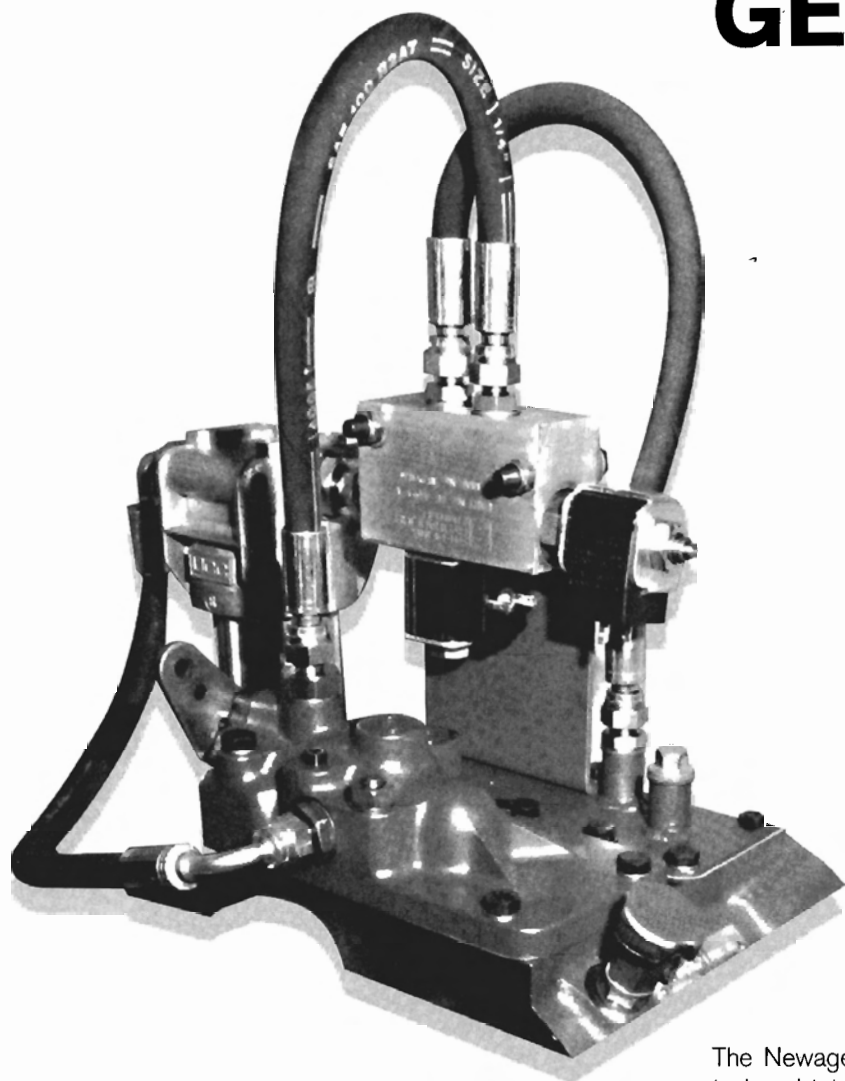


# NEWAGE

PRM

## TROLLING VALVE FOR PRM GEARBOXES



The Newage trolling valve enables low propeller speeds to be obtained by the use of an electrically controlled pressure reducing valve in the clutch pressure operating circuit.

The trolling valve can be fitted to all PRM units except the Delta and is supplied as a kit with all necessary parts for operation and control.

## THE TROLLING VALVE KIT COMPRISES:

- Trolling valve
- Operating lever
- Connecting electrical cables
- Mounting brackets
- Pipework
- ON/OFF switch and filter

