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508.995.7000

BONDING OF *SIDE-POWER* THRUSTERS

We have never recommended connecting the thruster to the boat's bonding system. This is not covered specifically in the manuals that are used worldwide as there are certain regulations in some areas that may require this. Our electric motors are classed as "Double Insulated". In the USA, this meets ABYC standards for "Double Insulation System" and their exemption from bonding as noted in ABYC Section E-9.13.c.


This means that if there were any other ground problems on the boat, the thruster would be less likely to be affected. It will also be simpler to trouble shoot as a stand-alone piece, rather than if tied to the rest of the boat's electric system (bonding from other equipment) for which we have no control.

The key is that our zinc is designed to protect our gearleg. If you were to tie the thruster to the boat's bonding system, you would be asking this zinc to now do much more than it is designed to do. When bonding it becomes part of the boat's overall galvanic protection. This would cause the zinc to wear faster and need replacement more often. If the zinc is not maintained, the gearleg may be affected by corrosion.


All of our motors are tested twice at factory, motor alone and then at final assembly, for shorts by high voltage MEG testing at all connections.

Peter Nolet
Product Manager



 THRUSTERS

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