- E60/185S-12V
- E60/185S-24V
- E80/185TC-12V
- E80/185TC-24V
- E95/185TC-12V
- E95/185TC-24V
- E100/185T-24V
- E100/185T-48V
- E120/215T-24V
- E120/215T-48V
- E130/250T-24V
- E130/250T-48V
- E150/215T-24V
- E150/215T-48V
- E170/250TC-24V
- E170/250TC-48V
- E210/250TC-24V
- E210/250TC-48V
- E300/300TC-48V
- E340/300TC-48V
- E350/300TC-48V-HD
- E350/300TC-48V-HDB
- E420/386TC-48V

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.

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Safety and precautions
The Safety and precautions manual included with the product contains important instructions for safe installation and operation. Read the safety and precautions manual before installing or operating the thruster system.

Scan the QR code or visit: sleipnergroup.com/document-hub

MC_1155

Product	Rated voltage [1]	Rated current [2]	Thrust [3]
E30/125S-12V	12 V (9-16 V)	140 A at 10,5 V	30 kg / 66 lbs at 10,5 V
E40/125S-12V	12 V (9-16 V)	235 A at 10,5 V	40 kg / 88 lbs at 10,5 V
E50/140S-12V	12 V (9-16 V)	280 A at 10,5 V	50 kg / 110 lbs at 10,5 V
E50/140S-24V	24 V (18-32 V)	135 A at 21,0 V	50 kg / 110 lbs at 21,0 V
E60/185S-12V	12 V (9-16 V)	325 A at 10,5 V	60 kg / 132 lbs at 10,5 V
E60/185S-24V	24 V (18-32 V)	160 A at 21,0 V	60 kg / 132 lbs at 21,0 V
E80/185TC-12V	12 V (9-16 V)	395 A at 10,5 V	80 kg / 176 lbs at 10,5 V
E80/185TC-24V	24 V (18-32 V)	190 A at 21,0 V	80 kg / 176 lbs at 21,0 V
E95/185TC-12V	12 V (9-16 V)	550 A at 10,5 V	95 kg / 209 lbs at 10,5 V
E95/185TC-24V	24 V (18-32 V)	265 A at 21,0 V	95 kg / 209 lbs at 21,0 V
E100/185T-24V	24 V (18-32 V)	290 A at 21,0 V	100 kg / 220 lbs at 21,0 V
E100/185T-48V	48 V (36-64 V)	132 A at 42,0 V	100 kg / 220 lbs at 42,0 V
E120/215T-24V	24 V (18-32 V)	330 A at 21,0 V	120 kg / 264 lbs at 21,0 V
E120/215T-48V	48 V (36-64 V)	170 A at 42,0 V	120 kg / 264 lbs at 42,0 V
E130/250T-24V	24 V (18-32 V)	270 A at 21,0 V	130 kg / 284 lbs at 21,0 V
E130/250T-48V	48 V (36-64 V)	160 A at 42,0 V	130 kg / 284 lbs at 42,0 V
E150/215T-24V	24 V (18-32 V)	430 A at 21,0 V	150 kg / 330 lbs at 21,0 V
E150/215T-48V	48 V (36-64 V)	210 A at 42,0 V	150 kg / 330 lbs at 42,0 V
E170/250TC-24V	24 V (18-32 V)	395 A at 21,0 V	170 kg / 374 lbs at 21,0 V
E170/250TC-48V	48 V (36-64 V)	200 A at 42,0 V	170 kg / 374 lbs at 42,0 V
E210/250TC-24V	24 V (18-32 V)	580 A at 21,0 V	210 kg / 462 lbs at 21,0 V
E210/250TC-48V	48 V (36-64 V)	290 A at 42,0 V	210 kg / 462 lbs at 42,0 V
E300/300TC-48V	48 V (36-64 V)	360 A at 42,0 V	300 kg / 661 lbs at 42,0 V
E340/300TC-48V	48 V (36-64 V)	545 A at 42,0 V	340 kg / 749 lbs at 42,0 V
E350/300TC-48V-HD	48 V (36-64 V)	545 A at 42,0 V	350 kg / 772 lbs at 42,0 V
E350/300TC-48V-HDB	48 V (36-64 V)	545 A at 42,0 V	350 kg / 772 lbs at 42,0 V
E420/386TC-48V	48 V (36-64 V)	545 A at 42,0 V	420 kg / 925 lbs at 42,0 V

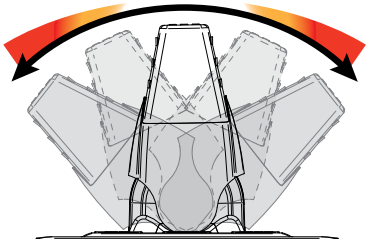
1. Specified voltage levels refer to the voltage measured at the cable terminals of the thruster motor. During operation, high current and cable losses will cause the motor terminal voltage to be lower than the voltage at the battery terminals. If the voltage falls below the specified minimum or exceeds the specified maximum, the thruster will cease operation.

2. Non-ideal tunnel installation and marine growth might increase input current.

3. Operation below the stated voltage may result in reduced thrust.

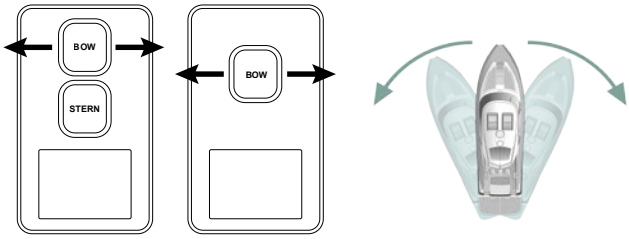
Proportional control panel

The thruster supports two control options: proportional joystick control and non-proportional push-button control, e.g. remote control. The joystick allows variable thrust, while the push-button controller activates the thruster at full thrust.