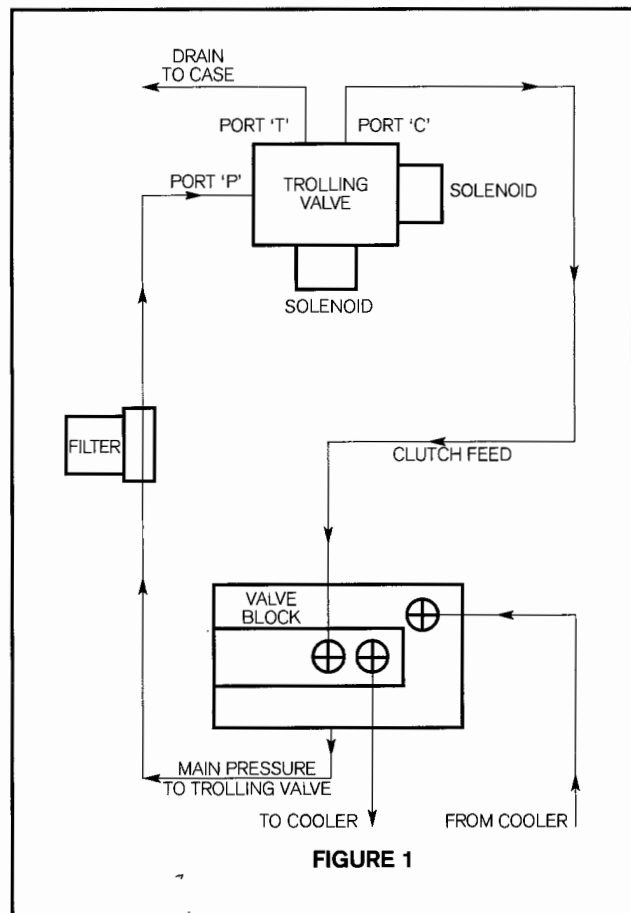
The parts are connected as shown in figure 1.

The trolling valve block is an aluminium alloy block housing the on/off and pressure reducing solenoid valves. The solenoid valves are hermetically sealed and supplied with DIN 43650 type connectors.

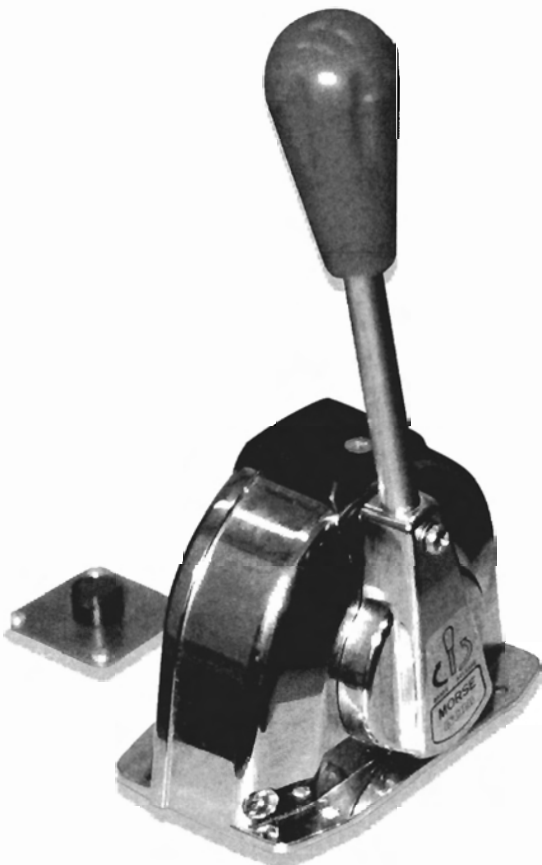
The operating lever is a Morse type NB unit with locking handle. The housing contains the electrical circuits for operating the trolling valve which again are encapsulated to provide a waterproof seal. The lever is complete with:

- 3 metres 6 core cable to provide the solenoid and interlock switch connection via a multipin plug;
- 2 metres 2 core cable to provide the 12V or 24V supply;
- 1 metre cable with spade end connections to the on/off switch.

## TROLLING VALVE BASIC CIRCUIT DIAGRAM



## OPERATING LEVER AND ON/OFF SWITCH



An ON/OFF switch and two metres of multicore cable with DIN 43650 solenoid and 6 pin plug to connect to lever cable. Additional three metre lengths of cables can be supplied if a longer run is required.

Pipework, brackets and in-line filter are also provided to enable connections to be made to the gearbox.

When using the trolling valve it will be necessary to change the control valve spool MT4656 with MT1538. This is also provided.

The trolling valve is connected as shown in figure 1 and operates as follows:

Depressing the ON/OFF switch causes the hydraulic oil to flow through the pressure reducing valve and by varying the position of the control lever the clutch pressure is increased or decreased with an associated increase or decrease in clutch slip.

