

Keep this
manual onboard!



User Manual

Including Installation For Control Panels
86-08950, 86-08955



86-08950



86-08955

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Products

- 86-08950 - Kontrollpanel ankervinsj
- 86-08955 - Rundt kontrollpanel ankervinsj



MC_0020

Failure to follow the considerations and precautions can cause serious injury, damage and will render all warranties given by Sleipner Motor as VOID.

MC_0411

General Operation Considerations and Precautions Guidelines

MC_0444

For Windlass systems

MC_0307

Never use a windlass close to somebody in the water, an unexpected drop of the anchor can cause serious injuries.

It is the owner/ captain/ other responsible parties full responsibility to assess the risk of any unexpected incidents on the vessel.

- Keep your distance to the windlass, the rope, anchor and anchor brackets during operation
- While operating the anchor maintain observation of the rope or chain during handling.
- Ensure anyone using the windlass knows how to operate it.
- Be aware when the anchor are raised as it can bring unwanted debris up from the bottom, potentially damaging your boat. **(NB: If the windlass is straining as the anchor is raised, stop for a few seconds and let the boat pick up momentum before continuing the raise.)**
- If the anchor is stuck, release some rope/chain and attach it to a cleat before using the boat to pull the anchor free. The windlass is not designed for loads beyond the specified pull capabilities.
- The anchor MUST ALWAYS be secured to the boat while under way. Use the security line or other means to prevent unintentional anchor drop.
- Turn off the power to the windlass when not in use.
- Children must not operate the windlass.
- Careless use can cause damage or injury!
- Keep the engine running during windlass operation to ensure good battery capacity.
- Sleipner Motor AS is not responsible for damage or injury caused by the use of our windlass systems.
- While dropping anchor, do not push the "UP" button until the anchor is resting at the seabed.
- Always turn the control device off when the thruster is not in use.

! Please refer to the graphic for special considerations relating to your model !

Docking with remote control

RC-21E, RC-22E & RC-23E

1. Make sure the boat engine is running during anchoring.
2. Decide where you want to drop anchor.
3. Check that the safety line on the anchor has been loosened.
4. Turn ON the main switch of the windlass.
5. When main switch for the windlass has been switched off, you must press down both ON buttons on the remote, before pressing DOWN button to release the anchor.

Docking with fixed switch panel

1. Press the down button for at least 1 sec.
2. The anchor will drop.
3. The windlass is now released and the rope will run out in step with the progress of the boat towards land.
4. Tie up the boat

(NB: The windlass will always wind in slowly before it reaches to full speed. From software 1.008 can the windlass wind in with reduced speed by double clicking the UP button.)

Departing

1. Start the boat engine.
2. Turn on the main switch.
3. Release the mooring from land.
4. Activate the windlass.
5. Keep the up button depressed, and the windlass will pull the boat away from land. The windlass will pull the anchor up at full speed until the first auto stop is activated.

After the first auto stop:

1. Release the up button, press again and keep depressed.
2. The windlass will continue to raise the anchor slowly until the second auto stop is activated, stopping the windlass completely.
3. The anchor will then be correctly seated in the anchor bracket.
4. Attach the safety line to the anchor.
5. Turn off the main switch of the windlass.
6. Have a pleasant sailing!

(NB: This ONLY applies for rope windlasses and requires the anchor rope to be correctly fitted with end-stop sensor rings.)

IMPORTANT

Keep an eye on the anchor when it leaves the water and seats in the anchor bracket. This will allow you to stop the windlass and prevent damage if the anchor pulls up foreign objects from the seabed.

(NB: If the windlass is straining while raising the anchor, it would be a good idea to run the windlass in periods. Once the boat has begun to move backwards, you can release the up button and then run the windlass in periods.)

PANEL CONTROL



Windlass Panel

The windlass controller 150800 is a full direction and PVM- speed controller with Amp and voltage monitor. It can control the direction of the windlass and reduce the speed without reducing the pulling power of the system

(NB: This allows for smoother operation (ramped motor start) and access to features like Slow pull speed.)

