



GALVANIC ISOLATOR

To meet the current CE standard (EN5013297) the ground of the AC shore power must be connected to the ground of the boat. The ground of the boat is in connection with the fuselage, fuel tank, engine, propeller, shaft etc.

Safety is taken for granted in case of a normal on-shore installation. A fuse will blow or a Ground Fault Current Interrupter (GFCI) will trip in case of a short circuit or current leakage to ground. Connecting the ground wire of the AC-shore power, to the metal parts of the boat will result in galvanic corrosion. Bringing only the live and neutral wire on board results in an unsafe situation because GFCI's will not work nor will a fuse blow of a short circuit to a metal part on the boat.

It is a ferry tail that galvanic corrosion only occurs in metal and aluminium hulls. In fact it can occur on any boat as soon as a metal part (shaft and propeller) is in contact with water. The corrosion will quickly dissolve your zinc anodes and attack the shaft, propeller, and other metal parts in contact with the water as soon as the boat is connected to the AC shore.

The galvanic isolator eliminates any electrical continuity between the AC shore power and the boat. The isolator maintains a threshold tension of approximately of 2V; the tension differences are raised between the metals.

The galvanic isolator can handle a very high current in case of a ground fault, there of the isolator is having a solid construction for safety reasons.

When a light weight is requested, the galvanic isolators is the most ideal product to be placed between the ground of the AC-shore power and the boat but the GI 16 is not having soft start

Continues current	16A max
Peak current	5000A
Connections	M6 bolt 2x
Protection category	IP 65
Dimensions	200x120x60mm (LxWxH)
Weight	1 Kgs

