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SD250 Series

The SD250 switches combine the dual function of a manual disconnect and coil operated line contactor. The operation of the switch is such that with the operating knob depressed i.e. in the "off" position, no electrical functions can take place. However, if the knob is in the "On" position, the option of energising the coil and thus closing the main contacts becomes available. The coil energisation can be carried out either through the vehicle keyswitch or as a result of a signal from the vehicle electronic controller. When used as an emergency battery disconnect switch, manually depressing the operating knob will override the energised coil such that the main contact and the auxiliary contact (where fitted) will open until such time as the knob is again moved to the "on" position.

Available as a standard (see picture) or locking version, 'L' denotes a lockable variant. For these versions a key is necessary for the knob to be moved from the "Off" position to the "On" position. Once in the "On" position, the key can be removed. Thereafter, the knob may be depressed to the "Off" position where it will automatically lock and remain locked until the key is used again to unlock it. Denoted by 'A', a double circuit normally open, normally closed microswitch auxiliary contact can be fitted and magnetic blowouts 'B', can also be fitted

SD250 Series Technical Data

Main Contact Configuration: SP on/off, M8 stud

Thermal Current Rating 100%: 250A

Typical rupture fault: Without Blowouts: 1000A at 48 D.C.
With Blowouts: 1000A at 80V D.C.

Maximum Recommended Contact Voltages: Without Blowouts: 48V D.C.
With Blowouts: 96V D.C.

Typical Voltage Drop across Contacts per 100A: 30mV