REMOTE CONTROL



RCT-21



RCT-23

Wireless remote control

The remote is waterproof and floats if dropped into the water. It has under normal conditions an radio range of 15m.

Remote control is turned ON by pressing both ON buttons.

To ensure a long battery lifetime, the remote control switches off automatically 4 min. after the last button was pressed.

(NB: Remote and receiver is normally connected and ready to use. See own manual for more information and variants.)

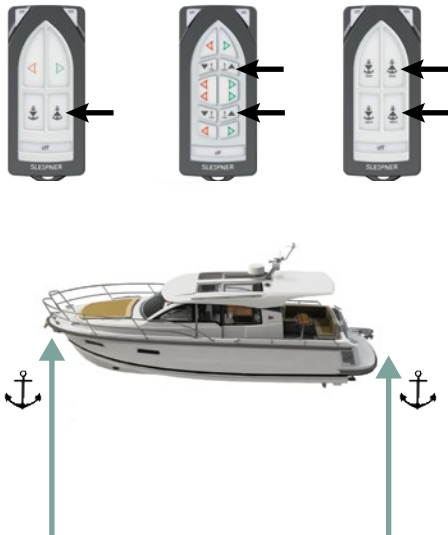
WARNING

For safety ALWAYS secure the anchor with a suitable safety line when not in use.

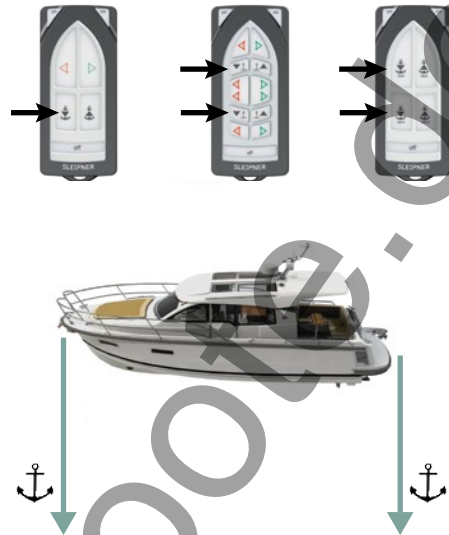


Control Panels

Activating raises Anchor/ Windlass



Activating lowers Anchor/ Windlass



Anchor UP

When the anchor has dropped to the seabed, press the “up” button to tighten the slack. The windlass will continue to winch in as long as you keep the “up” button depressed. If the remote control has switched off automatically (*i.e. if you have not pressed a button for more than 4 min*) you must first switch ON, then press ‘UP’ start to wind in the anchor rope/chain. The windlass always starts to operate at reduced speed before increasing to full speed.

Anchor DOWN

When the remote control is switched on, you can drop the anchor by pressing the “down” button. Keep this button depressed for at least 1 second to drop the anchor. The windlass will then run out slowly in the beginning to ensure the correct release function.

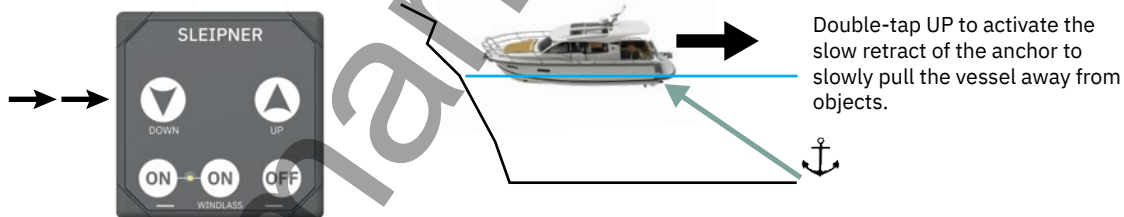
IMPORTANT

Always turn OFF the power to the windlass when it is not being operated.
The anchor must always be secured to the boat while the boat is sailing. Use the safety line supplied.

