MARINE-PUCK BOAT ISOLATION TRANSFORMERS

BY BRIDGEPORT MAGNETICS GROUP

In 2017 NEC lowered the maximum permitted ground fault protection for boats on shore-power from 100milliamp to 30milliamp

Leakage current varies from boat to boat. Unfortunately, even with all electrical systems in good working order it will often exceed 30 milliamp. This will trip the GFI circuit breaker in the pedestal and leave the boat without power.

The solution is to install a Marine-Puck on your boat

Isolation transformers eliminate shock hazards to persons on board and in the water adjacent to the boat. They also eliminate possible galvanic corrosion of metal hulls and propellers due to DC currents traveling through a shore ground connection, as well as nuisance tripping of GFI (ground fault interrupt) systems when on shore power.

Marine-Pucks are toroidal (ring shaped) isolation transformers fully embedded in solid epoxy resin inside a cup-shaped non-metallic enclosure. They are sealed hermetically and can be mounted onto a deck or a bulkhead.

There are many advantages of toroidal transformers versus conventional laminated types.

- They are up to 50% lighter and much smaller.
- They are quiet. No annoying hum when on shore power.
- Marine-Pucks are double-insulated (class II devices) not referenced to ground in any way.
- The Marine-Puck non-metallic enclosure combined with the solid epoxy potting compound eliminates shock and
 fire hazards due to broken or loose conductors touching a metallic case besides effectively preventing sea water
 from entering the transformer.

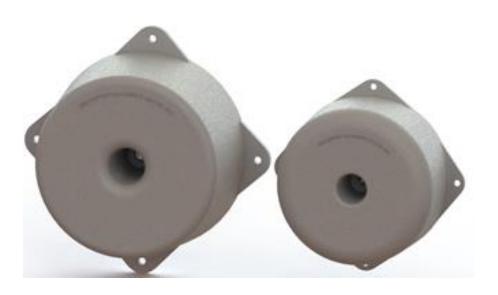
Model	Application	Power [KVA] Continuous	Voltage		Dimensions		Weight
			Input [V]	Output [V]	OD	Height	Lbs.
MP3.6-30A	50/60Hz (Global)	3.6	120/240	120/240	10"	5"	45
MP6 25A	50/60Hz (Global)	6	120/240	120/240	12.6"	6.5"	80
Dual MP6 50A	50/60Hz (Global)	12	120/240	120/240	2x12.6"	6.5"	150



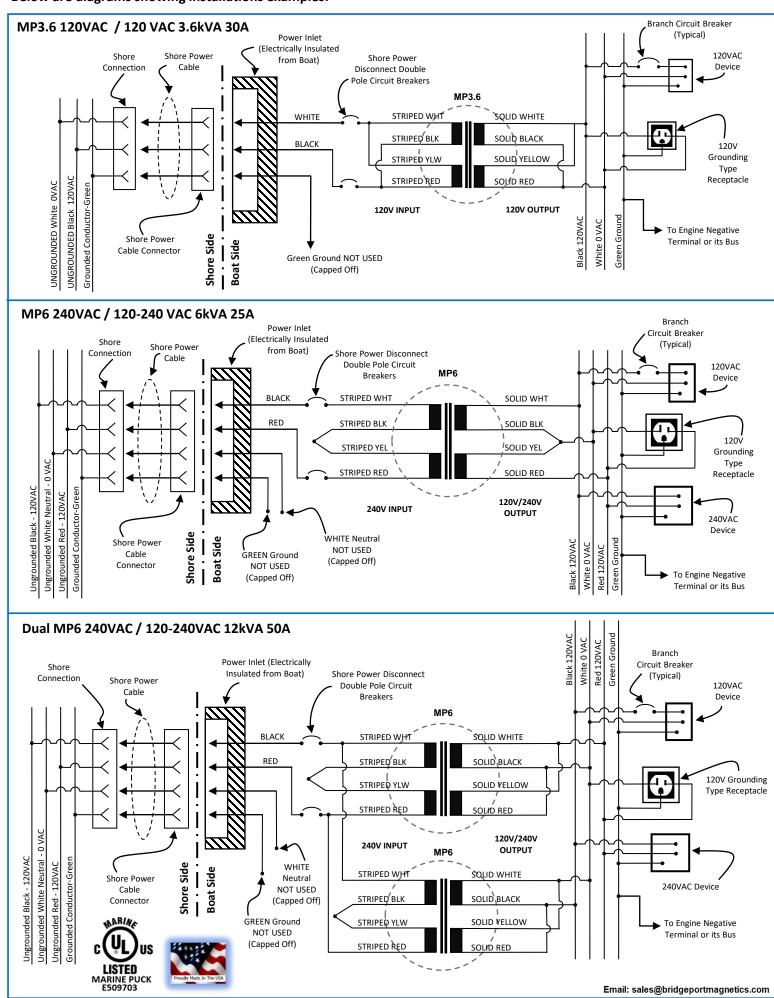




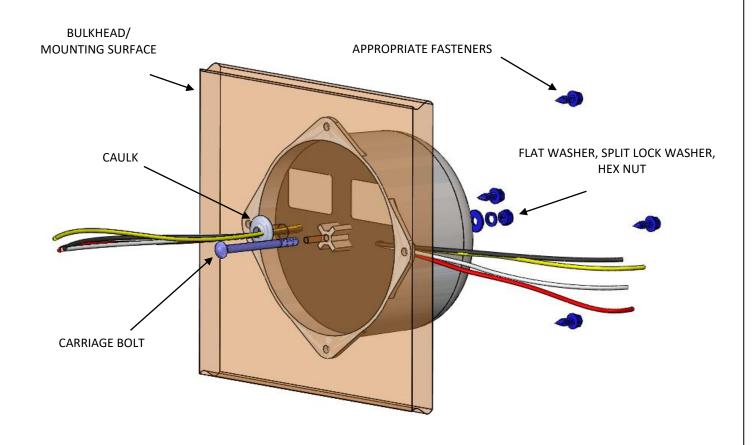
Email: sales@bridgeportmagnetics.com

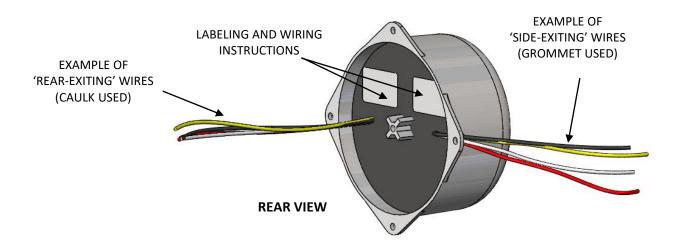


MP6 MP3.6



Mounting: Marine-Puck mounts on top of or below a deck or a bulkhead with a central carriage bolt and washer. Input and output wiring may exit from the rear through the mounting surface or radially through the lower rim in any orientation. All models feature two secondary 120V secondary windings which may be user connected in parallel for 120V service or in series for 120/240V service.







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