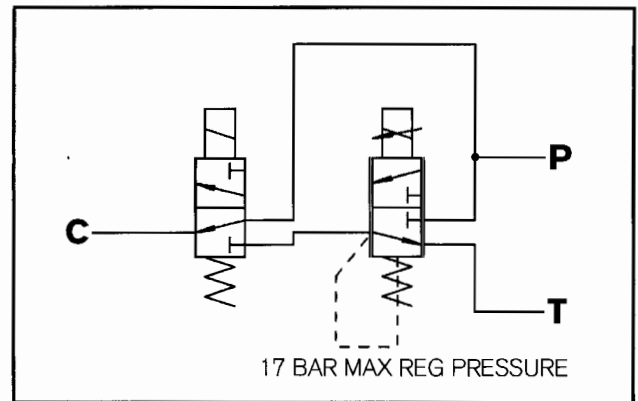
Movement of the control lever only affects clutch pressure when the ON/OFF switch is activated and ensures the unit is failsafe in the event of an electrical failure.

During trolling the head of the switch is illuminated to give a visual indication of the valve status.

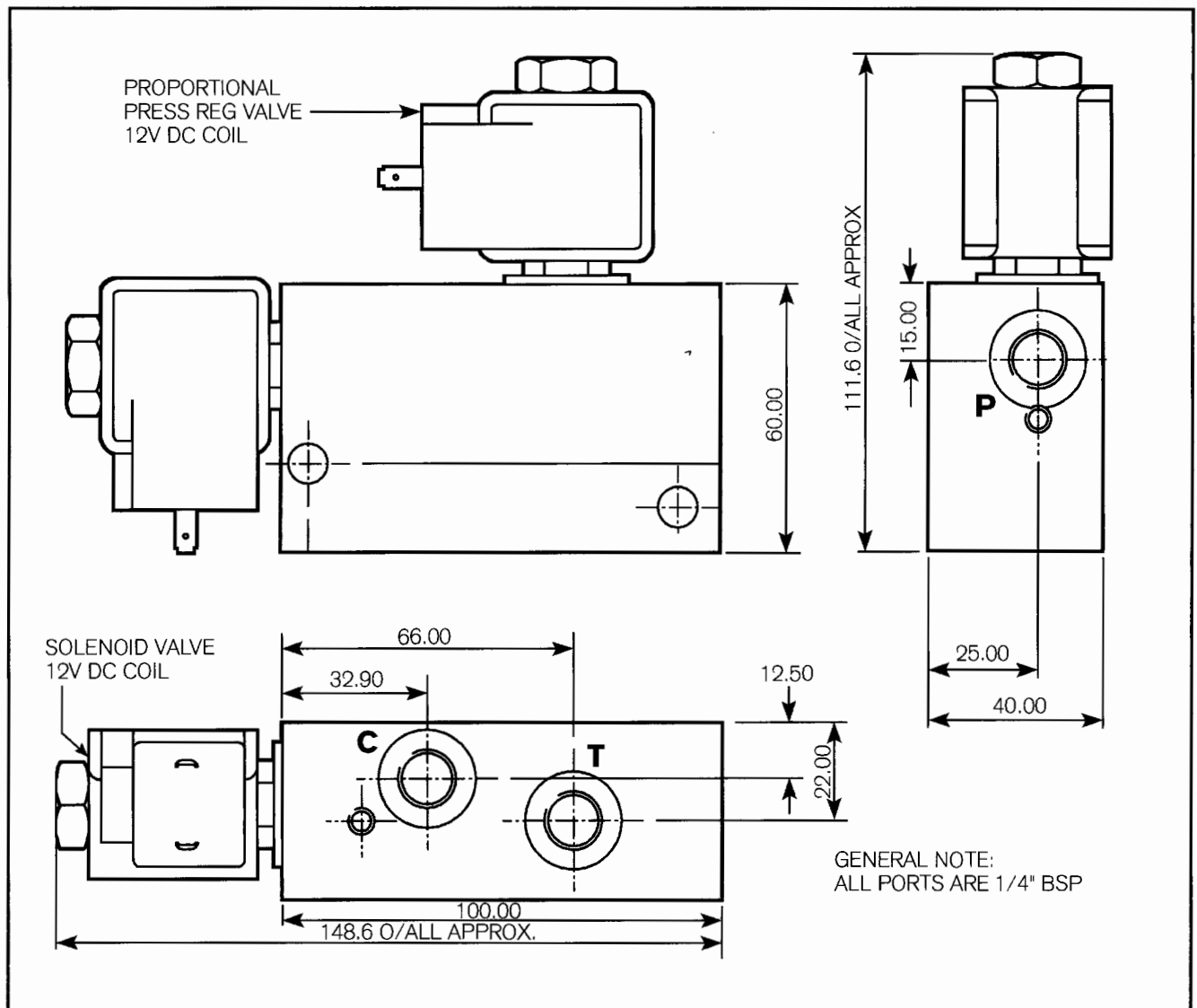
The ON/OFF solenoid is equipped with a manual operation which can move the valve spool in the event of a mechanical failure.