Double-tap Anchor UP feature

If all power has been removed from the windlass (*i.e. powered off after leaving the vessel or during an overnight anchoring*) the internal sensor will no longer remember the current status of the anchor's position (Up or DOWN).

Instead of releasing the slack on the anchor completely Double-tap UP to activate the slow retract of the anchor. (*NB: This can help safely navigate away from objects when un/ mooring the vessel.*)



WARNING

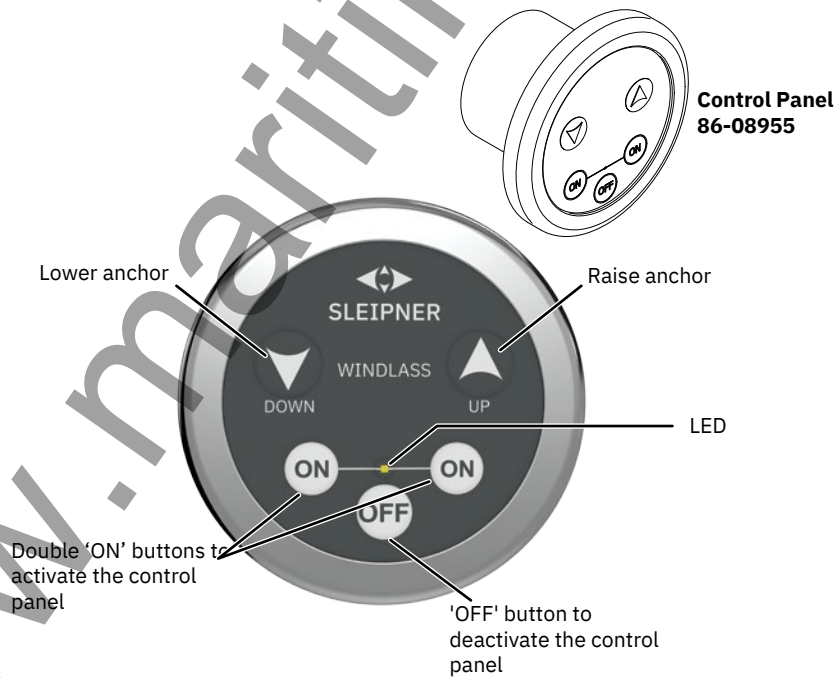
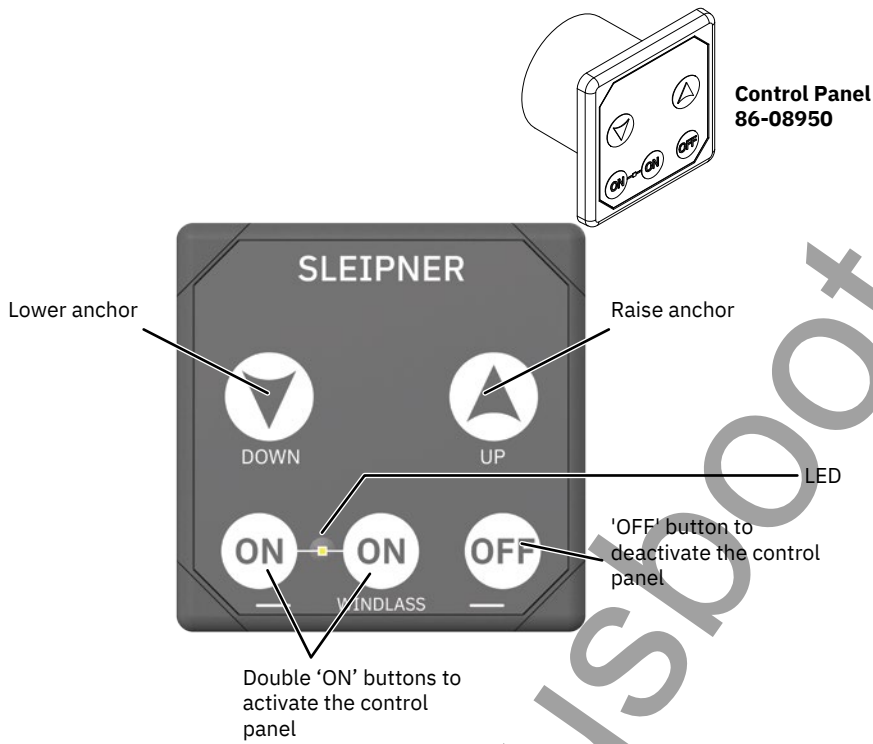
ALWAYS secure the anchor with a suitable safety line when not in use. The windlass cannot be considered a fixed point. (Underway the rope can potentially slide in the housing gypsy. An unintended mechanical release of the gypsy can not be guaranteed.)