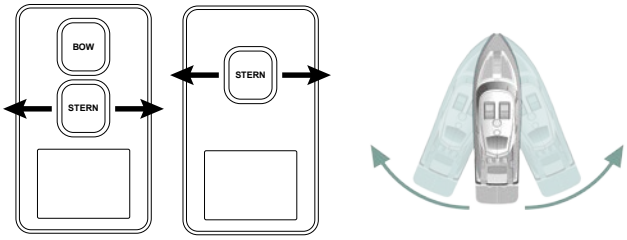
Activating the bow thruster

Move the bow joystick in the in the direction of intended displacement. The amount of thrust is proportional to the joystick position.



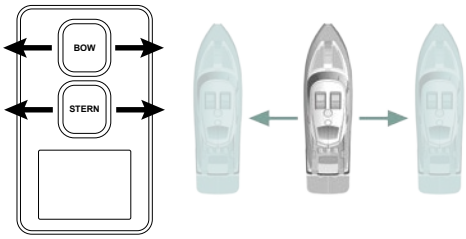
Activating the stern thruster

Move the stern joystick in the in the direction of intended displacement. The amount of thrust is proportional to the joystick position.



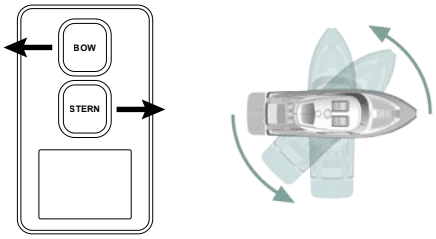
Activating sideways manoeuvring

Move bow and stern joystick in the in the direction of intended displacement. The amount of thrust is proportional to the joystick position.



Activating stationary rotation

Move bow and stern joystick in opposite direction to rotate the vessel. The vessel rotates towards the direction of the bow joystick. The amount of thrust is proportional to the joystick position.



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Before seeking assistance from the website help desk or your Sleipner distributor, perform the following checks.
If assistance is required to perform these checks, contact your Sleipner distributor.

CHECK	SOLUTION
The motor runs, but performance is reduced or no thrust at all	
Check that the propellers are fitted, fastened correctly and there is no damage to the propeller or shaft.	Fasten or replace propellers if necessary
Check that the flexible coupling between the motor and drive shaft is fitted correctly and not damaged.	Replace coupling if necessary
Check that the gearleg is not damaged. Rotate the drive shaft and ensure it moves freely.	Replace if necessary
Check the propeller, gearleg and tunnel are free from growth, barnacles, debris and damage.	Remove growth and clean. If there is obstruction in the tunnel it will disturb/ block the water flow and significantly reduce performance.
Check the battery is in a good working condition.	Keep the main engine(s) running to charge the batteries while testing the thruster. • Check batteries are not worn out or are not fully charged. • Check electrical connections and wiring for damage or corrosion. • Check cables are the correct size per the installation manual. Tighten/ re-adjust connections.
The thruster motor does not start	
Ensure that the main switch is activated and supplying power.	Activate the main switch to ensure power supply to the motor.
Check batteries.	Replace or charge the battery if needed
Check that the fuse is not blown.	Replace the fuse if needed.
Check electrical connections and wiring for damage and corrosion.	Tighten connections and replace wiring if needed
The thruster is not shutting off after the Joystick is disengaged.	
Hit the main switch to disconnect power supply to the motor.	Contact and consult a Sleipner distributor as the control system has been damaged.

Advanced control panel troubleshooting
Control panels operating on the S-Link system indicate potential faults. For more details refer to the user manual of the control panel.

Go to our document hub to find the user manual or additional documentation,
scan the QR code or visit: *sleipnergroup.com/document-hub*

MC_0352

As a part of the seasonal service of your thruster. It is recommended to fill out the check list on the next page to document maintenance of the product.

Out of water

- Inspect the propeller(s) and tunnel for any damage.
- Ensure the propeller(s) is fastened securely to the gearleg.
- Ensure that the thruster motor is securely fastened.
- Clean the tunnel and gearleg from marine growth.
- Paint the propeller and gearleg with anti-fouling before every season to keep it clean from sea growth. Never paint the anode, sealing or propeller shaft. Ensure paint does not enter the space between the propeller and the gearleg.
- Change the anode before every season, or when half the anode has eroded. Always use a sealant or thread glue on the holding screw to ensure that it does not fall off.
- Check the gearleg for oil leaks.

In water

- Check that the area around the thruster inside the boat is clean and dry. Ensure there are no signs of water leaks.
- All electrical connections are clean and fastened firmly.
- Ensure that the batteries are in good condition.

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

1. Inspect the propeller(s) and tunnel for damage.
2. Check that the propeller(s) are securely fastened to the gear leg.
3. Check that the thruster motor is securely fastened.
4. Clean the tunnel and gear leg to remove marine growth.
5. Apply anti-fouling paint to the propeller and gear leg. Keep the anode, sealing surfaces and propeller shaft free of paint. Ensure no paint enters the gap between the propeller and gear leg.
6. Inspect the anode and replace it if necessary. Replace it at least once per season or when half of the anode has eroded. Secure the holding screw with suitable sealant or thread glue.
7. Check the gear leg for oil leaks.
8. Check that the area around the thruster inside the boat is clean and dry, with no signs of water leakage.
9. Check that all electrical connections are clean and securely fastened.
10. Check that the batteries are in good condition.
11. Run the thruster and verify that the voltage at the motor terminals is within the specified operating range.

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Spare parts

Find spare parts and additional resources for your Sleipner product.

Scan the QR code or visit: sleipnergroup.com/spare-parts



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