An interlock facility is provided in the form of an electrical connection which can be wired to a microswitch on the fuel rack to switch off the trolling circuit if the engine speed rises above 1200 r.p.m.

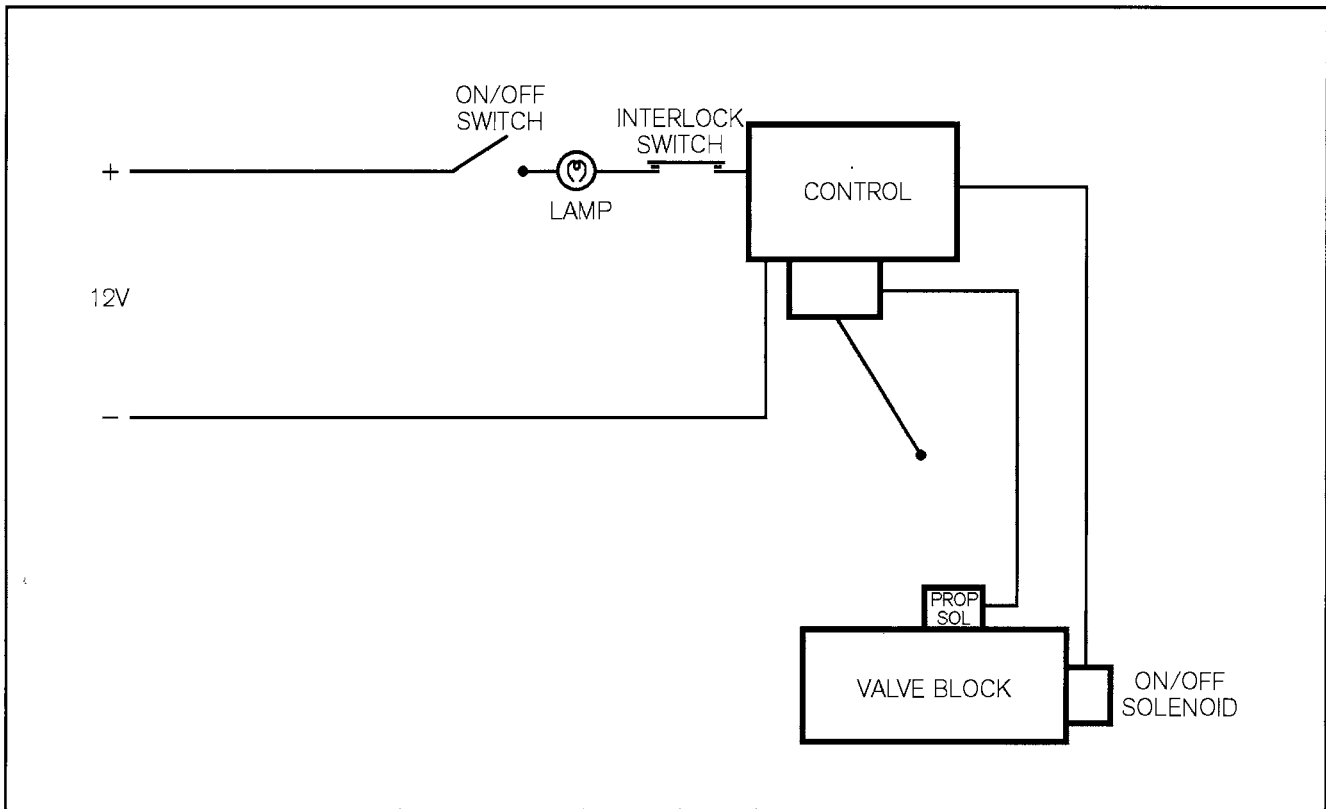
## SCHEMATIC LAYOUT



## SOLENOID BLOCK ASSEMBLY



## ELECTRICAL CIRCUIT



### IMPORTANT NOTE

All information given in this leaflet is correct at the time of going to press. However, in the interests of technical progress, design specifications are subject to change without notice. Accordingly, data given herein should be regarded as a general guide only and does not form part of any contract. Any specific performance requirements must be made known to us in writing with customer orders for goods.

Illustrations are approximate only and do not form part of any contract with us; certified installation drawings are available on request. All goods are supplied in accordance with our standard terms and conditions of sale.

# NEWAGE

PRM

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