End-Stop Sensor

This system is designed so the windlass automatically stops pulling when the anchor reaches the boat. If normally adjusted it will stop when the anchor is hanging 0,5-1 m under the surface. (*NB: This allows for time to finish any close quarter maneuverer, get lines and other equipment used at anchor in order, inspect the anchor to ensure it is free of cables, trolleys or whatever else you might catch.*)

Also by sailing slowly it is possible to flush the anchor free of sand, seaweed or sediments before the final operation to raise anchor on board the boat.

After the first stop is detected and pull is resumed by repressing the “up” again and the controller will pull the anchor in at reduced speed and with a lower allowable pull until the second stop is registered. At this point, the anchor should rest in the bracket without unnecessary high tension on the rope, windlass, fasteners etc.



Responsibility of the Installer

MC_0038

The installer must read this document to ensure necessary familiarity with the product before installation.

Instructions in this document cannot be guaranteed to comply with all international and national regulations. It is the responsibility of the installer to follow all applicable international and national regulations when installing Sleipner products.

The recommendations given in this document are guidelines ONLY, and Sleipner strongly recommends that advice is obtained from a person familiar with the particular vessel and applicable regulations.

This document contains general installation instructions intended to support experienced installers. If you are not skilled in this type of work, please contact professional installers for assistance.

If required by local regulation, electrical work must be done by a licensed professional.

Appropriate health and safety procedures must be followed during installation.

Faulty installation of Sleipner products will render all warranties given by Sleipner Motor AS.

General Installation Considerations and Precautions for Windlass

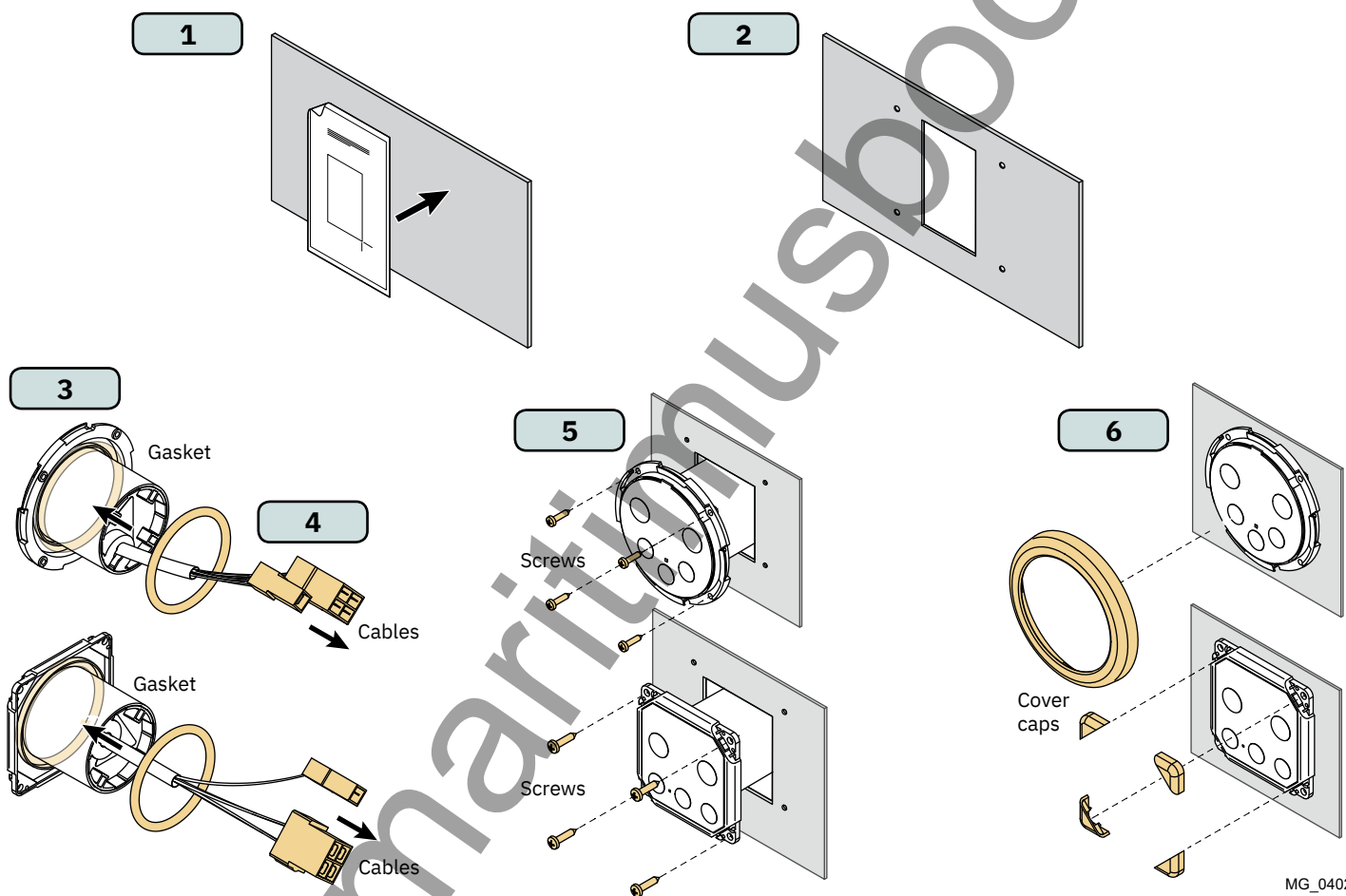
MC_0424

- Always use original Sleipner rope. *(NB: While dropping anchor, do not push the "UP" button until the anchor is resting at the seabed.)*
- Windlass and accessories must be installed and used in a manner that will not cause damage or injury.
- Do not mount any windlass parts in hazardous environments. *(I.e. flammable fumes or gases.)*
- Control unit 150800 unit is NOT protected from water ingress, it must be installed in a dry area and not exposed for water.
- Windlass motor installations that are exposed to humidity MUST be surface protected with Tectyl or similar.

! Please refer to the graphic for special considerations relating to your model !

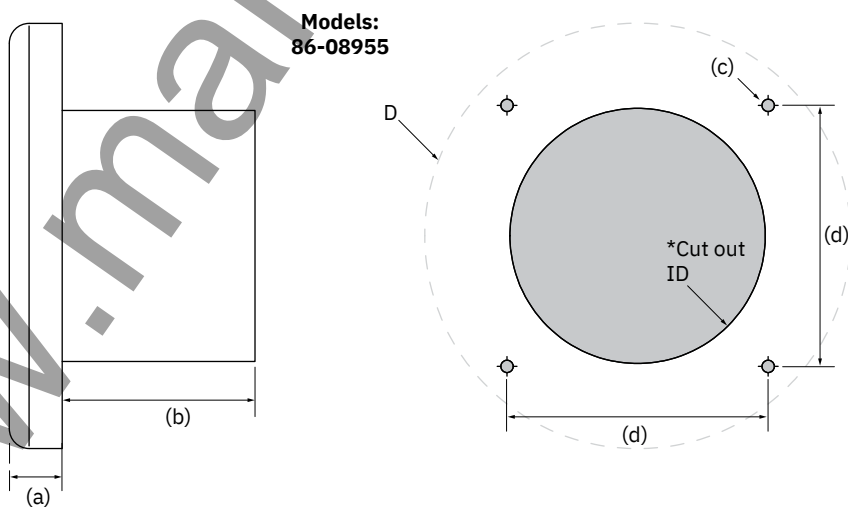
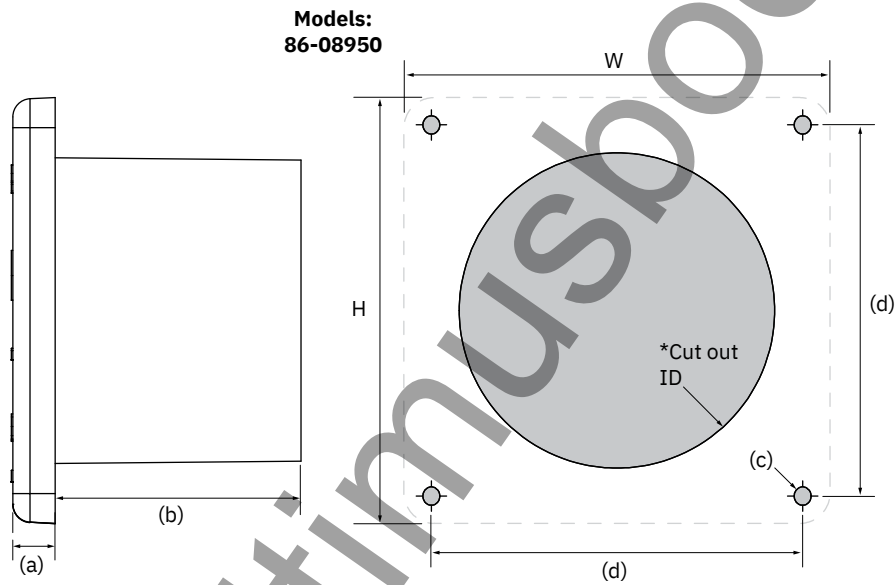
Find a suitable location for the control panel where it does not obstruct or is obstructed by other devices. Install the control panel on a flat surface where it is easy to use.

1. Use the supplied cut-out template to mark the area to remove on your control dash.
2. Cut out the area per template for the control panel. **(NB: If the front surface around your cut out is jagged or chipped, use a sealant to assist the gasket.)**
3. Place the gasket to the back face of the panel
4. Plug cables into the connectors at the rear of the control panel.
5. Insert the control panel in place and fasten screws.
6. Insert the control panels covering caps.



MG_0402

Measurement code	Measurement description	*86-08950		*86-08955	
		mm	inch	mm	inch
ID	Internal panel diameter cut out	51.8	2	51.8	2
D	panel diameter	-	-	86	3.39
H	Panel Height	71	2.8	-	-
W	Panel width	71	2.8	-	-
(a)	Raised height above the dashboard	7	0.26	10.7	0.42
(b)	Depth behind the dashboard (not inc. cables)	41	1.61	39	1.5
(c)	Panel screw hole diameter	3	0.12	2.5	0.10
(d)	Distance between panel screw holes	61	2.4	53	2.09



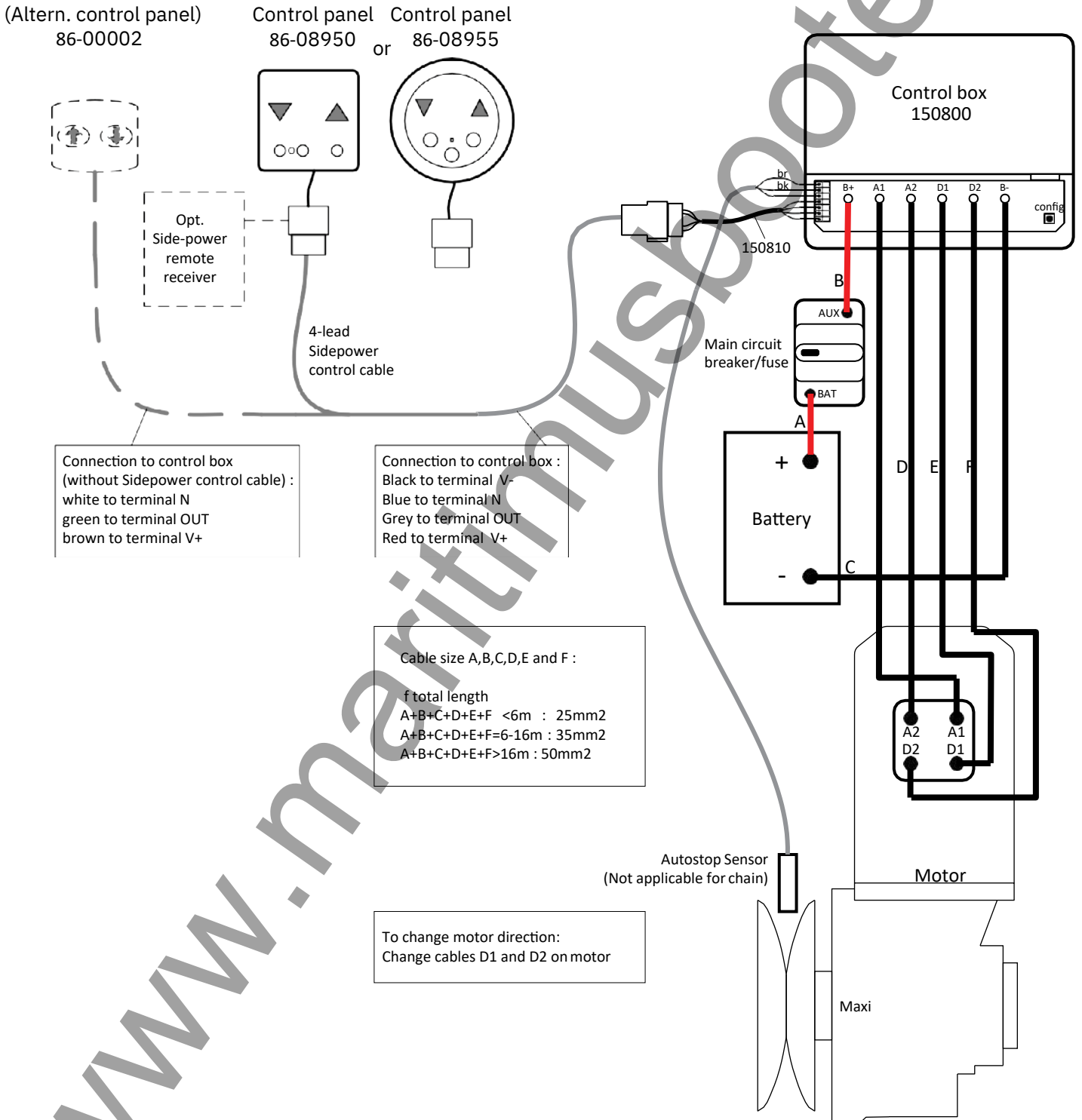
Visual Wiring Diagram

Connecting the motor and battery cables on Maxi

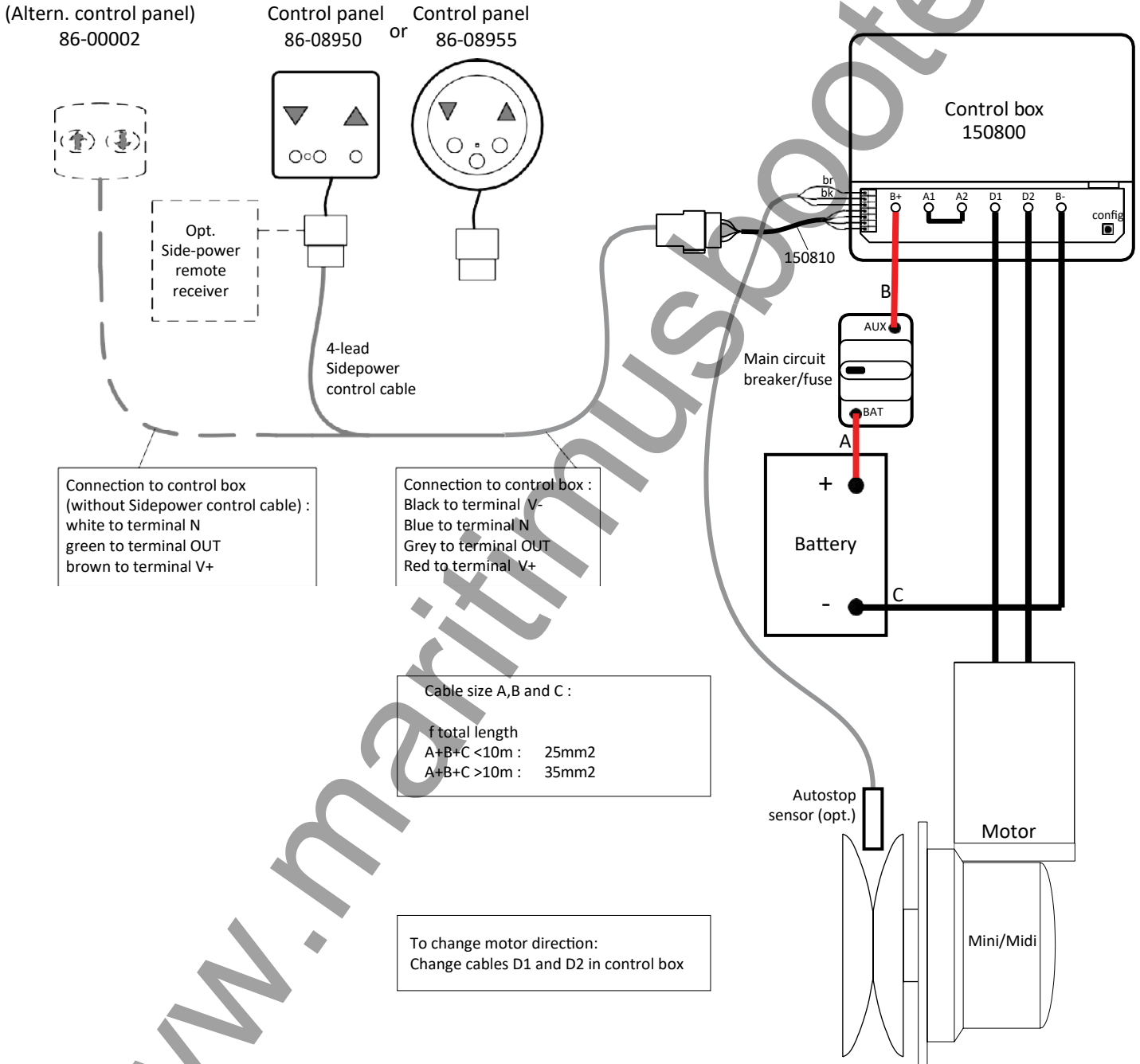
- Connect the four motor cables to the Terminals masked A1/A2/D1/D2.
- Connect supply cable from battery negative to the Terminal marked B-.
- Connect supply cable from breaker/fuse to the Terminal marked B+.
- Connect beaker/fuse to battery main switch.
- Tighten all terminals properly, with a maximum torque of 5Nm. Over-tightening may damage the terminals.
- Leave breaker/fuse disconnected until the installation is completed.

IMPORTANT

If motor runs in the wrong direction, swap cable D1 and D2 on the control unit.



Visual Wiring Diagram



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